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

Agenda - Final

Thursday, December 4, 2025

10:00 AM

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See pg. 4 for public comment info.

Board of Directors - Regular Board Meeting

Fernando Dutra, Chair
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)

PUBLIC INPUT

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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The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding coming before an agency involving a license, permit, or other entitlement for use including all contracts (other than competitively bid contracts that are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process , labor contracts, personal employment contracts, contracts valued under $50,000, contracts where no party receives financial compensation, contracts between two or more agencies, the periodic review or renewal of development agreements unless there is a material modification or amendment proposed to the agreement, the periodic review or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are valued at more than 10 percent of the value of the contract or fifty thousand dollars ($50,000), whichever is less, and modifications of or amendments to any of the foregoing contracts, other than competitively bid contracts), shall disclose on the record of the proceeding any contributions in an amount of more than $500 made within the preceding 12 months by the party, or the party's agent, to any officer of the agency. When a closed corporation is party to, or participant in, such a proceeding, the majority shareholder must make the same disclosure. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

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Live Public Comment Instructions:

Live public comment can be given by telephone or in-person.

The Meeting begins at 10:00 AM Pacific Time on December 4, 2025; you may join the call 5 minutes prior to the start of the meeting.

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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 4 de Deciembre de 2025. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-978-8818 y ingrese el codigo:
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Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

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

CALL TO ORDER

ROLL CALL

1. APPROVE 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 are approved by one motion unless held by a Director for discussion and/or separate action.

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

All Consent Calendar items are listed at the end of the agenda, beginning on page 10.

3. SUBJECT: REMARKS BY THE CHAIR 2025-1020

RECOMMENDATION

RECEIVE remarks by the Chair.

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2025-1021

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION AS AMENDED (5-0):

6. SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLES SIX AND SEVEN 2025-0854

RECOMMENDATION

CONSIDER

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 (Attachment A); and

B. AUTHORIZING a waiting list of eligible events that may be awarded administratively, should funding become available from Cycles Six and Seven (Attachment A).

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, 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.

Attachments: Attachment A - Open and Slow Streets Cycle Six and Seven Evaluation Results
Attachment B - Motion 72 – Los Angeles County "Open Streets" Program
Attachment C - Motion 40 – Open Streets Program Response to COVID-19
Attachment D - Motion 9.1 – Open and Slow Streets Grant Program Cycle Four
Attachment E - Motion 9 – Uplifting Arts, Culture and Recreation
Attachment F - Open & Slow Streets Guidelines & App Combined Cycles 6 & 7
Presentation

EXECUTIVE MANAGEMENT COMMITTEE FORWARDED TO FOLLOWING:

17. SUBJECT: 2026 LEGISLATIVE PROGRAM 2025-0936

RECOMMENDATION

CONSIDER:

A. RECEIVING the State and Federal Legislative Report;

B. ADOPTING the proposed 2026 Federal Legislative Program (Attachment A); and

C. ADOPTING the proposed 2026 State Legislative Program (Attachment B).

Attachments: Attachment A - 2026 Federal Legislative Program
Attachment B - 2026 State Legislative Program
Presentation

18. SUBJECT: WATER TAXI FROM SAN PEDRO TO LONG BEACH MOTION 2025-1026

RECOMMENDATION

APPROVE 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.

32. SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR DORAN STREET CROSSING GRADE SEPARATION PROJECT 2025-0845

RECOMMENDATION

ADOPT 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 identified in Attachment A and 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."

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

Attachments: Attachment A - Staff Report
Attachment B-1 - Resolution of Necessity
Attachment B-2 - Resolution of Necessity
Presentation

33. SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT 2025-0903

RECOMMENDATION

ADOPT 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 identified in Attachment A and 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."

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

Attachments: Attachment A - Staff Report
Attachment B-1 - Resolution of Necessity - Parcel B-004
Attachment B-2 - Resolution of Necessity - Parcel B-005
Presentation

END OF NON-CONSENT

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

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

1. Danny Aban v. LACMTA., Case No. 24SMCV03889
2. Matthew Barraza v. LACMTA, LASC Case No. 23STCV23302
3. Myrna Cayabyab v. LACMTA, LASC Case No. 24CHCV01784
4. Dawn Diaz v. LACMTA, LASC Case No. 23CHCV02047
5. Cristina Tarabay v. LACMTA, LASC Case No. 24STCV23284

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: AFSCME, SMART, TCU, ATU, Teamsters

CONSENT CALENDAR - ITEMS 2, 5, 7, 8, 9, 10, 11, 12, 13, 16, 20, 21, 22, 23, 24, 25, 26, and 30

2. SUBJECT: MINUTES 2025-1022

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held October 23, 2025.

Attachments: Regular Board Meeting MINUTES - October 23, 2025

October 2025 RBM Public Comments

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-1):

5. SUBJECT: WESTBOUND STATE ROUTE 91 - ALONDRA TO SHOEMAKER IMPROVEMENT PROJECT 2025-0842

RECOMMENDATIONS

AUTHORIZE 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.

Attachments: Attachment A - Project Location Map
Attachment B - Existing Conditions
Attachment C - Procurement Summary
Attachment D - Contract Modification/Change Order Log
Attachment E - DEOD Summary
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

7. SUBJECT: EAST SAN FERNANDO VALLEY SHARED RIGHT-OF-WAY 2025-0853

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the East San Fernando Valley (ESFV) Shared Railroad Right-of-Way (ROW) Study Final Report (Attachment A), the Outreach Summary Report (Attachment B), and the Interim Terminus Parking Analysis (Northern Segment) (Attachment C);

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.

Attachments: Attachment A - Sylmar/San Fern. to Van Nuys Shared RR ROW Study
Attachment B - Outreach Summary Report
Attachment C - East San Fernando Valley Interim Terminus Parking Analysis
Attachment D - Board Motion 10.01
Attachment E - ESFVTC Project Area
Attachment F - ESFV Shared ROW Study Scenarios Refinement Overview
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

8. SUBJECT: 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM 2025-0948

RECOMMENDATION

APPROVE 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.

Attachments: Attachment A - 2026 LA County RTIP
Attachment B - 2026 LA County RTIP Project Descriptions
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

9. SUBJECT: WARNER CENTER MICROTRANSIT PILOT PROGRAM MOTION 2025-1013

RECOMMENDATION

APPROVE 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.

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

10. SUBJECT: QUALITY MANAGEMENT CONSULTANT 2025-0799

RECOMMENDATION

CONSIDER:

A. APPROVING 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.

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

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

11. SUBJECT: THIRD PARTY ADMINISTRATION - CITY OF LOS ANGELES 2025-0869

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute the FY26 Annual Work Plan Budget for the City of Los Angeles (Attachment A).

Attachments: Attachment A – FY26 Annual Work Plan Anticipated Budget for the City of LA
Presentation

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

12. SUBJECT: ZERO EMISSION BUS CHARGING INFRASTRUCTURE PROJECT FOR DIVISION 18 AND DIVISION 7 2025-0602

RECOMMENDATION

AUTHORIZE 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.

Attachments: Attachment A - Motion 50
Attachment B - Expenditure and Funding Plan
Attachment C - Procurement Summary
Attachment D - DEOD Summary
Presentation

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

13. SUBJECT: MEDICAL CLINIC SERVICES 2025-0919

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to exercise the first two-year option term to the Medical Clinic Services Bench Contract Nos. PS70268000 through PS70268005 (Attachment A) 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.

Attachments: Attachment A - Medical Clinic Services Contractors

Attachment B - Procurement Summary

Attachment C - Contract Modification Change Order Log

Attachment D - DEOD Summary

Presentation

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

16. SUBJECT: LOS ANGELES AERIAL RAPID TRANSIT ENVIRONMENTAL IMPACT REPORT 2025-0953

RECOMMENDATION

CONSIDER:

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.

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 (Attachment A); and
2. Mitigation Monitoring and Reporting Program (Attachment B);

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 (Attachment C); and

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

Attachments: Attachment A - Findings of Fact and Statement of Overriding Considerations
Attachment B - Mitigation Monitoring and Reporting Program
Attachment C - Motion Inclusive Community Benefits Agreement
Attachment D - NOD
Attachment E - Community Access Plan
Attachment F - Project Commitments
Presentation

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

20. SUBJECT: METRO E LINE UNDERGROUND TUNNEL RADIO SYSTEM REPLACEMENT 2025-0471

RECOMMENDATION

AUTHORIZE 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.

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

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

21. SUBJECT: SAFETY VESTS 2025-0695

RECOMMENDATION

AUTHORIZE 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.

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

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

22. SUBJECT: CHEMICAL FIRE SUPPRESSION TESTING AND CERTIFICATION 2025-0746

RECOMMENDATION

AUTHORIZE 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.

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

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

23. SUBJECT: ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS) II PROGRAM IMPLEMENTATION SUPPORT 2025-0852

RECOMMENDATION

AUTHORIZE 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.

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

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

24. SUBJECT: BUS ENGINE COOLING SYSTEM REBUILD KIT 2025-0859

RECOMMENDATION

CONSIDER:

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. AUTHORIZE 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.

(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 (4-0):

25. SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE TRANSIT ALLOCATIONS 2025-0861

RECOMMENDATION

APPROVING 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) as shown in Attachment A.

Attachments: Attachment A - Funding for Incremental Transit Service
Presentation

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

26. SUBJECT: GRAFFITI ABATEMENT SERVICES 2025-0967

RECOMMENDATION

AUTHORIZE 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.

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

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

30. SUBJECT: ZERO EMISSION BUS (ZEB) PROGRAM UPDATE 2025-0824

RECOMMENDATION

AUTHORIZE 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.

Attachments: Attachment A - Motion 50

Presentation

SUBJECT: GENERAL PUBLIC COMMENT 2025-1023

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

File #: 2025-0854, **File Type:** Program **Agenda Number:** 6.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 19, 2025

SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLES SIX AND SEVEN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER

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 (Attachment A); and

B. AUTHORIZING a waiting list of eligible events that may be awarded administratively, should funding become available from Cycles Six and Seven (Attachment A).

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, 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.

ISSUE

The primary goal of the Open and Slow Streets Grant Program is to promote walking, cycling, and the use of public transportation. By doing so, the Program aims to encourage the development of multimodal policies and infrastructure at the local and community level. A local match is required.

Staff have completed evaluation and scoring of applications submitted for funding under the Board-approved Open and Slow Streets Grant Program Cycles Six and Seven. These cycles combine two rounds of Open and Slow Streets funding for a total of $10 million in to support Open and Slow Streets events occurring during the 2026 FIFA World Cup (World Cup) and the 2028 Olympic and Paralympic Games (the Games).

BACKGROUND

Open streets events are designed to close streets to vehicular traffic, encouraging residents and visitors to use transit and active transportation. Slow streets, which began during the COVID-19 pandemic, feature installations designed to reduce local traffic volume and significantly lower speeds on roadways, allowing people to walk, bike, and play safely in the streets.

In September 2013, the Metro Board established the Open Streets Competitive Grant Program framework in response to Motion 72 by Directors Villaraigosa, Molina, Najarian, and Wilson (Attachment B). Metro has since funded five cycles of Open and Slow Streets as well as a smaller “mini” cycle in 2019 (awarding just over $1 million), as indicated in the table below . The grant program has sponsored 84 events, spanning 328 miles of open and slow streets activities across 39 different jurisdictions.

Cycle	Board Approval	Total Award Amount ($ million)	Number of Events
One	June 2014	$3.70	12
Two	September 2016	$4.14	17
Three	September 2018	$4.53	15
Mini	May 2019	$1.05	5
Four	December 2021	$6.98	19
Five	January 2024	$5.50	16
	TOTAL	**$25.90**	**84**

Additional Board actions related to the Open and Slow Streets Grant Program include:

- Motion 40 (May 2020), by Directors Hahn, Solis, Garcetti, Sandoval, and Dutra adopted in response to the COVID-19 pandemic, to incorporate and allow funding for slow streets concepts such as extended and smaller neighborhood scale events (Attachment C).
  - Along with releasing Cycle Four <https://boardagendas.metro.net/board-report/2020-0224/> (June 2021), the Board authorized staff to administratively release unchanged Open Streets and Slow Streets applications and guidelines packages in future cycles.
- Motion 9.1 (December 2021) by Directors Hahn, Solis, Garcetti, Sandoval, and Dutra adding an extra $2 million in grant funding (Attachment D).
- Motion 9 (September 2022), by Director Solis and Garcetti as amended by Butts and Najarian, which instructs Metro staff to initiate a special grant program dedicated to transforming our streets and transportation facilities into temporary hubs of art, culture, and recreation to engage local

communities in the spirit of the Games (Attachment E).

The Open and Slow Streets Cycles Six and Seven were combined to address the Board directive to maximize opportunities for the World Cup and the Games. As a result, $10 million was identified for a competitive Open and Slow Streets grant opportunity to support the goals of the program while promoting the spirit of the World Cup and the Games (collectively referred to as the Major Events). Following a 10-day review period, the combined Open and Slow Streets Guidelines and Application for Cycles Six and Seven (Attachment F) were released on August 25, 2025.

Engagement

Staff worked to ensure meaningful engagement with local jurisdictions and community stakeholders to help shape the guidelines prior to finalization, maximize program participation, and encourage applicants to learn from each other and develop transformative ideas. Staff conducted the following engagement in advance of the release of the guidelines and application:

- Facilitated a virtual meeting on May 21, 2025, with interested jurisdictions and community stakeholders to gather feedback on critical questions related to the development of Open and Slow Streets guidelines. Approximately 140 participants representing cities across the county and several community-based organizations attended the meeting.
- Held nine key stakeholder meetings with various jurisdictional representatives as directed in Board Motion 9 (September 2022), including county and city agencies (large and small), councils of governments (COG), and community stakeholders to further refine the Open and Slow Streets guidelines for Major Events.
- Conducted a survey for potential applicants, partners, and community stakeholders to gather additional comments and gain a better understanding of the status of Open and Slow Streets planning for the upcoming Major Events.

Key themes that emerged from the jurisdictions and community stakeholders' engagement efforts and approaches to addressing them are summarized below:

- Escalating costs - Costs to host an open and slow street event have risen significantly, such as insurance expenses. Finding funding to cover these increasing costs has also become more challenging. As a result, the guidelines were modified to eliminate a funding cap on open streets events unless the proposal included multi-day events, created a sustainable transportation legacy, or connected multiple communities, transportation, and Major Event venues.

- Considering non-profits and community-based organizations (CBOs) - Metro considered allowing non-profits and community-based organizations (CBOs) to apply alongside jurisdictional applications. However, some jurisdictions and CBOs expressed concerns about this approach, citing that jurisdictions play a critical role in organizing events, including right-of-way permitting, traffic control planning, and confirming leadership commitment to support successful events.

- Event Eligibility - Stakeholders urged Metro to fund proposals in 2026, 2027, and 2028 to provide multiple opportunities for practice before the Games and to host events annually to keep the

program active. Although Metro staff considered this request, limited funding, the need to increase funds per event to cover rising costs, the desire to hold events across the county, and the fact that Metro was the only funder, limited Metro's ability to consider applications outside of the Major Events in 2026 and 2028. Including both years helps jurisdictions plan ahead for 2028 using 2026. Metro has also supported jurisdictions by identifying funding sources, such as Transportation Development Act Article 3 and Local Return funds, that allow them to host events in other years.

Staff continued to conduct engagement following the release of the Guidelines and Application on August 25, 2025, until the October 10, 2025, deadline, including:

- Presented at the Games Regional Transportation Summit held September 4-5, 2025, which included transportation and public works staff from jurisdictions across LA County.
- Facilitated an in-person meeting on September 8, 2025, at the Metro Headquarters building. Attendees included representatives of municipalities, COGs, community-based organizations, and nonprofits.
- Held a two-hour virtual question and answer session on September 22, 2025, to provide additional support and address further questions for potential applicants and partners.
  - Responded to 32 of questions and comments emailed to OpenStreets@metro.net <mailto:OpenStreets@metro.net> and developed a comprehensive frequently asked questions document, which was published on the Metro Open Streets webpage <https://www.metro.net/about/metro-open-streets-grant-program/>.

DISCUSSION

Jurisdictions in Los Angeles County have demonstrated an unprecedented demand for transportation funding to support the upcoming Major Events. The Games alone are expected to attract 10-15 million ticket holders and over 10,000 athletes, who will need safe and welcoming transportation access to event venues and celebrations. The Open and Slow Streets Grant Program can support a transit-first strategy by providing dedicated space for walking, rolling, and biking. Additionally, the grant program is designed to favor proposals that create a legacy from which Angelenos can benefit for years to come.

Program Goals

Due to the adjustments in the Program, program goals were revised to align with Board Motion 9 (September 2022) and the upcoming Major Events, and to ensure the program results in legacy impacts. The goals for Cycles Six and Seven are as follows:

- Increase walking, biking, transit, and promote mode shift.
- Bring the spirit of the World Cup and Games to communities across Los Angeles County.
- Improve access to safe, accessible streets, especially in Equity Focus Communities (EFC).
- Support access to venues, arts, culture, and recreation sites by non-automobile modes.
- Produce cost effective events and/or repeat multi-day events.

Program Criteria and Guidelines

The Guidelines and Application for Cycles Six and Seven included the following changes from the previous cycle:

- Events must celebrate the World Cup or the Games.
- Events must integrate arts, culture, or recreation.
- Community-based organizations may apply as co-applicants.
- Small neighborhood events (less than one mile in length) are a new category and may receive up to $250,000 in funding.
- Large events (more than one mile in length) have no funding cap; however, Metro does not anticipate awarding numerous grants above $500,000 and only in cases where the proposed project demonstrates extraordinary impact.
- Permanent and semi-permanent materials may be eligible for funding if they meet the intent of the guidelines.
- An emphasis on events that demonstrate a lasting transportation legacy.
- Local match increased to 30%.

Cycles Six and Seven Funding Availability

Through the adopted annual budget, $2.5 million is allocated annually for the Open and Slow Streets Grant Program. Therefore, $5 million is available for each two-year cycle. For Open and Slow Streets Cycles 6 and 7, Metro is combining two rounds for a total of $10 million in competitive funds.

Applications Received and Evaluation Panel

A total of 49 applications requesting approximately $18.5 million were received for Cycles Six and Seven by the application deadline of 11:59 pm on October 10, 2025. Of these applications:

- 41 or 83% were from Metro-defined EFCs;
- 8 or 16% were new applicants;
- 22 or 45% were submitted to coincide with the World Cup;
- 26 or 51% were submitted to coincide with the Games; and
- 4 or 8% were deemed ineligible due to an ineligible applicant or an ineligible event date.

An evaluation panel comprised of staff from Metro Operations, Office of Equity and Race, Office of Strategic Innovation, Countywide Planning and Development, and Metro Art, assessed and scored the applications based on adherence to the published guidelines. Funding eligibility for Cycles Six and Seven is explicitly for events occurring during the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games. Based on this scoring, staff recommend 21 applications be fully funded with the requested amounts for a total of $ 6,373,331(64% of total funding available), while eight applications are recommended for partial funding for a total of $ 3,626,669 (36% of total funding available) as shown in Attachment A. Partial awards, in seven cases, are recommended for projects requesting more than $500,000 that were not considered “extraordinary” by the evaluation panel, as indicated in the program Guidelines. The additional partial award is for the lowest scoring recommended project to receive the balance of available funds.

Several applicants indicated preferred event timing that is not specifically during of the 2026 FIFA World Cup, or 2028 Olympic or Paralympic Games, as required in the Guidelines. Such projects are

deemed eligible only in cases where the application also indicates ability to adjust dates to conform to program requirements. All awarded projects must confirm eligible event dates in order to execute funding agreements.

The staff recommendation includes an action to establish all eligible non-awarded projects as a waiting list to be awarded administratively in the event that funding becomes available if, for example, an awarded project does not proceed.

Impact of the Award Recommendation

In addition to providing broad-based opportunities for community gathering and celebration during the Major Events, the recommended awards will result in an impactful slate of projects. The 29 (13 for World Cup and 16 for the Games) recommended projects include funding for 12 distinct jurisdictions, 6 first-time awardees, and 25 project locations in EFCs. In aggregate, and subject to refinement, the program will deliver nearly 65 total miles of open streets (fully closed off to vehicle traffic) and approximately 3.5 total miles of slow streets with limited vehicle access and space prioritized for people on foot and bike. Based on evaluation of prior cycles, staff expects that the program will increase transit ridership by 10% on event days. Studies of open streets events generally indicate reductions in criteria pollutants and GHG emissions on event days.

Cycle Six and Seven Reporting and Evaluation

As in previous cycles, jurisdictions awarded funding in Cycles Six and Seven will receive standardized data collection templates to evaluate the success of their events. These templates have been used since Cycle One to measure and assess the program's outcomes. Evaluations cover various topics, including attendance, public transportation access, impact on transportation, and effects on local businesses. Evaluation is primarily intended to measure how events affect nearby communities and help municipalities promote the use of sustainable transportation modes.

DETERMINATION OF SAFETY IMPACT

The Open Streets Cycle Five Program will not have a direct safety impact on Metro or its employees as the events are held outside Metro-owned property. The intent of the Open and Slow Streets Grant Program is to provide safe and accessible streets, especially in EFCs, for people to walk, bike, and roll on event days, as well as to promote permanent infrastructure change to increase safety for active transportation users.

FINANCIAL IMPACT

Funding for the first year of the combined Open and Slow Streets Cycles Six and Seven is included in the FY25-26 budget in cost center 0441, under project number 410077, Open Streets Grant Program. Since this is a multi-year program, the cost center manager will be responsible for budgeting for these events in future years.

Impact to Budget

Local funding from Proposition C will be used for the Cycle Six and Seven events. These funds are not eligible for bus and rail operating and capital expenses. Proposition C includes 25% of funds eligible for transportation system/demand management (TSM/TDM) programs such as open streets events. The Southern California Association of Governments (SCAG) identifies open streets events as TSM/TDM strategies in their 2024 Regional Transportation Plan Congestion Management Toolbox - Motor Vehicle Restriction Zones.

If other eligible funding sources become available, they can be used instead of the designated funds. Furthermore, if any funds awarded from Cycle Five are not used for events in that cycle, these funds can be carried over to a future cycle.

EQUITY PLATFORM

Cycles Six and Seven of the Open and Slow Streets Grant Program aim to give residents of Los Angeles County, especially those in EFCs, the opportunity to walk, bike, or roll through their neighborhoods. Of the 29 proposed projects recommended for funding, 25 or 86% are located in EFCs. By hosting Open Streets events in EFCs, community members from disadvantaged areas will also have the chance to enjoy car-free activities. Grantees and their production teams will collaborate closely with Metro Operations and Communications staff, as well as local bus providers, to ensure transit services are minimally affected and that communities benefiting from and potentially impacted by the events are engaged.

Within the application, applicants were required to explain how their event would reach marginalized communities through their route proposal, outreach, programming, and other considerations. Additionally, applicants were encouraged to focus on Metro-designated EFCs while also addressing the diverse needs of communities. During this cycle, applicants were encouraged to partner with CBOs or non-profits; if they couldn’t, they were advised to describe how they would reach the community.

All grantees must distribute surveys to event participants and nearby businesses using a data collection template developed for Open and Slow Street events. The goal of the surveys is to gather information about the benefits and impacts of Open Streets events on the community, including details such as participants' gender, age, and zip codes. All surveys will be supported by Metro translation services and other accessibility options to help participants with limited English skills and disabilities. From these surveys, we have learned that Metro rail ridership increases by up to 10% on Open Streets event days. Additionally, one in three attendees is participating for the first time.

Additionally, awarding points to candidates who organize their events in EFCs enables Metro to engage with these events and focus on sharing important information with individuals who have fewer transportation options. This includes providing detailed transportation and service options, as well as updates on newly launched programs and initiatives.

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 will contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will help further encourage transit ridership 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.

This grant program encourages and promotes using transit and active transportation. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item directly encourages transit and active transportation, 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

Cycles Six and Seven of the Open and Slow Streets Grant Program support the third goal of Metro's strategic plan. The program seeks to promote car-free and car-light mobility options within local communities, giving them opportunities to experience these transportation modes in a safe environment. This helps Metro encourage sustainable transportation choices through open streets events. Additionally, these events enable Metro staff, through outreach activities such as staffing information booths at Open Streets events, to share the latest information and address any questions from the communities they serve.

ALTERNATIVES CONSIDERED

The Board may choose not to award Cycles Six and Seven of the Open and Slow Streets Grant Program. However, this decision would not align with Metro's objectives of promoting sustainable modes of transportation in Los Angeles County. Furthermore, this would negatively impact Metro's efforts to reach historically disadvantaged communities.

NEXT STEPS

With the Board's approval, staff will work with selected grantees and formally execute the grant agreements between Metro and each chosen grantee.

Additionally, staff will implement the post-event data collection and evaluation process to assess the impact of these events.

ATTACHMENTS

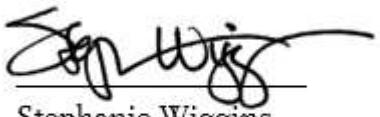
Attachment A - Open and Slow Streets Cycle Six and Seven Evaluation Results and

Recommendations

Attachment B - Motion 72 - Los Angeles County “Open Streets” Program
Attachment C - Motion 40 - Open Streets Program Response to COVID-19
Attachment D - Motion 9.1 - Open and Slow Streets Grant Program Cycle Four
Attachment E - Motion 9 - Uplifting Arts, Culture and Recreation
Attachment F - Open and Slow Streets Guidelines and Application Combined Cycles Six and Seven

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Stephanie Wiggins
Chief Executive Officer

Attachment A - Open and Slow Streets Cycle Six and Seven Evaluation Results and Recommendations											
Rank	**Applicant**	**Open and Slow Streets**	**Distance (Miles)**	**FIFA/Games**	**Event Title**	**Score**	**Amount Requested**	**Amount Recommended**	**Cost Per Mile Per Day**	**EFC (Y/N)**	**Subregion**
1	City of Los Angeles	Open Street	2.2	Olympic Games	La Chapulina: Figueroa Venue Connection	90.30	$1,032,549	$ 1,032,549	$4,113	Y	Central Los Angeles
2	El Pueblo de Los Angeles Historical Monument	Open Street	0.15	FIFA World Cup	Heart of LA – Open Street for World Cup Fan Zone	90.07	$238,000	$ 238,000	$1,264,444	Y	Central Los Angeles
3	El Pueblo de Los Angeles Historical Monument	Slow Street	0.5	Olympic Games	Heart of LA to Civic Center: Slow Street for 2028 Olympic and Paralympic Games	89.37	$250,000	$ 250,000	$409,667	Y	Central Los Angeles
4	City of Pasadena	Open Street	2.65	Olympic Games	Pasadena 2028 Olympic Streets	85.67	$500,000	$ 500,000	$186,792	Y	San Gabriel Valley
5	LA County Public Works SD2	Open Street	0.76	FIFA World Cup	Metro to Magic: Avalon Open Streets	85.43	$250,000	$ 250,000	$502,000	Y	Gateway Cities
6	LA County Public Works SD2	Open Street	0.76	Olympic Games	Metro to Magic: Avalon Open Streets	85.25	$250,000	$ 250,000	$1,187,000	Y	Gateway Cities
7	City of Pico Rivera	Open Street	8.0	Olympic Games	Celebrate Pico Rivera - Open Streets 2028	84.07	$800,000	$ 500,000	$81,250	Y	Gateway Cities
8	City of Los Angeles	Open Street	4.7	Olympic Games	Experience the Sepulveda Basin: A Car-Free Journey Through Parks and Open Space for the 2028 Games	83.43	$1,280,915	$ 500,000	$4,232	Y	San Fernando Valley
9	City of Los Angeles	Open Street	0.55	FIFA World Cup	Park to Park 2026: A Westlake Open Streets Celebration	83.07	$163,611	$ 163,611	$212,482	Y	Central Los Angeles
10	City of Los Angeles	Open Street	0.55	Paralympics Games	Park to Park 2028: A Westlake Open Streets Celebration	83.00	$163,611	$ 163,611	$212,482	Y	Central Los Angeles
11	City of Torrance	Open Street	0.87	Olympic Games	Downtown Torrance Street Activation – LA28 Olympics	81.77	$200,000	$ 200,000	$179,392	N	South Bay Cities
12	City of Torrance	Open Street	0.87	FIFA World Cup	Downtown Torrance Street Activation – 2026 FIFA World Cup	81.43	$200,000	$ 200,000	$179,392	N	South Bay Cities
13	City of Santa Monica	Open Street	2.0	Olympic Games	COAST 2028, Santa Monica's Open Streets Celebration	81.07	$550,000	$ 500,000	$203,750	N	Westside Cities
14	City of Pico Rivera	Open Street	2.88	FIFA World Cup	Celebrate Pico Rivera - Open Streets 2026	80.63	$250,000	$ 250,000	$142,361	Y	Gateway Cities
15	City of Santa Monica	Open Street	0.9	FIFA World Cup	COAST 2026, Santa Monica's Open Streets Celebration	79.57	$250,000	$ 250,000	$455,944	N	Westside Cities
16	City of Los Angeles	Open Street	4.4	FIFA World Cup	CicLAvia–Leimert Park meets Expo Park	79.40	$503,516	$ 500,000	$163,479	Y	Central Los Angeles
17	City of Inglewood	Open Street	0.6	FIFA World Cup	Inglewood Open Streets: Global Games, One Community	78.47	$250,000	$ 250,000	$270,833	Y	South Bay Cities
18	City of Inglewood	Open Street	0.6	Olympic Games and Paralympics	Inglewood Open Streets: Global Games, One Community	78.47	$250,000	$ 250,000	$270,833	Y	South Bay Cities
19	City of Pomona	Slow Street	3.0	Olympic Games	Pomona's 2028 Summer Games Park Avenue Slow Street	77.70	$1,000,000	$ 500,000	$17,857	Y	San Gabriel Valley
20	City of West Hollywood	Open Street	6.5	FIFA World Cup	CicLAvia: Meet the Hollywoods	77.50	$863,811	$ 500,000	$189,848	Y	Central Los Angeles & Westside Cities
21	LA County Public Works SD1	Open Street	0.57	Olympic Games	SGV FanFest	76.60	$250,000	$ 250,000	$771,930	Y	San Gabriel Valley
22	LA County Public Works SD1	Open Street	0.57	FIFA World Cup	SGV FanFest	74.77	$250,000	$ 250,000	$818,713	Y	San Gabriel Valley
23	City of Pasadena	Open Street	3.5	FIFA World Cup	CicLAvia Pasadena	74.73	$500,000	$ 500,000	$211,429	Y	San Gabriel Valley
24	City of Los Angeles	Open Street	4.4	Olympic Games	South LA 2028: Leimert Park meets Expo Park	74.37	$503,516	$ 500,000	$163,479	Y	Central Los Angeles
25	City of Santa Clarita	Open Street	0.4	Olympic Games	Olympic Block Party	72.83	$70,000	$ 70,000	$100,000	Y	North Los Angeles County
26	City of Long Beach	Open Street	4.27	Olympic Games	Beach Streets Venue to Venue 2028	71.60	$427,000	$ 427,000	$142,857	Y	Gateway Cities

Rank	Applicant	Open and Slow Streets	Distance (Miles)	FIFA/Games	Event Title	Score	Amount Requested	Amount Recommended	Cost Per Mile Per Day	EFC (Y/N)	Subregion
27	City of Long Beach	Open Street	4.87	FIFA World Cup	Beach Streets Kickin' It 2026	69.90	$378,560	$ 378,560	$111,047	Y	Gateway Cities
28	LA County Public Works SD4	Open Street	0.44	Olympic Games	Walk, Roll, & Reach for Gold: Walnut Park Open Streets	68.47	$250,000	$ 250,000	$1,161,000	Y	Gateway Cities
29	City of Bell	Open Street	2.28	FIFA World Cup	Gateway Connections	68.30	$175,000	$ 126,669	$109,649	Y	Gateway Cities
30	LA County Public Works SD4	Open Street	0.44	FIFA World Cup	Walk, Roll, & Reach for Gold: Walnut Park Open Streets	68.13	$250,000		$878,000	Y	Gateway Cities
31	Los Angeles City Council District 9	Open Street	0.6	FIFA World Cup	Viva la Copa: South Park Watch Party	67.33	$200,000		$250,000	Y	South Bay Cities
32	San Gabriel Valley COG	Open Street	5.0	FIFA World Cup	Active Streets: Foothills, Family, Futbol	67.30	$500,000		$143,000	Y	San Gabriel Valley
35	San Gabriel Valley COG	Open Street	5.0	Olympic Games	Active Streets: Mission-Meets-the-World	61.20	$450,000		$129,000	Y	San Gabriel Valley
36	City of Palmdale	Open Street	0.1	FIFA World Cup	Palmdale PlayZone: World Cup Edition	61.10	$175,000		$20,000	Y	North Los Angeles County
37	City of Palmdale	Open Street	0.1	Olympic Games	Palmdale Word Stage Olympic	61.10	$70,000		$20,000	Y	North Los Angeles
38	City of South Pasadena	Open Street	0.58	FIFA World Cup	Goal to Gold: Open Streets South Pas 2026	58.70	$135,000		$301,724	N	San Gabriel Valley
39	City of Lakewood	Open Street	1.5	Olympic Games	Lakewood Street Fest	58.30	$250,000		$216,667	N	Gateway Cities
40	City of West Hollywood	Open Street	<1.0	Olympic Games	West Hollywood Celebrates the 2028 Games with Pride House LA-West	57.50	$250,000		TBD	N	Westside Cities
41	City of Hawthorne	Open Street	0.88	Olympic Games	Hawthorne Blvd Street Fest: Move for Gold	55.90	$250,000		$369,318	Y	South Bay Cities
42	City of Industry	Slow Street	0.8	Olympic Games	City of Industry Mountain Bike Slow Street Fair	55.83	$225,000		$203,125	Y	San Gabriel Valley
43	City of Hawthorne	Open Street	0.83	FIFA World Cup	Hawthorne Open Streets: Road to the World Cup	55.17	$250,000		$301,204	Y	South Bay Cities
44	City of Carson	Open Street	1.5	Olympic Games	Carson Open Streets – Road to 2026 & 2028	43.67	$750,000		$100,000 to $125,000	N	South Bay Cities
45	City of Carson	Open Street	0.95	FIFA World Cup	Carson Open Streets – Road to 2026 & 2028	38.50	$250,000		$263,158	N	South Bay Cities
					Total Recommended:			**$ 10,000,000**			

Key/Legend:

	Recommended
	Not Recommended / Waiting List

Ineligible Applications

Applicant	Open and Slow Streets	Distance (Miles)	FIFA/Games	Event Title	Amount Requested	Cost Per Mile Per Day	EFC (Y/N)	Subregion	Reason for Ineligibility
City of Los Angeles	Open Street	2.2	N/A	La Chapulina: Pathway to the Games	$789,700	$512,792	Y	Central Los Angeles	Ineligible event dates
City of Monterey Park	Open Street	0.8	N/A	2028 Lunar New Year Festival	$250,000	$244,563	Y	San Gabriel Valley	Ineligible event dates
RGE Cares	Open Street	3.0	Olympic Games/ FIFA World Cup	Road to the Games: Compton-Long Beach Open Streets Festival	$238,000	$133,333	Y	Gateway Cities	Ineligible applicant
Little Tokyo BID	Open Street	0.5	FIFA World Cup	Little Tokyo Walk & Roll Street Fair	$250,000	$73,500	Y	Central Los Angeles	Ineligible applicant

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

Planning and Programming Committee
June 19, 2013

Los Angeles County "Open Streets" Program

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

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

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

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

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

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

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

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

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

CONTINUED

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

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

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

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

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

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

1. Identify an eligible source of funds to allocate annually up to $2 million to support the planning, coordination, promotion and other related organizational costs.

2. Report back at the September 2013 Board meeting a recommended competitive process and program, working with the County Council of Governments and other interested cities, to implement and fund a series of regional "open streets" events throughout Los Angeles County.

3. Develop a technical process to collect data and evaluate the cost and benefits (e.g. transit use increases, reduction of air emissions, etc.) of these events.

###

ATTACHMENT C

Board Motion File # 2020 -0375

REGULAR BOARD MEETING
MAY 28, 2020

Motion by:

DIRECTORS GARCETTI, SOLIS, GARCIA, BONIN, AND FASANA

Open Streets Program Response to COVID-19

The COVID-19 emergency has required limiting or closing traditional public spaces, depriving residents from safe ways of spending time outside. As an alternative, many cities are reconfiguring streets through temporary traffic calming to create spaces for residents to get outside and maintain their physical and mental health. As a transportation authority, Metro can help local jurisdictions in Los Angeles County implement these reconfigurations.

Through the Metro Open Streets Grant Program, the Board recently awarded over $5 million for various open streets events in Los Angeles County. However, due to the Safer at Home order and widespread call for social distancing in public, several large-scale, single-day, open streets events such as CicLAvia, 626 Golden Streets, and Long Beach's Beach Streets have been postponed, and their feasibility in the immediate future remains unclear.

In response to the COVID-19 pandemic, the May 13, 2020 Los Angeles County Department of Public Health Safer at Home Order permits local public entities to elect to temporarily close streets to through automobile traffic to allow more space for recreational activity in compliance with Social (Physical) Distancing requirements.

As such, residents of Los Angeles County may, in addition to traveling for essential trips, use the public right-of-way to walk and cycle for recreation or exercise close to home while maintaining safe physical distance. Many residents do not have easy access to open space and maintaining safe physical distances can be challenging on existing sidewalks, especially in densely populated neighborhoods. Easily accessible alternatives to beaches, trails and parks are needed throughout the county so that all residents can safely get outside. Allowing local entities to provide this additional space in streets through full or partial closure to motor vehicles, while avoiding impacts to transit operations where practicable, will relieve pressure on recreational facilities like beaches and trails, and reduce travel to them.

Temporary use of local streets to allow increased pedestrian and bicycle use at safe physical distances has been deployed in several cities in the U.S. during the COVID-19 crisis and is variously known as Healthy, Safe, Family-Friendly, or "Slow Streets."

Since some Open Streets Grant Program awardees are unable to use their grants as intended, this funding can be put to different and effective use in the COVID-19 crisis response.

Subject
SUBJECT: OPEN STREETS PROGRAM RESPONSE TO COVID-19

Heading
RECOMMENDATION

Title
APPROVE Motion by Directors Garcetti, Solis, Garcia, Bonin, and Fasana that the Board authorize the CEO to negotiate administrative scope changes to awarded events in the Open Streets Grant Program, at the written request of the grantee, such that funds may be used for COVID-19 response Slow Streets or similar programs, including but not limited to:

- Expanding one-day events to longer-term temporary traffic interventions;

- Replacing a large, single-corridor event intended for regional audiences with many smaller, neighborhood-scale interventions catering to local audiences;

- Creating spaces within the public right-of-way to support economic activity such as dining and vending; and

- Providing education, encouragement, and monitoring for safe physical distancing in accordance with the Safer at Home Order in partnership with and supporting community-based leadership.

ATTACHMENT D

File # 2021-0771

REGULAR BOARD MEETING
DECEMBER 2, 2021

Motion by:

DIRECTORS HAHN, SOLIS, GARCETTI, SANDOVAL, AND DUTRA

Related to Item 9: Open and Slow Streets Grant Program Cycle Four

Since Metro launched its Open Streets Grant Program in 2014, it has provided nearly $13 million in grant funding to cities throughout LA County for open streets events that allow people to experience active transportation in safe, new, and exciting ways.

In its third cycle, Metro even provided flexibility halfway through the program, allowing cities to repurpose open streets funding toward “slow” streets efforts that responded to the needs of the COVID-19 pandemic. As open streets events return, the number and diversity of applications to Metro’s Open and Slow Streets Cycle Four Grant Funding Opportunity reflect a significant increase in demand for these events. Of the 27 grant applications received, Metro staff recommend a full award to 12, and a partial award to one, leaving 14 applications unfunded.

This is the fourth cycle in which Metro has accepted and funded Open Streets, plus a “mini cycle” in 2020, and it demonstrates unprecedented interest and excitement around a type of event that Angelenos have grown to truly enjoy the past decade. As a result, while Metro will provide more funding this cycle than it has any of it previous three, however it will also fund fewer events overall this cycle than it has in each of the last two cycles.

Subject
SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLE FOUR MOTION

Heading
RECOMMENDATION

Title
APPROVE Motion by Directors Hahn, Solis, Garcetti, Sandoval, and Dutra that the Board direct the Chief Executive Officer to:

A. Program an additional up to $2 million toward the Open and Slow Streets Grant Program Cycle Four, to be awarded to events in accordance with their scores, and

B. Identify and program funding sources, including Prop C 25%, for the additional funds to be provided in Cycle Four.

Metro

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

Board Report

File #: 2022-0643, **File Type:** Motion / Motion Response **Agenda Number:** 9.

REVISED
2028 OLYMPICS COMMITTEE
SEPTEMBER 14, 2022

Motion by:

DIRECTORS SOLIS AND GARCETTI AS AMENDED BY BUTTS AND NAJARIAN

Uplifting Arts, Culture, and Recreation during the 2028 Olympic and Paralympic Games Motion

In 2028, Los Angeles will host the Paralympic Games for the first time and the Summer Olympic Games for the third time. The Paralympic Games, set for Tuesday, August 22, 2028, through Sunday, September 3, 2028, and the Summer Olympic Games, set for Friday, July 21, 2028, through Sunday, August 6, 2028, present a unique opportunity to welcome the world and expose a global audience to Los Angeles' arts and culture. The Olympic Movement has a rich history of engaging and working with Los Angeles' arts community. For ten weeks prior to the 1984 Olympics, Los Angeles hosted the Olympics Arts Festival. Reports show that over 1.25 million people attended the Festival which included dance, music, and theater performances as well as visual arts commissions, exhibits, and events. The legacy of the Festival can still be seen today, including along key transportation arteries like the 101 Freeway in Downtown LA which remain decorated with murals commissioned for the Festival.

Metro also has a pronounced history of supporting the arts and integrating artwork into Metro projects and initiatives through the Metro Art Program. Transit stations and TAP cards are regularly designed with pieces from local artists. Before the COVID-19 Pandemic, Union Station commonly presented cultural events, including music performances. Even more so, Metro's dedication to the arts and culture also includes bringing events to neighborhoods throughout Los Angeles. Through grant programs, Metro sponsors initiatives for arts, culture, and recreation, especially in Equity Focused Communities. Examples include festivals and pop-up events related to arts and culture at mobility hubs and Metro stations/stops. Another example is Play Streets, which temporarily close streets to automobile traffic and transforms them into playgrounds, with programming, play structures, and shade for recreational purposes. With the 2028 Olympic and Paralympic Games on the horizon, Metro is uniquely situated to leverage and expand its existing programs to ensure all Angelenos have equitable access to Olympic and Paralympic-inspired arts and cultural events. The 2028 Mobility Concept Plan (MCP), currently being developed, can be used to identify specific programs and/or corridor opportunities for such events.

SUBJECT: UPLIFTING ARTS, CULTURE, AND RECREATION DURING THE 2028 OLYMPIC AND PARALYMPIC GAMES MOTION

RECOMMENDATION

APPROVE Motion by Directors Solis and Garcetti as amended by Butts and Najarian that the Board of Directors direct the Chief Executive Officer to:

A. As part of the 2028 MCP, identify funding and develop recommendations to launch a special grant program dedicated to transforming our streets and transportation facilities into temporary centers of art, culture, and recreation to engage the local communities in the spirit of the Olympic Games before and/or during the 2028 Olympic and Paralympic Games;

B. Collaborate with the Los Angeles County Department of Arts and Culture, Los Angeles County Department of Parks and Recreation, the City of Los Angeles (including the Los Angeles Department of Transportation and Department of Cultural Affairs), and LA28 ~~to design the new grant program guidelines;~~ to provide input to Metro on the development of guidelines for the new grant program;

C. Engage with the California Department of Transportation related to opportunities for new and restored murals on the State Highway System;

D. Consider how to uplift local and community-based arts organizations as part of the above directives; and

E. Report back on the above directives in ~~January~~ March 2023.

Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

Metro

ATTACHMENT F

Open & Slow Streets Guidelines and Application
Combined Cycles 6 & 7

Program Guidelines

Program Objectives

The combined cycles 6 and 7 of the Open & Slow Streets Grant Program provides $10 million for open and slow streets events in Los Angeles County with a special focus on the 2026 FIFA World Cup and 2028 Olympics and Paralympic Games major events. Metro's Open and Slow Streets goals include helping people experience public transportation, walking, and biking potentially for the first time, encouraging the adoption of sustainable transportation modes, and promoting community engagement to develop policies and infrastructure for multiple modes of transportation with an emphasis on advancing equity. In addition to these goals, this cycle also focuses on uplifting arts, culture, and recreation during the upcoming major events and spreading the spirit of these events to communities across LA County.

Open Streets are defined as streets temporarily closed to automobiles and open to people. Attendees can experience and re-imagine their streets while walking, rolling in a wheelchair, riding a bicycle, rollerblading or pushing a stroller in a car-free environment, while being encouraged to use public transit to get to and from open streets. Learn more about open streets and access resources here: https://openstreetsproject.org/open-streets-toolkit/.

Slow Streets are defined as installations to reduce traffic volume and speed on a roadway to a minimum so that people can walk, bike, and play safely in the street. Numerous cities implemented slow streets during the COVID-19 pandemic, with some continuing their programs. The San Francisco Municipal Transportation Agency (SFMTA) is one example of an agency that has an established post-pandemic Slow Streets program and more details on that program are available here: https://www.sfmta.com/projects/slow-streets-program.

Applicants can apply for two types of street events:

1. **Small Neighborhood-Scale Open & Slow Streets** (up to $250,000 per event), which are smaller and location-focused street events under one mile or less in length. Small neighborhood-scale open and slow streets are meant to engage local communities in reimagining streets as shared public spaces that reflect community culture, with an emphasis on bringing major events to communities across Los Angeles County. Metro will prioritize applications that can be activated on more than one day and connected to the 2026 and 2028 major events. **Funding requests for $100K and less are encouraged and may allow for an advanced stipend rather than a reimbursement.**

2. **Large-scale Open & Slow Streets,** which are typically multi-mile routes and must be at least one mile or greater in length that allow safe active transportation along open or slow streets. During the major events of 2026 and 2028, Metro will prioritize multiple-day programs along proposed routes. Please note that applicants will be evaluated on each proposal's cost effectiveness (including but not limited to cost per mile, per day), Metro does **not** anticipate awarding numerous grants above $500,000 given the limited countywide funds available.

Goals:
Metro seeks to fund events that advance the goals of the program, which include:

- Usage of, and access to, sustainable modes of transportation (bicycling, walking and transit) and promoting mode shift from single-occupancy vehicles by encouraging transit use for the first time, experiencing streets that are safe for active transportation, providing opportunities for civic engagement that can foster support for multi-modal policy and infrastructure change, and/or encouraging community members to rethink streets as shared car-free/car-light public spaces for community members to enjoy during the event and beyond.
- Bringing the spirit of the World Cup, Olympics, and/or Paralympics to LA County communities near and far from game venues; and encouraging residents and event attendees to explore the County's diverse neighborhoods via transit, walking or biking.
- Access to safe and accessible streets especially in communities lacking high quality bike and pedestrian infrastructure, with higher severe and fatal traffic injury rates for bicyclists and pedestrians, with an emphasis on equity focus communities (EFC).
- Creative approaches to access and integrate arts and culture activities, recreation opportunities, and venues by non-driving modes.
- High-value to cost-per-mile of the proposed program.
- Repeat, multiple-day events to maximize the benefits of the above goals.

Must:
- Include road closure, roadway intersection closure if along a multi-use pathway, or partial closure/local traffic only designation if along a Slow Street.
- Include connections to arts, culture, and recreation venues and/or activation of streets through arts, culture, and recreation.
- Celebrate the 2026 FIFA World Cup or 2028 Olympic and Paralympic Games.
- Attend a training and workshop once your project is selected.
- Demonstrate capacity to deliver the proposed event.
- Be a government agency to apply; community based organizations/non-profits may be co-applicants.
- Be free to participate, open to the public, and accessible.

Metro will provide and promote technical assistance, workshops, toolkits, and other resources to increase capacity for applicants to deliver Open and Slow Streets events across the county.

Connections to Arts, Culture, and Recreation
In addition to traditional Open and Slow Streets goals, this grant round also focuses on

uplifting arts, culture, and recreation during the upcoming major events and spreading the spirit of these events to communities across LA County. Applicants may consider the following strategies to accomplish this:

- Partner with local artists, arts and cultural organizations, libraries, parks or historic sites to bring programming to an Open or Slow Streets event.
- Locate a route adjacent to an arts or cultural institution, library, park, or historic site. Consider collaborating with the institution(s) in engaging people outdoors, along the route to maximize visibility.
- Consider strategies to and reflect the local community in programming, including uplifting local talents and creators.
- Set up a temporary athletic court/field for community members to enjoy the spirit of the major events.
- Conduct transportation-related programming, such as learn-to-ride-a-bike classes.

Please note that all programming must be free and open to the public. Programming dollars directly related to transportation (such as teaching community members to ride a bike) are reimbursable. Other non-transportation programming qualifies for matching funding. Other public agencies administer grant programs in support of arts and culture that may be a potential resource, including but not limited to the Los Angeles County Department of Arts and Culture: https://www.lacountyarts.org/funding, and the City of Los Angeles Department of Cultural Affairs: https://culture.lacity.gov/grants/cultural-grant-program-org/. LA County Department of Arts and Culture also has a Digital Resource Center on its website with additional arts funding resources: https://www.lacountyarts.org/experiences/arts-and-culture-digital-resource-center/funding-resources-nonprofits.

Equity Approach

Metro is committed to fostering a more equitable transportation system for Los Angeles County. Equity is both an outcome and a process to address racial, socio-economic and gender disparities, to ensure fair and just access – with respect to where one begins and the capacity to improve from that starting point – to opportunities, including jobs, housing, education, mobility options and healthier communities.

Applicants are encouraged to propose events that promote equitable access to the celebrations of the FIFA World Cup in 2026 as well as the Olympic and Paralympic Games in 2028 for all Los Angeles County residents both near and far from the physical event spaces. These events should focus on providing opportunities for participants to experience art, culture and recreation, particularly in historically underserved communities that lack active transportation infrastructure. The goal is to ensure that marginalized groups can fully participate in these celebrations of Los Angeles County while being encouraged to try a new mode of transportation.

Applicants are required to explain how their event development will reach and serve marginalized communities through route design, outreach, programming, and other considerations. Metro encourages applicants to focus on Metro-designated Equity Focus Communities while also considering diverse needs or other marginalized identities such as people with disabilities, seniors, families with small children, women, and LGBTQIA+ people.

Resources available:

- Metro Equity Focus Communities Map
- Metro Equity Hub: https://equity-lametro.hub.arcgis.com/

Eligibility

Applications are open to all Los Angeles County jurisdictions, including cities, the county, and Councils of Government. There is no limit to the number of grants submitted by a jurisdiction, or grant awarded to a jurisdiction, however, applicants with more than one proposal shall rank applications in order of priority. Community based organizations (CBOs)/non-profit organizations may apply as co-applicants of a jurisdiction.

Metro encourages first-time applicants to submit proposals. Jurisdictions may partner with other jurisdictions and/or CBOs/non-profits to submit proposals. There must be a lead applicant that will enter into a grant agreement with Metro and oversee reimbursements.

All applicants (lead applicants and any partners) must include letters of support from the city agency that manages the street right of way, and an elected official that oversees the geographic area. In addition, letters of support are required from any named CBO/non-profit partners.

Applicants may apply for events in 2026 during the FIFA World Cup and again in 2028 for the Games. Applicants should state how any lessons learned from 2026 events will be integrated into 2028 events. Applicants must submit two separate proposals, but may duplicate appropriate content, as applicants will need to submit two separate sets of dates and budgets, and other elements may also differ between 2026 and 2028.

The Open and Slow Streets grant program may be leveraged to facilitate fan zones, fan fests, community viewing parties, or other community gatherings associated with the upcoming major events by providing funding to create strong pedestrian and bicycle connections between fan zones and transit stations, and/or to facilitate street activations if fan zones are held wholly or partially in the public right-of-way. This grant program, however, will not fund the direct costs of fan zones, including screens for broadcasting games, bleachers/stadium seating, or FIFA or LA28-branded signage. In addition, the local jurisdiction and any co-applicants are solely responsible for confirming that any advertising aligns with FIFA or LA28 fan zone, fan fest, etc. advertising restrictions and requirements.

Funding

There is up to $10 million available for competitive grants for the Open & Slow Streets Grant Program. There are no minimum funding guarantees per applicant jurisdiction or event. Any city/jurisdiction, and co-applicants, can apply for:

- Any amount below $10 million for a large-scale Open & Slow Streets
- A maximum of $250,000 for a small neighborhood-scale Open or Slow Streets

Historically, grant awards were capped at $500,000 for multi-mile routes. While Metro has lifted this cap to encourage extraordinary and impactful large events, Metro is unlikely to fund proposals above $500,000 unless the proposed event is multi-day, anticipated to result in a lasting sustainable transportation legacy, and/or links multiple communities,

transit stations, major event venues, and/or major fan zones. Metro also does not anticipate awarding numerous grants at or above $500,000 given the limited countywide funds available. Please note that applicants will be evaluated on each proposal's cost effectiveness (including but not limited to cost per mile, per day), and that $250,000 is the maximum grant amount for small neighborhood-scale routes regardless of the proposal type (open or slow street).

Any agreement on funding distributions among jurisdictions participating in a multi-jurisdictional event must be negotiated directly between the lead applicant and all other jurisdictions/co-applicants that are participating in the event.

There is no guarantee that applicants will receive their full funding request. If a reduced grant amount is offered, Metro will give the grantee an opportunity to consider whether they can still perform the event. If the grantee proposes to scale down the event as a result of a reduced award before awards are approved by the Metro Board, Metro will reassess the proposed changes to determine whether the proposal is still considered competitive. If the grant applicant is unable to accept the amended award, the award will be available to the next highest scoring application. If a grant has already been awarded by the Metro Board and a grantee requests to significantly rescope their proposed event, Metro will evaluate the proposed change to determine if their proposal maintains the same score. If the grantee cannot maintain their score and rank qualifying to be selected. Funds will be available starting on January 1st, 2026, through December 31st, 2028, pending Metro Board approval. The Open & Slow Streets Grant Program is expected to run during the FIFA World Cup and LA 28 Olympic and Paralympic Games.

Funding sources may be federal; cities/jurisdictions receiving federally-derived funding will be required to comply with all federal funding procedures and requirements.

<u>Reconnecting Communities and Neighborhoods (RCN) Grant</u>
Metro received $5 million in federal funding through RCN for Open Streets events in three cities: El Monte (connecting to the El Monte Station), Los Angeles (connecting to the NoHo station), and Long Beach (connecting to the Willow Station). This funding is in addition to the $10 million available for competitive proposals. The $5 million funding award will be evenly distributed to the three cities to support the 2028 Games. All RCN recipients will be required to:

- Meet federal funding requirements.
- Complete this application by the proposal deadline and ensure project scopes meet the goals and requirements of the Open and Slow Streets program. Metro staff may require adjustments to the project scope in order to meet program goals.
- Meet all Metro Open & Slow Streets reporting requirements.

RCN grant subrecipients will <u>not</u> be required to meet the 30% match.

<u>Matching Fund Requirements</u>
A minimum match of 30% is required, and applicants will receive additional points for larger matching funds. The local match can include eligible local return funds from Prop C, Measure R, and Measure M, Transportation Development Act (TDA) Article 3 funds, funds from private sources (sponsorships, grants), in-kind funds (non-monetary contributions such as goods, supplies, equipment, services, staff, and volunteer time), etc. Note that

jurisdictions are responsible for ensuring compliance between any official FIFA or LA28 sponsorship requirements that may be related to the jurisdiction's open or slow streets events and locally procured sponsorships.

Funding Eligibility

Funding may be used for pre-event planning & outreach costs in conjunction with implementing an Open Street event or Slow Street corridor. Funding may be used for any operational or capital cost associated with the day-of event excluding activation/routing held off-street unless approved in writing by the Open Streets Grant Program Manager. Funding may not be used for alcohol-related activities. Funds awarded will not exceed the event cost in the original application and may be less if the key objectives can be achieved at lower costs. Nonmaterial scope and event changes shall be handled administratively and be approved by Metro's Program Manager. Any cost overruns shall be the responsibility of the applicant. Both third party consulting costs and internal staff costs for directly providing services with respect to the project will be eligible for funding. Funding may be used for treatments, outreach, and associated planning and implementation costs to restrict or completely limit automobile use for any number of days throughout the grant cycle. Eligible street closure treatments include way finding, signage, delineators, A-frames, K-rail, and other street closure infrastructure. Grant funds may be used to purchase k-rail, A-fames, removable or surface-mounted bollards, planters that serve as crash rated barriers, and other movable crash rated barriers and similar equipment that can reduce the long-term costs for repeated and/or temporary street closures. Permanent materials such as retractable bollards may qualify as an eligible expense if the applicant can demonstrate that the cost for this investment is more cost effective than closing the street operationally, that the jurisdiction will be able to install the materials in time for the event, and that the materials will be used to support ongoing open or slow streets events at the proposed location into the future. This must be documented in the application. Street furniture or other programing will be the sole responsibility of the Grantee but is match eligible.

The table below provides examples of reimbursable expenses that the Metro Open and Slow Streets grant can reimburse, matching expenses that can be leveraged to meet the 30% match requirement or exceed the requirement for additional points, and ineligible expenses that cannot be reimbursed or leveraged as a match. Any reimbursable expenses can also qualify as matching expenses. This table is not comprehensive of all possible expenses.

Table 1. Examples of Eligible Expenses*

Item*	**Reimbursable**	**Match Eligible**	**Non-Eligible Expenses** *(Cannot be reimbursed or count towards match)*
Pre-event Planning *(Can include professional services.)*	X		
Community Engagement *(Can include professional services.)*	X		
Marketing *(Can include professional services.)*	X		

Street Closure/Slow Streets Treatments *(Wayfinding, Signage, Delineators, A-Frames, K-Rail, Bollards, and Other Infrastructure)*	X		
Surface-Mounted Bollards	X		
Retractable Bollards and other infrastructure for closing/limiting vehicle traffic on a regular basis	X**		
Insurance for day-of event	X		
Traffic control officers or police officers	X		
Rentals *(U-Haul, pop-up tents, etc.)*	X		
Staffing for event operations	X		
Alcohol			X
Programming: Entertainment *(Performers, DJs, Live Music, etc.)*		X	
Programming: Recreational Activations *(Yoga, Exercise Classes, Basketball Courts, Soccer Nets, Tennis Courts, etc.)*		X	
Programming: Arts and Culture		X	
Programming: Transportation-Based *(Learn-to-Bike Classes, Pump Tracks, etc.)*	X		
Placemaking *(Street Furniture and Rest Benches, Murals/Artwork Along the Route, etc.)*		X	
Pop-Up Tents and Other Shade Structures	X		
Water Stations, First Aid, Modular Curb Ramps, and Other Safety Measures	X		
Bike Valet	X		
Screens/TVs for Projecting		X	
Food Trucks			X
Stages		X	
Stadium Seating/Bleachers		X	
FIFA or LA28 Branded Signage			X

** Note: All Open and Slow Streets events and programming must be free and open to the public.*

***Materials such as retractable bollards may qualify as an eligible expense if the applicant can demonstrate that the cost for this investment is more cost effective than closing the street operationally, that the jurisdiction will be able to install the materials in time for the event, and that the materials will be used to support ongoing open or slow streets events at the proposed location. This must be documented in the application.*

Data Collection and Reporting Requirements

The grantee shall collect data that shall be provided to Metro in a post-implementation spreadsheet no later than three months after the event is executed. Metro will withhold ten percent (10%) of eligible expenditures per invoice as retainage. Metro will release retainage after Metro has evaluated Grantee's post-implementation report and data collection performance according to the criteria specified by Metro. Data collection will include at a minimum but not be limited to: participation counts of pedestrians and cyclists along the route; and economic quantitative and qualitative impact on local retailers such as anecdotes and event change in sales compared to pre-event sales. A survey sample is available here: Open Streets Standardized Data Collection Template.

General and Administrative Conditions Lapsing Policy

Open and Slow Streets events must be staged by the 2028 Olympic and Paralympic Games. Date changes/confirmation of the date of the event/events after an application is submitted and awarded will require Metro Project Manager approval in advance. Funds not expended by this date will lapse. Lapsed funding will go towards the next grant cycle of the Open and Slow Streets Program. Applicants who have their funds lapse may reapply for funding in the next cycle, however new applicants and applicants from previously successful events will be prioritized.

Grant Agreement

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

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

Audits and Event Scheduling

All grant programs may be audited for conformance to their original application. Metro shall review event schedule and final date(s) of the event. At Metro's Program Manager's request events may be rescheduled to ensure alignment with program goals and to increase participant safety.

Scoring

Projects will be evaluated out of 100 points on the following criteria:

General Event Information – 5 points

Project Feasibility and Cost Efficacy – 22 points

Approach to ensuring a safe route, including prohibiting vehicle traffic (open streets applicants) or considerably limits vehicle traffic (slow streets applicants), and providing adequate accommodation or scheduling to mitigate heat-related health impacts (e.g., shade, access to water, holding event in the morning or in the evening, etc.).	3
Demonstrated team capacity to successfully deliver project.	4
Agency's existing active transportation programs and policies.	1
Matching funds committed – zero points for the required 30% match; additional points will be awarded based on the amount of matching funds and the likelihood/certainty of those funds.	7
Event Financial Plan, including but not limited to cost effectiveness per mile per day.	7

Transportation Legacy Impacts and Community Connectivity - 30 points

Promotes the usage of, and access to sustainable modes of transportation (bicycling, walking and transit) and promoting mode shift from single-occupancy vehicles by encouraging transit use for the first time, experiencing streets that are safe for active transportation, providing opportunities for civic engagement that can foster support for multi-modal policy or infrastructure change, and/or encouraging community members to rethink streets as shared car-free/car-light public spaces for community members to enjoy during the event and beyond.	10
Promotes the use of public transit during the event and beyond.	7
Data Collection and Surveys Requirement Approach (*see link in Data Collection and Reporting Requirements section above*).	3
Other route considerations (topography, length, access to destinations, etc.).	2
Programming along route is culturally relevant to local communities.	3
Provides multi-day events/activation, such as a recurring regular schedule , and/or is semi-permanent in nature such as Slow Streets.	5

2026 FIFA World Cup and 2028 Olympic and Paralympic Games Alignment – 15 points

Event location alignment and plan to celebrate 2026 FIFA World Cup, 2028 Olympic Games, and/or 2028 Paralympic Games (includes	5

connections between major transit stations and venues, fan zones, or other major event activities and/or attractors)	
Connections to arts, cultural, and/or recreation	5
Brings the spirit of the major events to communities near and far from venues	5

Equity and Engagement – 28 points

Route serves/connects equity focused communities (EFCs) or other underinvested communities.	8
Event route or programming focuses on serving marginalized communities by innovatively addressing unique barriers to access (i.e. disability community, LGBTQIA+, BIPOC, youth, etc.).	3
Tests safe alternatives to a high injury network (HIN) or corridor with high concentrations of traffic collisions if a HIN hasn't been established, with an emphasis on HINs within EFCs.	5
Plan to attract participants from throughout the surrounding community/County is culturally-relevant and encourages active transportation and transit connections.	5
High-quality partnerships with Community Based Organizations and/or non-profits.	7

APPLICATION

General Information

1. City/Government Agency Name: Co-Applicant Name: (optional)
2. Project Manager Name: Co-Applicant Name: (optional)
3. Project Manager Title and Department: Co-Applicant Title: (optional)
4. Project Manager Phone Number: Co-Applicant Phone Number: (optional)
5. Project Manager E-mail Address: Co-Applicant E-mail Address: (optional)
6. City Manager Name:
7. City Manager Phone Number:
8. City Manager E-mail Address:
9. LA County Supervisorial District: (1-5)
10. For jurisdictions applying for more than one event, please state the ranking of this proposal, where 1 = highest priority, 2 = second priority, etc.
11. Event Type:
    a. Select one: Open Street or Slow Street
    b. Select one: Small Neighborhood Event (under 1 mile, max $250k funding request) or Large Event (over 1 mile, no max, see program guidelines for more details)
12. Event Name
    (Example: Sunnytown Sunday Parkways Open Street Event.)
    Maximum Allowed: 150 *characters.*
13. Event Description
    (Example: Main Street, Flower Street, Spring Street, 7th Street, 1st Street and Broadway Avenue in downtown Sunnytown will be closed to cars from downtown to mid-town to invite people on foot and on bikes to rediscover the streets of their community in a car-free environment. Local retailers and restaurants will be invited to expand their operation into the street. A health fair, yoga in the street, booths from local community organizations, and an art show will be included in the route.)
    Maximum Allowed: 500 *characters.*

14. Estimated Route Length (in miles): maximum allowed 4 digits

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

16. Attach a map of the proposed route including a clear demarcation of event bounds by street name. A digital map made in Google maps or ArcGIS is preferred.

Project Feasibility and Cost Efficacy

17. Describe the pavement quality along the route and any considerations that will be made for poor quality pavement.
Maximum Allowed: 150 *characters.*

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

If "YES" for Question 18

18a. How many freeway crossings exist along the proposed route and what are their locations? Please describe your approach to coordinating with Caltrans. (NOTE: Additional coordination with Caltrans will be required for each freeway ramp crossing and these costs must be accounted for in the project budget).
Maximum Allowed: 500 characters

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

If "YES" for Question 19

19a. How many at-grade crossing(s) exist along the proposed route and what are their locations? Please describe your approach to coordinating with railroad operators. (NOTE: Additional staff resources and coordination with railroad operators will be required for each grade crossing and these costs must be accounted for in the project budget).
Maximum Allowed: 500 characters

20. Estimated day(s) of the week, month, day, and year of Event.
Example: *Sunday, April 11, 2025*

(*Note: Funds will be available starting in January 1, 2025, pending Metro Board approval. Event must be staged by the 2028 Olympic and/or Paralympic Games.*)

21. If your first event is during the 2026 FIFA World Cup, do you plan to repeat your event in 2028? If yes, please note that you must submit two applications: one for each proposed year; you may repeat any relevant responses.
    Yes or No

22. Does your City's General Plan or other planning program support open street events and/or active transportation?
    (Examples include: adopted a Complete Streets Policy or Updated Circulation Element to include Complete Streets, adopted a Bike Plan, adopted a Pedestrian Plan, Developing or implementing Bike Share Programs, adopted Climate Action Plans, and Implementation of Parking Management Programs to encourage more efficient use of parking resources)
    Maximum Allowed: 500 characters

23. Would your jurisdiction be amenable to reduced scope or route length? (Y/N)

24. For Open Streets proposals, municipal and private motorized vehicles are prohibited from the route during operating hours of the event. For Slow Streets proposals, vehicle traffic volumes and speeds should be significantly reduced for the duration of the Slow Streets installation. List how your jurisdiction will plan, implement, and monitor the route for conformance with these requirements; any other safety measures that will be taken; and for multi-day events, how would access be accommodated over the course of the event? (For instance, for how many days per week, and for how many hours per day will the Open Street be fully closed to vehicles? Will the Slow Street operate as a standard Slow Street over the course of the installation, or will there also be additional full closures?)
    Maximum Allowed: 800 characters

25. How will your project minimize health and safety impacts of heat-related illnesses? Describe how you provide shade, access to water, etc.

26. Does your jurisdiction/project team (may include contractors such as consultants or event producers) have previous experience organizing open street events or other large public events (such as large city-wide or region-wide events related to transportation, athletics, cultural celebrations and/or events that require street closures)? List all relevant team members and describe their capacity to deliver these events and any plans to further enhance capacity to ensure a successful event.
    Maximum Allowed: 2,000 Characters

If “YES” for question 26

26a. What lessons has your jurisdiction learned from previous open or slow streets (or similar) events that will increase the success of the proposed event?
Maximum Allowed: 800 Characters

27. What is the total estimated cost of the event?
Maximum Allowed: 10 characters.

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

29. What are the estimated outreach costs?
Maximum Allowed: 10 characters.

30. What are the estimated pre-event planning costs?
Maximum Allowed: 10 characters.

31. What are the estimated day(s) of event(s) staging costs (including staffing, rentals, permits, etc.)?
Maximum Allowed: 7 characters.

32. *What is the proposed match amount? (min 30% match required)*
Maximum Allowed: 10 characters.

33. In bringing the spirit of these major events to communities across Los Angeles County, Metro is strongly encouraging jurisdictions to partner with Metro by providing matching funds. What are the sources of your proposed matching funds? Please state whether or not the funds have been secured, and if not, plans to secure funds.
Maximum allowed: 800 characters

34. What is the event cost per mile per day (Answer to #27 / Answer #14 / Answer #20)?

35. Attach a completed Open Streets Financial Plan and Event Scope of Work

Transportation Legacy and Community Connectivity

36. How will your proposal promote the usage of and access to, sustainable modes of transportation (bicycling, walking and transit)? This may include the following: promoting

mode shift from single-occupancy vehicles by encouraging transit use for the first time, experiencing streets that are safe for active transportation, providing opportunities for civic engagement that can foster support for multi-modal policy or infrastructure change, and/or encouraging community members to rethink streets as shared car-free/car-light public spaces for community members to enjoy during the event and beyond.
Maximum allowed: 2,000 characters

37. Will the route connect multiple jurisdictions? Y/N

If "YES" to question 37

37a. How will your jurisdictions ensure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event? (Please also see question 51 and ensure all jurisdictional partners provide letters of support.)
Maximum Allowed: 1,000 characters.

38. Please describe the land uses and any relevant attractors along the route, and how you will adapt to differing types of land uses (as applicable) to ensure connectivity and cohesiveness along the route. *Maximum Allowed:* 1,000 *characters.*

39. List and describe the existing bicycle and pedestrian infrastructure along or adjacent to the route, including any active transportation high quality connections and any planned infrastructure that may be tested during the event or in place by the time of the event. Will the route encourage first time active transportation users to modify their travel behavior in the future?
Maximum Allowed: 1,000 characters.

40. What is the elevation change between the highest and lowest points along the proposed route? (Tips: you can use a free website like www.mapmyride.com or Google Maps to calculate this information; see San Francisco's "Wiggle" for an example of route planning that avoids hills: http://en.wikipedia.org/wiki/TheWiggle).

41. Provide an outline of the general programming elements/ideas/goals that will be represented in activities along the route the day of the event (an example is public health goals will be highlighted by fitness classes such as yoga along the route).
Maximum Allowed: 1,000 characters.

42. List all rail stations and high frequency bus stops within a ½ mile radius of the event route and how you will ensure safe connections from those stations to the event.
Maximum Allowed: 1,000 characters

43. Describe how your city will satisfy Metro's evaluation and data collection requirements (i.e. agency staff, volunteers, consultant, etc.) and any additional event data the agency may collect.
Maximum Allowed: 500 characters.

2026 FIFA World Cup and 2028 Olympic and Paralympic Games Alignment

44. Describe how the proposed project aligns with the 2026 FIFA World Cup, 2028 Olympic Games, and/or 2028 Paralympic Games, including, but not limited to, connections between major transit stations and venues, fan zones, or other major event activities and/or attractors.
Maximum Allowed: 1,000 characters.

45. Describe how the proposed project brings the spirit of the major events to communities near and far from venues.
Maximum Allowed: 1,000 characters.

46. Describe how your open and slow streets event coincides with the upcoming major events. This may include a recurring schedule of activations aligned with major events, a daily activation during certain hours of the day, or less frequent event.
Maximum Allowed: 1,000 characters.

47. How will the route connect to arts, culture, and/or recreation? This may include programming along the route, connections to and/or partnerships with institutions along the route. Explain.
Maximum Allowed: 2,000 characters.

Equity and Community Partnerships

48. Using Metro's Equity Focus Communities mapping tool (https://equityhub.metro.net/pages/data-and-maps#EFC), explain how your event development will reach and serve marginalized communities through route design, outreach, programming, and other considerations.
Maximum Allowed: 1,000 characters.

49. Describe how the proposed project tests safe alternatives to a high injury network (HIN), or corridor with high concentrations of traffic collisions if an HIN hasn't been established (see resource: TIMS - Transportation Injury Mapping System), with an emphasis on HIN's within EFCs.

Maximum Allowed: 1,000 characters.

50. Describe how the proposed event route or programming focuses on serving marginalized communities by innovatively addressing unique barriers to access (i.e. disability community, LGBTQIA+, BIPOC, youth, etc.). All projects must include a discussion of how events and/or programming are accessible and inclusive for people with disabilities.
    Maximum Allowed: 1,000 characters.

51. Non-profit and community-based organization partnerships are highly encouraged, especially in helping to reach EFC's and high priority populations and in designing events that are welcoming and reflective of the diversity and culture of Los Angeles County. Does your city plan to partner with any non-profits and/or community based organizations (CBOs) to assist in event implementation and planning? (Y/N)

If "YES" for question 51

51a. List your proposed partners and their role in the event planning and implementation. If you are planning to select non-profit and/or CBO partners after the grant award, please describe your process to do so, and how you will ensure the partnership is meaningful. (Please also see question 51 and ensure letters of support are included for all named non-profit/CBO partners.)
    Maximum Allowed: 600 Characters

If "NO" for question 51

51b. What is your jurisdiction doing in lieu of partnerships with outside agencies (including non-profits and other community partners) to engage the community and make the event successful?
    Maximum Allowed: 800 Characters

52. Describe the marketing strategy you will employ to encourage event participation. Consider the following: How is your event proposing to capture high attendance among the different age groups? How will you encourage attendees near and far to participate and arrive at this event through transit and active transportation modes? How is the program sensitive and inclusive to the communications preferences of the surrounding community in terms of marketing and outreach?
    Maximum allowed: 2,000 characters

53. What strategies will you employ to encourage increased participation of businesses,

institutions, etc. located along the event route (examples include temporary suspension of sidewalk display permitting, workshops, door-to-door outreach, etc.)?
Maximum allowed 500 characters

54. Upload letters of support from the applicant jurisdiction and, if applicable, each city/non-profit/other partner. Important: each jurisdiction should provide two letters of support, one from an elected official that represents the geographic area where the event is being proposed, and a second from the department that oversees right-of-way permitting. (Please include all letters in one PDF).



Open and Slow Streets Grant Program Cycles Six and Seven

Metro

Recommendation

CONSIDER

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 (Attachment A).

B. AUTHORIZING a waiting list of eligible events that may be awarded administratively, should funding become available (Attachment A).







Metro

Open and Slow Streets Grant Program

- Cycles Six and Seven combined (total of $10 million) to address Board directive and maximize opportunities for the World Cup and the Games.
- Proposed Application and Guidelines for Cycles Six and Seven communicated via Board Box on August 11, 2025. After 10-day review period, Application and Guidelines released on August 25, 2025 (due date October 10, 2025).
- Metro received 49 applications, requesting $18.5 million total.
  - 41 applications include routes in Equity Focus Communities.
  - 4 applications deemed ineligible as submitted due to event date, applicant, or incomplete information.

Metro

Cycles Six and Seven Funding Recommendations

Rank	Applicant	Event Title	Amount Recommended
1	City of Los Angeles	La Chapulina: Figueroa Venue Connection	$ 1,032,549
2	El Pueblo de Los Angeles Historical Monument	Heart of LA – Open Street for World Cup Fan Zone	$ 238,000
3	El Pueblo de Los Angeles Historical Monument	Heart of LA to Civic Center: Slow Street for 2028 Olympic and Paralympic Games	$ 250,000
4	City of Pasadena	Pasadena 2028 Olympic Streets	$ 500,000
5	LA County Public Works SD2	Metro to Magic: Avalon Open Streets	$ 250,000
6	LA County Public Works SD2	Metro to Magic: Avalon Open Streets	$ 250,000
7	City of Pico Rivera	Celebrate Pico Rivera - Open Streets 2028	$ 500,000
8	City of Los Angeles	Experience the Sepulveda Basin: A Car-Free Journey Through Parks and Open Space for the 2028 Games	$ 500,000
9	City of Los Angeles	Park to Park 2026: A Westlake Open Streets Celebration	$ 163,611
10	City of Los Angeles	Park to Park 2028: A Westlake Open Streets Celebration	$ 163,611
11	City of Torrance	Downtown Torrance Street Activation – LA28 Olympics	$ 200,000
12	City of Torrance	Downtown Torrance Street Activation – 2026 FIFA World Cup	$ 200,000
13	City of Santa Monica	COAST 2028, Santa Monica's Open Streets Celebration	$ 500,000
14	City of Pico Rivera	Celebrate Pico Rivera - Open Streets 2026	$ 250,000
15	City of Santa Monica	COAST 2026, Santa Monica's Open Streets Celebration	$ 250,000
16	City of Los Angeles	CicLAvia–Leimert Park meets Expo Park	$ 500,000
17	City of Inglewood	Inglewood Open Streets: Global Games, One Community	$ 250,000
18	City of Inglewood	Inglewood Open Streets: Global Games, One Community	$ 250,000
19	City of Pomona	Pomona's 2028 Summer Games Park Avenue Slow Street	$ 500,000
20	City of West Hollywood	CicLAvia: Meet the Hollywoods	$ 500,000
21	LA County Public Works SD1	SGV FanFest	$ 250,000
22	LA County Public Works SD1	SGV FanFest	$ 250,000
23	City of Pasadena	CicLAvia Pasadena	$ 500,000
24	City of Los Angeles	South LA 2028: Leimert Park meets Expo Park	$ 500,000
25	City of Santa Clarita	Olympic Block Party	$ 70,000
26	City of Long Beach	Beach Streets Venue to Venue 2028	$ 427,000
27	City of Long Beach	Beach Streets Kickin' It 2026	$ 378,560
28	LA County Public Works SD4	Walk, Roll, & Reach for Gold: Walnut Park Open Streets	$ 250,000
29	City of Bell	Gateway Connections	$ 126,669
		Total Recommended:	**$ 10,000,000**

Metro

Cycles Six and Seven Funding Recommendations

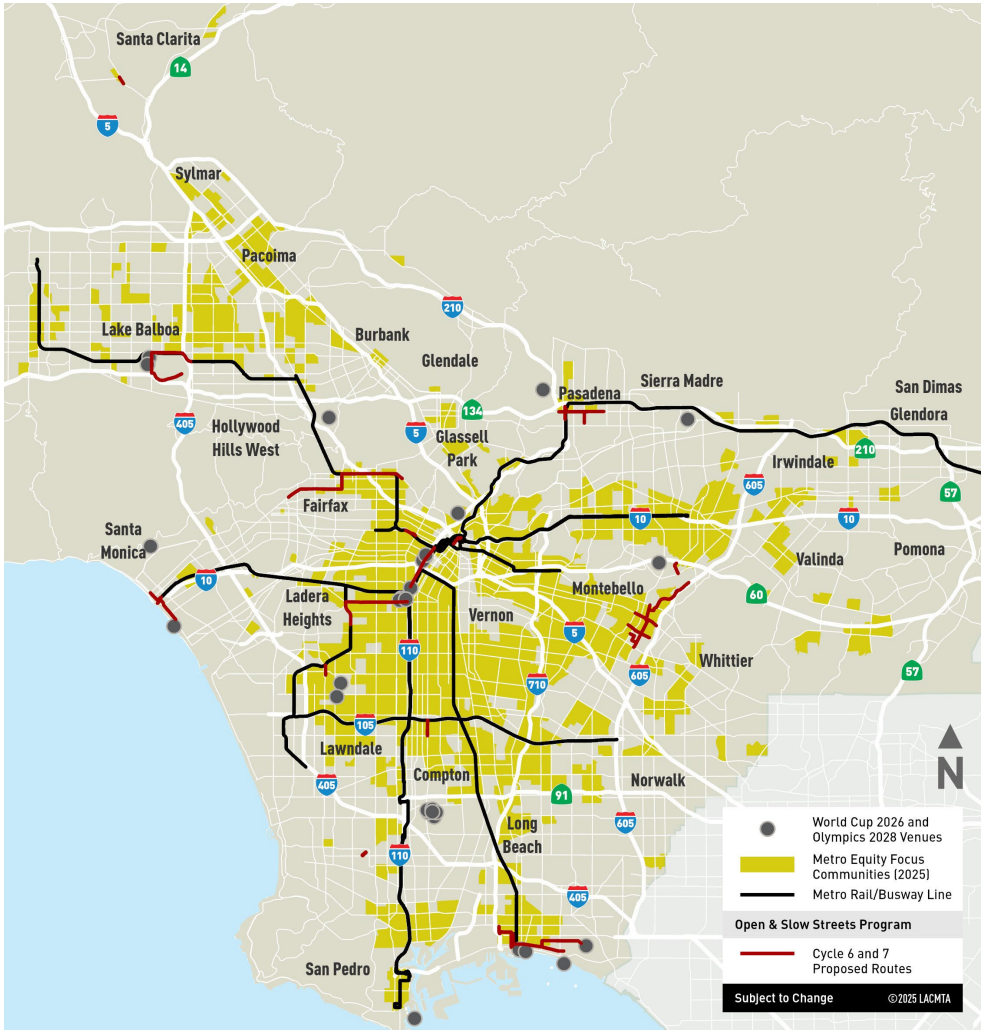
- Staff recommend awarding funding for 29 events comprising:
  - 12 distinct jurisdictions
  - Six first-time awardees
  - 25 locations in Equity Focus Communities
  - Nearly 65 miles in total event routes (approximate distance from Long Beach to Santa Clarita)
- One application deemed “extraordinary”, with funding recommended above $500,000
- All eligible, non-awarded applications established as waiting list

Metro

Next Steps

Upon Board approval, staff will:

- Work with applicants to execute grant agreements
- Assess program impact through post-event data collection



Metro

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

File #: 2025-0936, **File Type:** Federal Legislation / State Legislation (Position) **Agenda Number:** 17.

EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 20, 2025

SUBJECT: 2026 LEGISLATIVE PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. RECEIVING the State and Federal Legislative Report;

B. ADOPTING the proposed 2026 Federal Legislative Program (Attachment A); and

C. ADOPTING the proposed 2026 State Legislative Program (Attachment B).

ISSUE

On an annual basis, the Board adopts a legislative program for the upcoming state legislative and federal congressional sessions, which provides guidance to staff on legislative issues and policy as a means of advancing and protecting Metro's authority and the transportation interests of Los Angeles County. Pursuant to the goals outlined in the Long-Range Transportation Plan (LRTP), Equity Platform, and other Board directives, staff will continue to evaluate and consider long-term strategic advocacy and legislative goals for the agency as outlined in the plan. Staff will continue to work with the implementing departments within Metro to develop the broader objectives and will seek Board authorization to pursue additional specific measures as they become sufficiently developed and ready for pursuit through legislative processes.

BACKGROUND

The role of the legislative program is to clearly define Metro's goals and objectives by securing necessary legislative authority, program funding, and regulatory actions needed at the state and federal levels. The program provides policy direction to staff and the agency's advocacy activities in Sacramento and Washington, DC. To achieve these important goals, staff will implement a long-term legislative strategy of consensus building and coordination with transportation stakeholders throughout the region, the State of California, and Federal officials. The Legislative Program directs staff to monitor and engage in several legislative and advocacy efforts. The Government Relations Legislative Matrix <https://libraryarchives.metro.net/DB_Attachments/11%20-%20November%

202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf>, updated and presented to the Board on a monthly basis, highlights bills of interest to the agency.

DISCUSSION

A recap of legislative activities for the 2025 calendar year on the state and federal levels can be found below. The Federal and State Legislative goals, as outlined in attachments A and B, will inform the activities pursued by the Government Relations department for the upcoming calendar year. Looking forward to next year, the State is expected to continue to see volatility in its revenues. Additionally, staff anticipates the need for legislation related to the recent passage of SB 79 (Wiener). In order to address this, there is a proposal in the State Legislative Program to sponsor amendments to SB 79, 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.

In addition to constant collaboration with the Board and other internal Metro departments, staff will continue to ensure that legislative priorities and efforts are also coordinated with our regional transportation partners, including Metrolink, Southern California Association of Governments (SCAG), Municipal Operators, and Southern California County transportation commissions.

Federal Recap

In 2025, Metro was guided by our Board-approved Federal Legislative Program in Washington, DC. Mindful that the Trump Administration outlined new policy priorities with respect to federal transportation programs and projects and with GOP majorities in both the House and Senate, staff has worked in good faith with both the Executive and Legislative Branches to advance Metro's capital projects seeking federal funding and to safeguard the flow of federal formula funds to our agency.

In advancing the Board-approved Federal Legislative Program over the past year, staff is deeply appreciative of the active and constant engagement maintained with all members of the Los Angeles County Congressional Delegation, including our two U.S. Senators Adam Schiff (D-CA) and Alex Padilla (D-CA). From supporting the agency on grant requests, matters related to spending bills, and regulatory issues tied to the U.S. Department of Transportation, the Los Angeles County Congressional Delegation has been an important ally as we have advanced the Board's federal transportation priorities in Washington, D.C.

Metro was active on a number of matters in Washington, DC this year and achieved several important successes in partnership with the Federal Government.

1. In April 2025, Conan Cheung, Chief Operations Officer, presented a comprehensive update on planning efforts for the 2026 FIFA World Cup to key stakeholders on Capitol Hill, ensuring continued federal support for the event's transportation needs.
2. In April of 2025, staff worked with then Metro Board Chair and Los Angeles County Supervisor Janice Hahn to convey (in writing) to the White House and U.S. Department of Transportation our funding request of $3.2 billion to ensure that our agency can put into place a world-class mobility plan for the 2028 Olympic and Paralympic Games. This letter built upon previous correspondence shared with the Biden Administration in Autumn 2023, and correspondence with the incoming Trump Administration in Autumn 2024.

3. In April of 2025, Congresswoman Julia Brownley offered and then withdrew an amendment at the House Committee on Transportation and Infrastructure for the reconciliation bill to include $3.2 billion for public transit in advance of the 2028 Olympic and Paralympic Games.
4. On May 28, 2025, LA Metro sent a letter to U.S. Department of Transportation Secretary Sean Duffy outlining the comprehensive safety measures implemented at LA Metro to enhance passenger security and system reliability.
5. On May 30, 2025, the Federal Transit Administration (FTA) allocated the full $315 million balance of funding for Metro's Westside Purple Line Extension (WPLE) Section 3 Full Funding Grant Agreement (FFGA), advancing a critical infrastructure project. This was the FTA's last installment of FFGA funding (total amount $1.3 billion) for the WPLE section.
6. On May 30, 2025, FTA's FY26 New Starts Report funding recommendations report highlighted that the Southeast Gateway Line (SGL) may be eligible for Capital Investment Grant (CIG) funding in FY26. The report also included the Vermont Bus Rapid Transit (BRT) Project under the Small Starts program.
7. In June 2025, staff supported Mobility21's successful trip to Washington, D.C., further strengthening the region's advocacy efforts for transportation innovation and infrastructure funding.
8. On July 8, 2025, staff facilitated Metro's response to the U.S. Department of Transportation's concerns regarding system safety.
9. On July 15, 2025, CEO Wiggins led a presentation on 2026 FIFA World Cup planning to the White House Task Force, outlining key transit infrastructure needs to support event operations. CEO Wiggins also led a presentation on the 2026 FIFIA World Cup and 2028 Olympic/Paralympic Games planning to USDOT leadership, emphasizing the coordination required for both events to be held successfully, with efficient and effective transit plans.
10. On July 17, 2025, staff engaged with U.S. Representatives Pete Aguilar and Norma Torres to propose funding amendments at the House FY26 Transportation, Housing, and Urban Development (THUD) markup in support of mobility initiatives for the 2026 FIFA World Cup and 2028 Olympic and Paralympic Games.
11. Staff worked with key Congressional stakeholders to support the Vermont BRT Project being recommended for funding in the House FY26 THUD spending bill in the amount of $149.9 million through the FTA's Small Starts Program.
12. On July 24, 2025, the Senate Appropriations Committee approved the FY26 THUD bill, which includes $78 million for 11 2026 FIFA World Cup city transit agencies and $68 million for the 2028 Olympic and Paralympic Games mobility projects. The accompanying committee report also included language staff requested to address Charter Rule, Spare Ratio, and goods movement challenges related to these major events.
13. On August 19, 2025, staff met with USDOT leaders on our agency's surface transportation reauthorization priorities, underscoring the need for continued federal support for our multi-modal mobility enhancing projects.
14. On September 19, 2025, members of the World Cup White House Task Force, including Andrew Giuliani, met with CEO Wiggins and Metro Board Chair Fernando Dutra, and toured Metro's Emergency Security Operations Center (ESOC).
15. On September 26, 2025, the Metro Board adopted the USA Build initiative, which was subsequently presented to Congress and the Administration, securing broad support for key

federal transportation programs that will enhance our agency's ability to provide mobility across Los Angeles County for decades to come.

Metro looks forward to working closely with Congress and the Administration to leverage local funding to advance transit, highway, and other effective mobility projects across Los Angeles County - in addition to building support to secure major federal funding for mobility initiatives related to the upcoming 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games. The complete 2026 Federal Legislative Plan is outlined in Attachment A.

State Recap

During the 2025 State Legislative Session, the California Legislature and Governor Newsom were primarily focused on homelessness, wildfire recovery, housing, as well as climate and infrastructure issues. The legislature passed a number of proposals that focused on that state's climate change goals, transportation projects, workforce recovery, and funding to support efforts to end homelessness. Most notably, the Legislature passed a 15-year extension to the Cap-and-Trade program, renaming it Cap-and-Invest. The following summarizes the 2025 legislative session and Metro's advocacy efforts surrounding the budget and legislation relevant to Metro's projects and programs.

State Budget

Metro staff continued to engage in the budget process by working with members of the LA County Delegation to ensure that LA County received its proportionate share of transportation resources.

In January, Governor Gavin Newsom released his budget proposal for the upcoming fiscal year. At the time, the Department of Finance projected that the state would enjoy a modest $363 million surplus for the upcoming fiscal year. However, the budget proposal had been prepared prior to the January Eaton and Palisades wildfires, now projected to be the costliest natural disasters in California history.

Regarding transportation, the initial budget maintained the entire transportation package, including funding from SB 125 of 2023. This package of investments was a historic investment in public transit, but it also required multiple years of advocacy to ensure that the full funding of this program survived the volatility of the State Budget. Through the leadership of the Board and our CEO, staff has been successful in maintaining this funding for key Metro projects.

In mid-May, Governor Newsom released his May Revision to the proposed Fiscal Year 2025-26 budget, based on the latest economic forecasts available to the Governor and his Department of Finance. While the Governor's proposed budget in January presented a balanced budget with a modest surplus of $363 million, unprecedented events changed the State's fiscal outlook to an estimated state budget deficit of $12 billion for the coming year.

The May Revision maintained the State's proposed $1 billion investment in the Transit Intercity Rail and Capital Program (TIRCP) for Fiscal Year 2025-26, as originally agreed to in the Budget Act of 2023 (AB 102 / SB 125). However, the Revision included other transit-related budget cuts, to the tune

of $1.1 billion, and Metro staff continued their efforts to ask the Legislature to reject any cuts to transit.

On June 9, Senate President Pro Tem Mike McGuire and Assembly Speaker Robert Rivas announced that their houses had reached a two-party agreement on the state budget. This two-party agreement served as the basis for the Legislature's negotiations with Governor Newsom. The agreement rejected the Governor's proposal to cut $1.1 billion to transit programs. The rejection of this proposed cut would ensure California transit agencies receive the full balance of their SB 125 and TIRCP Cycle 6 investments. On June 13, the California Senate and Assembly voted to pass budget bill SB 101, with subsequent Budget Bills Junior and Budget Trailer bills passed and signed in late June.

Cap-and-Invest Program

With the release of the May Revision to the state budget proposal, the Governor also announced his desire to extend California's Cap-and-Trade program, renaming it the Cap-and-Invest program. The Governor asked the Legislature to extend the program to 2045, providing greater market certainty and aligning with California's existing 2045 carbon neutrality goal.

Following the passage of the FY 2025-26 budget, the Legislature returned from recess to finish business for the first year of the session, including negotiations for the extension of Cap-and-Invest.

Throughout the year, Metro staff were actively engaged in advocacy for LA's fair share of Cap-and-Invest transit funding. In June, Metro transmitted a letter from the CEO to the Legislature regarding the agency's Cap-and-Invest priorities as the Senate, Assembly, and Governor began to seriously consider the program's extension beyond the current 2030 expiration. This letter became the cornerstone of a packet of materials that was delivered to every member of the LA County Delegation. Prior to the Legislature's summer recess, Metro staff met with key members of the Senate and Assembly, along with the entire LA Delegation, to discuss Metro's priorities and share these materials. Advocacy materials included the CEO letter, district maps of investment from the Transit and Intercity Rail Capital Program, and the projects from the Measure M expenditure plan that Metro plans to complete using state investment in the coming years.

Metro continued engagement with these key offices, working with the LA County delegation on a sign-on letter to ensure Metro's equitable allocation of Cap-and-Invest program funding. That letter to Governor Newsom, Assembly Speaker Rivas, and Senate pro Tem McGuire, was eventually signed by 30 members of the Los Angeles County legislative delegation, expressing support for the reauthorization of Cap-and-Invest and requesting that the State invest $3.3 billion over the life of the program into LA County transportation. The letter called for funding that would support operations to increase bus and rail frequency and improve reliability, fund capital projects, including those that would connect to the future California High-Speed Rail Project, and provide good-paying jobs that support disadvantaged communities.

Additionally, the CEOs of LA Metro, Metrolink, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transportation Authority, Southern California Association of Governments, and Ventura County Transportation Commission issued a

joint letter to the California Legislature, outlining key perspectives on reauthorization. Metro staff also chaired the California Transit Association's Cap and Trade Task Force to ensure that transit agencies in our State spoke with one voice.

On September 10, SB 840 (Limón) and AB 1207 (Irwin) came into print, representing the culmination of the Cap-and-Invest negotiations between the Governor and leadership in the Senate and Assembly. These bills addressed two different components of the Cap-and-Invest program. Together, the bills reauthorized the program for an additional 15 years, to 2045, and aim to provide greater certainty in auctions between now and the original expiration date of 2030.

AB 1207 concerned the mechanism by which the Cap-and-Invest market is run. SB 840 concerned the way that revenues from the auctions are allocated through the Greenhouse Gas Reduction Fund (GGRF). Currently, statutorily required GGRF appropriations are allocated through percentages to programs such as High-Speed Rail, Affordable Housing and Sustainable Communities, Transit and Intercity Rail Capital Program (TIRCP), Low Carbon Transit Operations Program (LCTOP), among others. SB 840 will convert these appropriations to fixed numbers and allocate them in a tiered process. The first tier continuously appropriates $1 billion to the High-Speed Rail Authority. The second tier contains $1 billion, reserved for appropriation by the Legislature through the annual budget process. For the 2026-27 fiscal year, the bill states that the legislature intends to appropriate $125 million to fund transit passes, with further details not yet available. The third tier for appropriation, after the previous tiers are fully funded, includes $400 million for the TIRCP and $200 million for the LCTOP. If auction revenues fall below the amount needed to fund this tier, reductions would be made proportionately. However, if auction revenues exceed expectations, the excess is returned to the General Fund. These bills were passed on September 13 and subsequently signed by the Governor.

Staff is pleased to report that the fundamental commitments of Cap and Trade to public transit were maintained in the new Cap and Invest Program. This funding has always had risks. The new program will face similar risks in the future. Metro will need to maintain its commitment to vigorous and robust advocacy as the program is implemented in the coming years.

Legislative Update

In the 2025 legislative session, the advocacy efforts focused heavily on Board-directed State Legislative Program goals, as well as several proposals that would have impacted Metro programs. Metro was the official sponsor of two bills this year, as well as the co-sponsor of one additional bill. The following is a summary of activities related to the state legislative process for 2025:

Metro co-sponsored SB 71 by Senator Scott Wiener (D - San Francisco), a transit-related CEQA bill that builds upon legislation that the Senator had sponsored and was co-sponsored or supported formally by this agency. SB 71 extends the sunset date for Senator’s previous legislation, SB 922, to 2040 and clarifies which projects are eligible for statutory exemptions. Metro was also a formal supporter of AB 394 by Assemblymember Lori Wilson (D - Suisun City). In March, the agency issued a formal letter in support of AB 394. This bill would strengthen penalties for assaults against all transit employees, who are currently protected by penalties that only apply to bus and rail operators. The bill was passed by the Legislature and signed by the Governor in October and will become law on

January 1, 2026.

Metro was also the sponsor of two bills that did not move forward this year. AB 939 by Assemblymember Nick Schultz (D - Burbank) was a Metro-sponsored $20 billion transportation bond. This bill is now a “two-year” bill, which may be revisited in the future. Metro staff received feedback on the legislation concerning affordability and the state’s debt capacity at a time of economic uncertainty and other State priorities related to housing and fire recovery. Additionally, AB 1237 by Assemblymember Tina McKinnor (D - Inglewood) would have authorized Metro to impose a charge of up to $5 on the purchaser of a World Cup ticket, in order to support transit operations. The bill was subsequently amended to apply more broadly, removing the specific nexus to LA Metro. Though these bills did not move forward this year, Metro is grateful to both of these authors for their support of LA County transit.

Finally, Metro formally opposed two transit board restructuring bills this year, both of which were ultimately not approved by the Legislature in 2025. SB 220 (Allen) would, beginning on January 1, 2029, expand the Metro Board of Directors to 18 members (including 1 nonvoting gubernatorial appointee) by adding the County Executive of the County of Los Angeles and 3 public members appointed by the County Executive. The bill would also expand 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. Therefore, the final proposed composition of the Board under SB 220 will eventually reach 22 members. Additionally, AB 1070 (Ward) would expand transit boards to include non-voting labor and rider representatives and would require board members to demonstrate they ride public transit to receive compensation for their participation on a transit board. Bills not approved in the first year of a legislative cycle still have the opportunity to move forward in the second year. Finally, Metro Government Relations staff also remained engaged on a number of bills throughout the year through coalitions such as the California Transit Association.

Transit Transformation Task Force

As part of the SB 125 budget deal for Fiscal Year 2023-24, the Legislature created the Transit Transformation Task Force (TTTF). The TTTF included representatives from the California State Transportation Agency (CalSTA), local agencies (including Metro’s Senior Executive Officer for Government Relations, Michael Turner), academic institutions, non-governmental organizations, and other stakeholders. The TTTF, through a series of 13 meetings held in 2024 and 2025, was tasked with developing policy recommendations to increase transit ridership and enhance the transit experience for all users of these services. CalSTA was then required to submit a report of findings and recommendations based on the TTTF’s efforts to the appropriate policy and fiscal committees of the Legislature. This report, as of early November, is still pending release.

LA County Delegation Engagement

Metro’s State Advocacy strategy continues to include a robust outreach and communications plan to inform and engage the members of the Los Angeles County State Assembly and Senate delegation, in support of the Board-adopted Legislative program, Equity Platform, Zero-Emission Bus Plan and LRTP goals. State advocacy efforts will also continue to support Metro’s Planning Department policies and programs to secure discretionary and formula funding under Senate Bill 1 for Los Angeles County as administered by the CTC. Staff will also engage in discussions and advocate for

state policies and funding opportunities as the Board approves directives to implement new initiatives that would address Metro's goals to implement the Equity Platform, reimagined public safety system, and affordable housing.

This legislative engagement also includes quarterly legislative roundtable briefings with staff, subregional project briefings, and tours with individual legislators. The legislature will reconvene for the first year of the legislative session on January 5, 2026. Government Relations staff will continue to brief staff and elected officials on Metro priorities and projects during the legislative recess.

In addition to the activities described in the updates above, staff will be working to address a variety of other specific policy issues in the Legislative process, budget process as well as in various administrative processes in Sacramento (the entire 2026 State Legislative Program is outlined in Attachment B). These include but are not limited to:

- Supporting the continued appropriation of transit funding through the extended Cap-and-Invest program;
- Supporting legislative efforts that improve Metro's ability to more efficiently implement the Board-approved multi-layered approach to safety and security, including but not limited to additional protections against metal theft;
- Sponsoring amendments to SB 79 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;
- Sponsoring legislation to make the Camera Bus Lane Enforcement Program permanent; and
- Working with the California Public Utilities Commission and the California Air Resources Board to advance Metro's Zero Emission Bus Program.

EQUITY PLATFORM

Adopting the 2026 State and Federal Legislative Program goals helps Metro advocate for policy changes and investments that support Metro's core riders and disadvantaged communities. Outlining Metro's policy priorities to leadership in Sacramento and Washington, DC, is an important tool in creating equitable transportation and economic outcomes for riders of the diverse communities of Los Angeles County. The Board's adoption of the 2026 State and Federal Legislative Program Goals authorizes Metro's staff to engage directly with the state and federal legislature members who are responsible for setting policy and funding targets for the LA County region. Legislation sponsored and supported by Metro as outlined in the Goals creates greater investment opportunities, supports a better customer experience, and accelerates project delivery throughout LA County.

Ensuring Metro's advocacy efforts are effective and equitable requires regular assessment of equity impacts for specific measures and proposals. Staff will continue to work with partners in the office of Civil Rights, Racial Equity and Inclusion regularly to assess equity impacts and strategically communicate Metro's commitment to equitable transportation in our advocacy efforts.

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.

DETERMINATION OF SAFETY IMPACT

Approval of this item supports funding for safety initiatives and rules and regulations that improve safety.

FINANCIAL IMPACT

A number of the proposed state and federal legislative initiatives may provide additional funding for countywide transportation programs and projects.

ALTERNATIVES CONSIDERED

The Board of Directors could determine that a legislative program is unnecessary for the agency. Failure to adopt a legislative program could result in Metro being ill prepared to address the policy and legislative challenges that will arise during the coming year.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The adoption of the 2026 State and Federal Legislation Program supports Goal #4 in the Vision 2028 Strategic Plan goals, specifically Goal #4.2: Metro will help drive mobility agendas, discussions, and policies at the state, regional, and national levels.

NEXT STEPS

Staff will continue to regularly sponsor briefings in Washington, D.C., and Los Angeles County for the Congressional Delegation and other key staffers on both the House and Senate Appropriations and Authorization committees, and with officials in the Presidential Administration. Staff will continue to brief staff members working for House and Senate committees with primary responsibility for authorizing and appropriations bills.

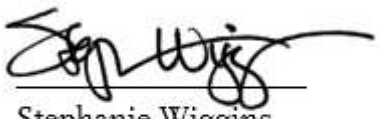
In Sacramento, staff will continue to develop and strategically advance the agency's Board approved State Legislative Program through maintaining support and close relationships with the Los Angeles County State Legislative Delegation, key leaders in the Senate and Assembly Transportation Committees, as well as key stakeholders, including, the Governor, Caltrans Director, California Transportation Commission, and the California State Transportation Agency. Pursuant to the Board adopted Board Advocacy Plan, staff will also work closely with the Board to utilize Board members' relationships and experience in legislative matters.

ATTACHMENTS

Attachment A - 2026 Federal Legislative Program
Attachment B - 2026 State Legislative Program

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ATTACHMENT A

2026 FEDERAL LEGISLATIVE PROGRAM GOALS

GOAL #1: CONTINUE TO BUILD FEDERAL SUPPORT FOR METRO'S AMBITIOUS CAPITAL PROGRAM

Proposed Activities:

In 2026, Metro will continue to advocate for the agency's New Starts transit capital projects to receive funding through the Federal Transit Administration's (FTA) Capital Investment Program (CIG) – working in concert with all relevant stakeholders across Los Angeles County. This work, in part, will include working to ensure that the Southeast Gateway Line Project and other priority transit projects, like the Vermont Bus Rapid Transit Project, are included in the Federal Transit Administration's Fiscal Year 2027 New Starts Report and recommended for federal funding in this report – which will be released early next year in tandem with the President's Fiscal Year 2027 Budget.

GOAL #2: CONTINUE TO WORK WITH THE FEDERAL GOVERNMENT TO SECURE THE FEDERAL FUNDING NECESSARY FOR METRO TO PROVIDE TRANSIT SERVICES FOR BOTH THE 2026 FIFA WORLD CUP AND THE 2028 U.S. OLYMPIC AND PARALYMPIC GAMES

Proposed Activities:

Historically, the U.S. Department of Transportation has played a vital role in assisting and coordinating with regional transportation agencies to ensure enhanced mobility for Olympic and Paralympic Games held in the United States. In coordination with key stakeholders, Metro will continue to work with officials in the White House, the U.S. Department of Transportation, and Congress to promote and advance the opportunity for the federal government to fund the many mobility enhancing projects being built and being planned across Los Angeles County by our agency and our local, regional and state partners. Specifically, Metro is seeking to have funds for a range of mobility projects and transit services directly related to the Games included in the President's Fiscal Year 2027 Budget. We are also working with a broad coalition of transit agencies and APTA to ensure Congress appropriates funding for transit services set for the 2026 FIFA World Cup venues across the United States, including for the games set to be held at the So-Fi Stadium in Inglewood, California.

GOAL #3: ADVOCATE FOR THE POLICY REFORMS INCLUDED IN METRO'S BOARD-APPROVED USA BUILD INITIATIVE TO BE EMBEDDED IN OUR NATION'S NEXT SURFACE TRANSPORTATION AUTHORIZATION BILL

Proposed Activities:

The historic Bipartisan Infrastructure Law (BIL) (P.L. 117-53) will expire on September 30, 2026. Given our agency's strong and successful track record in providing Congress with policy and funding recommendations related to surface transportation authorization bills, the Metro Board has adopted a list of provisions to enhance the mobility Metro provides across Los Angeles County through robust Federal assistance and improvements in project delivery. Previous Metro initiatives, like the America Fast Forward program, demonstrably improved our ability to draw federal funds to our agency. Our Board-approved USA Build Initiative outlines our agency's support for, among other provisions, a set of reforms to the FTA's CIG Program – which has been essential in funding the expansion of Metro's transit network. We look forward to working with Members of Congress and their professional staff to ensure that the USA Build Initiative's policy proposals are included in the forthcoming surface transportation reauthorization legislation.

GOAL 4#: CONTINUE TO ACTIVELY SUPPORT EFFORTS TO BRING FEDERAL RESOURCES TO PROJECTS SERVING DISADVANTAGED COMMUNITIES ACROSS LOS ANGELES COUNTY – THROUGH PROGRAMS LIKE THE USDOT'S DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

Proposed Activity:

Continue our agency's leadership in working with the Los Angeles County Congressional Delegation to build awareness among federal policymakers about existing inequalities in our region and the potential for Metro projects and programs to provide access to opportunity for disadvantaged communities. We will continue to support efforts, like the U.S. Department of Transportation's Disadvantaged Business Enterprise program that has historically sought to directly benefit these communities across Los Angeles County.

GOAL #5: SECURE DISCRETIONARY GRANT FUNDING FROM MAJOR USDOT GRANT PROGRAMS

Proposed Activities:

Because federal grant and formula programs have grown significantly

under the Bipartisan Infrastructure Law and the Inflation Reduction Act, our agency will continue to work closely with Los Angeles County's Congressional Delegation – and other key stakeholders - to demonstrate strong support for grant applications that Metro submits to the U.S. Department of Transportation. These grant applications would be for, but not limited to, the MEGA/INFRA Grant Program, RAISE Grant Program, Bus, and Bus Facilities, the Low/No Grant Program and the Greenhouse Gas Reduction Fund – among other federal grant opportunities.

GOAL #6: ENGAGE WITH USDOT ON REGULATIONS AND PROPOSED RULEMAKING THAT IMPACTS METRO

Proposed Activities:

As the Executive Branch continues to implement the Bipartisan Infrastructure Law and the Inflation Reduction Act, staff will continue to work to ensure Metro's interests are well represented in the Federal rulemaking process. This includes close coordination and submission of public comments, direct communication with agencies and agency officials, and encouraging Congressional involvement to help us accomplish our Board-approved policy goals.

GOAL #7: SEEK TO SAFEGUARD THE REFORMS TO FEDERAL LOCAL HIRE RULES THAT WERE EMBEDDED IN THE BIPARTISAN INFRASTRUCTURE LAW

Proposed Activities:

Work with the Executive Branch, Congress, and other relevant stakeholders to safeguard the reforms included in the Bipartisan Infrastructure Law which permit Local Hiring. In particular, we will work to ensure the next surface transportation reauthorization bill does not diminish these reforms, and, at best, enshrines and advances them. This would be done by highlighting the positive impact hiring locally is having on Metro's capital program and on the communities Metro serves.

GOAL #8: CONTINUE TO ACTIVELY SUPPORT FEDERAL EFFORTS TO ENHANCE TRANSIT OPERATOR SAFETY AND HIGHLIGHT THE SUCCESS OF OUR THREE-PRONGED SAFETY STRATEGY

Proposed Activity:

Continue the agency's leadership in working with the Executive Branch and the Los Angeles County Congressional Delegation to advance federal initiatives to enhance transit operator safety. The current surface transportation authorization measure – the Bipartisan Infrastructure Law - will be expiring in late 2026. This will provide our agency with an opportunity to work with a variety of stakeholders to authorize federal programs to further enhance transit operator safety, as outlined in our Board-approved USA Build Initiative. We will also highlight our agency's successful three-pronged safety strategy; making sure uniformed personnel are visible and engaged; improving access control so that people are only on our system for the purposes of transit, and partnering with Los Angeles County and nonprofit organizations to help people in need on and around our transit system.

GOAL #9: ADVOCATE FOR POLICIES AND FUNDING TO ASSIST IN HELPING THE COUNTY REDUCE HOMELESSNESS

Proposed Activity:

Consistent with Board directives, Metro will support legislation, initiatives, and programs for additional funding, services, and resources to address the homelessness crisis, including any opportunities for direct assistance to Metro and our partner agencies.

GOAL #10: CONTINUE TO WORK TO BRING A PERMANENT CENTER OF TRANSPORTATION EXCELLENCE INDUSTRIAL PARK TO LOS ANGELES COUNTY

Proposed Activities:

Continue efforts to encourage federal support for Metro's Board-approved goal of creating a Center of Transportation Excellence within Los Angeles County – which would result in having a rolling stock production facility in Los Angeles County. This facility may also include, but not be limited to, suppliers of rail and bus parts, a rail test track, and a climate-controlled facility for testing purposes.

GOAL #11: WORK WITH FEDERAL STAKEHOLDERS TO ENHANCE ACCESSIBILITY AND AFFORDABILITY TO OUR TRANSIT SYSTEM

Proposed Activities:

1. Work with Congress and the U.S. Department of Transportation to further strengthen accessibility at our stations and on our rail vehicles and buses.

2. Specifically, work directly with FTA Administrator Marc Molinaro and his professional staff to explore securing federal funding through the All Stations Accessibility Program, which was authorized under the Bipartisan Infrastructure Law. This program "makes competitive funding available to assist in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities to make all public areas of the station accessible to people with disabilities, including those who use wheelchairs."

3. Work with Congress to explore federal programs and initiatives, including those that may be pilot projects, that serve to make our system more affordable for transit riders.

GOAL #12: ADDITIONAL PRIORITIES

Proposed Activities:

1. Work to mitigate impacts of the US Department of Labor determination regarding PEPRA in coordination with all relevant state and federal partners;

2. Work to ensure that any legislation adopted by Congress and signed into law by the President concerning autonomous vehicles does not compromise safety by weakening state and local traffic laws;

3. Work with Metro's regional partners to advance career education and training programs that will ensure the needed workforce to operate and maintain our transit system is ready and available;

4. Work with the Executive Branch to avoid or mitigate negative impacts as a result of the implementation of tariffs on steel and various rolling stock parts and materials;

5. Work to support funding for active transportation such as first/last mile mobility solutions;

6. Work with USDOT – consistent with Board policy – to address congestion pricing opportunities with respect to potential funding and regulations;

7. Work with Congress to allow art and non-functional landscaping expenses related to transit projects to be eligible for federal funding;
8. Support legislation that would create new financial incentives to facilitate the development of affordable housing around transit;

9. Seek to ensure tax benefits and credits that are important to Metro remain in the U.S. tax code.

10. Monitor and support legislation that would authorize the cities and unincorporated areas of Los Angeles County to develop and implement strategies to improve roadway and rail-related safety measures and the goal of eliminating traffic-related fatalities.

Adoption of this legislative program authorizes Metro's Chief Executive Officer to send correspondence regarding Metro's positions, including but not limited to positions on regulation and legislation. This authorization expressly includes correspondence signed by the majority of Metro Board Members.

ATTACHMENT B

2026 STATE LEGISLATIVE PROGRAM GOALS

GOAL #1: ENSURE THE STATE CONTINUES TO SECURE, PROTECT, AND FULLY FUND THE MAJOR TRANSPORTATION PROGRAMS

Proposed Activities:

Protect Metro's key fund sources to deliver and advance equitable transportation options;

Secure proportionate share of state fund allocations under the various transportation funding programs created and expanded under the provisions of Senate Bill 1 (2017) for Los Angeles County;

Support and preserve key funding sources under Senate Bill 1;

Communicate the importance of stable transportation funding to improve mobility in Los Angeles County, foster economic development and create jobs;

Protect Public Transportation Account revenues;

Secure proportionate share of federal funds allocated via state mechanisms, such as CMAQ and alternative transportation programs;

Oppose any legislation and/or statewide initiatives that would jeopardize funding or repeal key components of Senate Bill 1; and

Support the continued appropriation of zero-emission transit capital funding through the SB 125 (2023) program.

GOAL #2: SUPPORT LEGISLATIVE INITIATIVES AIMED AT INCREASING FUNDING FOR LOS ANGELES COUNTY TRANSPORTATION PROJECTS AND INITIATIVES

Proposed Activities:

Support transportation funding proposals and ensure that they are structured to support Metro's priority projects, initiatives and programs;

Work with statewide partners on any efforts to develop new transportation-related fees or taxes to fund mobility improvements in Los Angeles County;

Support legislation that authorizes, clarifies, or expands the implementation of innovative funding mechanisms for regional transportation planning agencies and the County of Los Angeles; and

Support legislation that protects Metro's authority to collect dedicated local sales tax revenues.

GOAL #3: WORK TO ENSURE IMPLEMENTATION OF METRO'S BOARD- ADOPTED LONG-RANGE TRANSPORTATION PLAN (LRTP)

Proposed Activities:

Pursue strategies and funding opportunities to implement the various modal programs in the Board-adopted LRTP;

Work to secure additional funds through the various state funding programs including but not limited to, Local Partnership Program, Active Transportation Program, Solutions for Congested Corridors Program, State Highway Maintenance and Rehabilitation Program, Transit and Intercity Rail Capital Program, Low Carbon Transit Operations Program, State Transportation Improvement Program, State Highway Operations and Preservation Program, freight corridor programs, cap-and-invest legislative discretionary funds, and bond funds;

Support legislation that would better position Metro to receive funding through various state programs; and

Support legislation that facilitates and/or clarifies the use of public private partnerships and other innovative project delivery mechanisms for transit projects.

GOAL #4: SUPPORT LEGISLATION, REGULATORY ACTION, AND FUNDING INITIATIVES THAT SUPPORT TRANSIT RIDERS, SUPPORT METRO'S MULTILAYERED APPROACH TO PUBLIC SAFETY, AND ENHANCE THE CUSTOMER EXPERIENCE

Proposed Activities:

Support legislation and appropriate levels of funding from the state budget to support implementation of a fareless transit system;

Support legislation, initiatives, and programs for additional funding, services and resources to address the homelessness crisis, including any opportunities for direct assistance to Metro and our partner agencies;

Monitor legislation and funding opportunities that impact and incentivize the development of affordable and transit-adjacent housing;

Support any efforts to increase funding and expand eligibility to transit agencies to aid in the fight to end homelessness;

Explore legislation that supports Metro's ability to more efficiently implement the Board-approved multi-layered approach to safety and security, including but not limited to increased penalties for operator assaults;

Support legislation that further protects Metro's transportation infrastructure and operations from critical metal theft, including copper wire theft;

Support legislation that incorporates elements of Metro's transit-oriented communities strategies in regional housing planning and development;

Increase flexibility for Metro to deliver transit-supportive, community supported, and neighborhood appropriate uses;

Support legislation, regulation, and state budget action that support Metro's goals of eliminating disparities, meaningfully engaging communities, advancing equitable outcomes, and increasing access and mobility options for marginalized and vulnerable people;

Support legislation and explore potential funding mechanisms that would impact Metro's ability to implement the goals and objectives in studies currently underway at Metro, such as improving the customer experience; and

Coordinate with relevant federal, state, and County agencies, such as the Los Angeles County Department of Public Social Services, to make necessary technical and system upgrades to TAP in order to Enroll members into LIFE upon qualification without undergoing an additional LIFE application and enable social benefit cards to be used in lieu of Metro fare media to access the Metro's system and LIFE's free and discounted rides.

GOAL #5: SUPPORT EFFORTS TO IMPROVE SAFETY AND IMPROVE SERVICE ON THE REGION'S COMMUTER RAIL SYSTEM

Proposed Activities:

Advocate for additional state funding to increase the safety of the commuter rail system in Los Angeles County and the entire Metrolink service area;

Support legislation and actions that would benefit Metrolink's SCORE program of capital projects;

Support additional funding for enhanced commuter rail safety, especially for automatic train stop/positive train control systems, grade separations and double tracking single track portions of Metrolink's service area; and

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

GOAL #6: MAXIMIZE OPPORTUNITIES FOR FUNDING LOS ANGELES COUNTY'S TRANSPORTATION PROJECTS AND PROGRAMS THROUGH IMPLEMENTATION OF THE STATE'S CAP-AND-INVEST PROGRAMS

Proposed Activities:

Ensure cap-and-invest funds are allocated to transportation, and that Los Angeles County receives a proportionate share;

Support the additional allocation ofcap-and-invest funds to support key Metro priorities, such as Metro's transit capital and operations program, fare-free transit, zero-emission bus conversion, and zero-emission vehicle charging infrastructure expansion, including funding to support zero-emission trucks in heavily-traveled freight corridors; and

Consistent with Goal #12, ensure that the extension of cap-and-invest funds for the California High-Speed Rail Project continue to invest in essential high speed rail projects that provide connectivity and utility in Los Angeles County.

GOAL #7: COORDINATE WITH OUR LOCAL AND STATE PARTNERS TO INCORPORATE THE REGION'S NEEDS IN EMERGING CLIMATE CHANGE AND SUSTAINABILITY PROGRAMS

Proposed Activities:

Monitor continued implementation of AB 32, SB 743, and SB 375 (including sustainable community strategies and related initiatives/documents);

Work in partnership with the Governor's Office of Planning and Research (OPR), California Air Resources Board (CARB), California Transit Association (CTA), California Energy Commission (CEC), Strategic Growth Council (SGC), Southern California Air Quality Management District (SCAQMD) to support Metro's projects and programs;

Advocate the connection between transit operations funding, SB 375 and other state global warming policies, programs and initiatives;

Support initiatives that promote greenhouse gas emissions reduction strategies such as vehicle miles travelled reduction, active transportation, and operational efficiency best practices;

Encourage development and utilization of regulations and technologies that would enhance the ability to expand, deploy and operate Metro Bike Share;

Support continued efforts to encourage smart growth and other connectivity and livability principles and their interaction with transit and highway investments while preserving authority of local agencies;

Support legislative efforts to fund programs affecting environmentally sensitive stakeholders and clean air programs in our region, particularly with regards to regional transit planning, construction, and procurement efforts;

Support legislation that would allocate funding for climate resiliency planning and implementation for transit;

Support new initiatives that encourage the use of advanced, environmentally friendly and cost-effective strategies in the construction and retrofit of transit facilities including infrastructure related to renewable energy, low impact development, sustainable construction practices, and similar technologies;

Advocate for funding for Metro's first/last mile, bike and pedestrian projects under the State's Active Transportation and Local Planning Grants programs;

Monitor and support legislation that would authorize the cities and unincorporated areas of Los Angeles County to develop and implement strategies to reach Vision Zero goals of improving safety and eliminating traffic-related fatalities;

Identify, monitor, and support legislation that will advance the implementation of Metro's Street Safety, Data Sharing, and Collaboration Policy goals; and

Support new and existing initiatives that complement the development and subsequent implementation of Metro's Zero-Emission Bus Strategic Plan and other Board directives.

GOAL #8: ACTIVELY WORK WITH STATE, REGIONAL AND LOCAL TRANSPORTATION INTERESTS AND ENHANCE TRANSPORTATION AND INFRASTRUCTURE FUNDING AND PROGRAMS STATEWIDE

Proposed Activities:

Support efforts to secure funding and/or obtain authority to generate additional funding for bus transit capital, operations, security needs, corridor projects, soundwalls, bike projects, Service Authority for Freeway Emergencies (SAFE) and other important transportation projects and programs;

Work with other agencies and the State to seek remedies to increase funding for Metro's Freeway Services Patrol (FSP) operations;

Oppose any efforts to modify Senate Bill 1 programs that would reduce funding for Los Angeles County;

Work cooperatively with other transit agencies throughout the State, including the CTA, to secure and increase funding for transportation services, projects and programs; and

Identify and pursue opportunities for funding and to enhance authority where necessary to improve security and safety for customers, employees and property.

GOAL #9: SUPPORT LEGISLATIVE AND REGULATORY ACTIONS THAT ENHANCE AND PROTECT METRO'S ABILITY TO DELIVER INNOVATIVE TRANSPORTATION PROJECTS AND SERVICES IN LOS ANGELES COUNTY

Proposed Activities:

Support efforts to clarify the oversight responsibilities of the PUC with respect to rail transit;

Oppose legislation that would seek to restructure the Metro Board of Directors;

Oppose legislation that would preempt collective bargaining, impose benefits in collective bargaining agreements or restrict the rights of local agencies in the collective bargaining process;

Preserve our authority in regional transportation funding decisions including those granted through SB 45;

Support legislation that would support or enhance Metro's long-term plans for energy resiliency;

Continue to advocate for California Environmental Quality Act (CEQA) reforms for and specified exemptions for transportation projects with continued collaboration of statewide stakeholders and organizations; and

Support initiatives and legislation to enhance Metro's ability to ensure safety of development and construction activities within or adjacent to Metro's infrastructure and right-of-way, in coordination with local municipalities, developers, and utility companies.

Monitor regulations and legislation that would clarify the State's distribution of sales tax revenues to Los Angeles County and Metro;

Coordinate with regional partners and monitor the State's autonomous vehicle regulations and ensure that federal, state and local regulations are aligned;

Support efforts to enhance the use of electronic fare payment or smart card technology and allow for ease of access for qualification for low-income riders;

Support legislation that would authorize and promote the use of technology to enhance safety, security and operations for our bus and rail operations; and

Explore and pursue opportunities to accelerate and reduce costs on Metro projects.

GOAL #10: OPPOSE ANY LEGISLATION THAT COULD NEGATIVELY IMPACT METRO'S ABILITY TO OPERATE THE EXPRESSLANES PROGRAM AND SUPOPORT LEGISLATION THAT ALLOWS FOR FUTURE EXPRESSLANES EXPANSION AND OTHER PRICING STRATEGIES

Proposed Activities:

Support legislation that

1. Encourages development and utilization of regulations and technologies that would enhance the ability to verify vehicle occupancy and toll collection/payment.
2. Enhances Metro's ability to enforce the ExpressLanes Board adopted toll policy.
3. Amends Streets and Highways codes that impact Metro's ability to perform toll related functions including interoperability with other California toll agencies.
4. Supports and enables Metro's ability to expand Metro's ExpressLanes network upon Board approval.
5. Provides clarification of AB 194 regarding roles and responsibilities of Metro and Caltrans.
6. Supports and authorizes flexibility in how net toll-revenues are re-invested in support of an expanded corridor network of ExpressLanes in Los Angeles County.
7. Explore and support legislation that would authorize Metro to expand the use of pricing in Los Angeles County in partnership with local municipalities.

Oppose legislation that would:

1. Negatively impact Metro's ability to manage ExpressLanes demand utilizing congestion pricing.
2. Negatively impact financial viability and local control of ExpressLanes

revenues.

3. Limit Metro's ability to operate and expand the ExpressLanes network.
4. Redirect SHOPP funding for maintaining the corridor.

GOAL #11: ADVOCATE FOR POLICIES AND FUNDING THAT INCREASE THE SUPPLY AND AFFORDABILITY OF HOUSING IN LOS ANGELES COUNTY AND OTHER TRANSIT SUPPORTIVE USES NEAR METRO CORRIDORS

Proposed Activities:

Support legislation, initiatives, and programs that aim to:

1. Reduce the costs and time to deliver affordable housing;
2. Complement Metro's TOC Policy (including anti-displacement and anti-gentrification policies);
3. Reduce Surplus Land Act impacts to Metro's Joint Development Program;
4. Stabilize and enhance housing affordability in existing communities;
5. Provide resources to Metro, LA County jurisdictions and other partner agencies to develop more collaborative land use policies that support equitable transit-oriented communities.

Identify and pursue opportunities for additional funding and policy reform for Southern California transportation infrastructure and transit oriented housing projects;

Support legislation and funding opportunities that incentivize, support, and accelerate the development of affordable and transit-adjacent housing;

Work with legislators and the Governor's office to preserve and increase the ability of the Joint Development Program to deliver on its portfolio approach to achieving housing goals;

Identify and pursue opportunities to consolidate and streamline applying for transportation infrastructure and transit-oriented development and housing grants;

Support legislation that would enable Metro and other transit agency joint development project to qualify for streamlining provisions under the California Environmental Quality Act;

Explore legislation that would allow Metro to set aside units in joint development projects with a preference for Metro employees;

Explore and potentially sponsor legislation that would clarify provisions of state law that impact Metro's real property transactions and ground leasing for transit-oriented developments, and affordable housing and other agency uses;

Seek to program modifications that recognize Metro's land discount as a significant contribution to affordable projects; and

Support legislation that would enhance opportunities for Opportunity Zones, Value Capture, Enhanced Infrastructure Financing Districts, or related concepts and mechanisms to fund transportation infrastructure or promote Transit-Oriented Developments and Metro's Transit Oriented Communities strategy.

GOAL #12: SUPPORT EFFORTS TO IMPLEMENT HIGH SPEED RAIL (HSR) IN LOS ANGELES COUNTY

Proposed Activities:

Advocate for the full allocation of funding to the Link Union Station project Phase A and Phase B and other corridor enhancements in Los Angeles County which support the ultimate completion of the High Speed Rail project;

Ensure timely implementation of Proposition 1A including allocation of connectivity funds;

Support allocation of cap-and-invest funds to projects that connect to the High Speed Rail Project in Los Angeles County;

Support legislation that preserves "book-end" funding for early-action projects identified as vital to the delivery of the HSR project in Southern California;

Support efforts to ensure that NEPA assignment authority for highway and transit projects is preserved; and

Support streamlining project approvals under Caltrans' NEPA assignment authority.

GOAL #13: SUPPORT EFFORTS TO FUND AND IMPLEMENT THE I-710/LONG BEACH-EAST LA CORRIDOR ZERO EMISSION TRUCK PROGRAM AND SECURE APPROVAL OF KEY FREIGHT PROJECTS AT THE CALIFORNIA TRANSPORTATION COMMISSION AND OTHER STATE AGENCIES

Proposed Activities:

Support efforts to fund goods movement and freight projects through the CTC;

Advocate that Los Angeles County receive a proportionate share of funding through the State's Trade Corridor Enhancement Program and other state funding for zero-emission heavy-duty trucks;

Advocate for the deployment of clean-fuel trucks funded by the State in Los Angeles County;

Support regional and statewide efforts to secure and preserve funding for freight corridors; and

Support regional and statewide efforts to fund innovations in clean-freight technology including the deployment of on-dock rail improvements, clean vehicle charging infrastructure, and zero-emission trucks.

Support funding for projects and programs designed to mitigate impacts (air quality, public health, noise, safety, etc.) on communities adjacent to goods movement infrastructure.

GOAL #14: CONTINUE TO WORK WITH THE GOVERNOR'S OFFICE AND STATE TRANSPORTATION AGENCY TO SUCCESSFULLY COORDINATE ON THE 2028 U.S. OLYMPIC AND PARALYMPIC GAMES BEING HELD IN LOS ANGELES COUNTY

Proposed Activities:

Advocate for funding, legislation, and regulation streamlining that helps support mobility projects associated with the Olympic and Paralympic Games in Los Angeles; and

Continue to work with Games Mobility Executives (GME) Partners, the County of Los Angeles, and venue cities to support Metro's Mobility Concept Plan.

PROPOSED SPONSORED LEGISLATION:

Amendments to SB 79 (Wiener, 2025) that 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.

To make Metro's Camera Bus Lane Enforcement (CBLE) Program permanent.

Adoption of this legislative program authorizes Metro's Chief Executive Officer to send correspondence regarding Metro's positions, including but not limited to positions on

regulation and legislation. This authorization expressly includes correspondence signed by the majority of Metro Board Members.

Government Relations
2026 State and Federal Legislative Program Summary

Executive Management Committee Meeting
November 20, 2025

Metro

2026 Federal Legislative Program Updates

Updated Goal #2: Work with federal agencies and Congress to secure funding for transportation projects and services needed to support the 2026 FIFA World Cup in Los Angeles and 2028 Olympic and Paralympic Games.

Updated Goal #3: Advance Metro's Board-approved USA Build Initiative policy reforms for inclusion in the next federal surface transportation authorization bill.

Updated Goal #4: Promote federal programs and policies that expand opportunities for disadvantaged, small, and underrepresented businesses participating in Metro projects.

Updated Goal #7: Protect and strengthen federal local hire provisions established under the Bipartisan Infrastructure Law in future reauthorization bills.

Updated Goal #8: Support federal initiatives and programs aimed at improving transit operator safety in coordination with Metro's USA Build Initiative and Metro's three-pronged safety strategy.

Metro

2026 State Legislative Program Updates

Proposed Sponsored Legislation:

- Amendments to SB 79 (Wiener, 2025) that 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.
- To make Metro's Camera Bus Lane Enforcement (CBLE) Program permanent.

Additional Updates:

Updated Goal #4: Support legislation that further protects Metro's transportation infrastructure and operations from critical metal theft, including copper wire theft.
Updated Goal #6: Modified language to reflect new cap-and-invest extension.
Updated Goal #11: Explore legislation that would allow Metro to set aside units in joint development projects with a preference for Metro employees.
Updated Goal #12: Support allocation of cap-and-invest funds to projects that connect to the High Speed Rail Project in Los Angeles County

Metro

Board Report

File #: 2025-0845, **File Type:** Resolution **Agenda Number:** 32.

REGULAR BOARD MEETING
DECEMBER 4, 2025

SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR DORAN STREET CROSSING GRADE SEPARATION PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT 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 identified in Attachment A and 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."

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

Acquisition of the Property Interests is required for the construction and operation of the Doran Street Crossing Grade Separation Project ("Project"). After testimony and evidence has been received from all interested parties at the hearings, Los Angeles County Metropolitan Transportation Authority ("LACMTA"), by a vote of two-thirds of its Board of Directors ("Board"), must make a determination as to whether to adopt the proposed Resolutions of Necessity (Attachments B) to acquire the Property Interests by eminent domain. Attached is evidence submitted by staff that supports the adoption of the resolutions, and which sets forth the required findings (Attachment A).

BACKGROUND

The Project extends San Fernando Road West to the north under the SR-134 and connects to the Fairmont Avenue bridge over the Verdugo Wash. Once the new access road is operational, this will enable the closure of the Doran Street at-grade railroad crossing, which currently crosses the railroad that is used by Metrolink, Amtrak, and other rail operators. A Notice of Exemption under California Environmental Quality Act (CEQA) was approved on March 14, 2019 followed by an approved Caltrans CEQA exemption on October 14, 2024 to environmentally clear the project.

The Project will improve safety and mobility in the area by:

- Eliminating one of the most hazardous at-grade rail crossings in Los Angeles County mandated by California Public Utilities Commission for closure since 2012.44% reduction in adjacent intersection vehicle collisions.
- Reduction in 9.7 million passenger rail hours of delay avoided over 30 years.
- Significant noise reduction for local businesses and residents
- 700,000 vehicle hours of emergency operations response saved by eliminating train-crossing delays over 30 years.

Acquisition of the Property Interests is required for the Project.

DISCUSSION

As required by California Government Code Section 7267.2, written offer of Just Compensation to purchase the Property Interests was delivered to the Owners of Record (“Owners”) on February 12, 2025. The Owners have not accepted the offers of Just Compensation made by the LACMTA, and the parties have not at this time reached negotiated settlements for the acquisition of the Property Interests. Because the Property Interests are necessary for the construction and operation of the Project, staff recommends the acquisition of the Property Interests through eminent domain to obtain possession in order to maintain the Project’s schedule and to construct the grade separation and close the Doran Street at-grade crossing.

In accordance with provisions of the California Eminent Domain Law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code, (which authorizes the public acquisition of private property by eminent domain/n), LACMTA has prepared and mailed notice of this hearing to the owners, informing them of their right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; (3) whether the Property Interests are necessary for the Project; (4) whether either the offers required by Section 7267.2 of the Government Code has been made to the owner(s) of the Property Interests, or the offers have not been made because the owner(s) cannot be located with reasonable diligence; (5) whether any environmental review of the Project, as may be necessary, pursuant to the California Environmental Quality Act (CEQA), has occurred and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain. In order to adopt the Resolutions, LACMTA must, based on the evidence before it, and by a vote of two-thirds of its Board, find and determine that the conditions stated in items 1 - 6 above exist.

Acquisition of these Property Interests will not require relocation of residential or non-residential occupants.

Attached is the Staff Report prepared by staff and legal counsel setting forth the required findings for acquiring the Property Interests through the use of eminent domain (Attachment A). Staff recommends the acquisition of the Property Interests through eminent domain in order to maintain the Project's schedule.

DETERMINATION OF SAFETY IMPACT

The Board action will not have an impact on LACMTA's safety standards.

FINANCIAL IMPACT

The funds required to support the acquisition, relocation activities, and the recommended right of way action for the Property Interests are included in the adopted Project's budget under Cost Center 2415, Project number 460091, Doran Street and Broadway/Brazil Grade Separation Project.

Impact to Budget

The sources of funds for the recommended action are Measure R 3%. These funds are not operations-eligible for bus and rail operations.

EQUITY PLATFORM

The Doran Street Crossing Grade Separation project operates on the Metrolink Antelope Valley and Ventura Lines. The capital project will improve line reliability, network integration, on-time performance and lead to more frequent commuter rail service. This capital project is within and indirectly supports Equity Focus Communities (EFC) by providing more frequent service and better transit options through the Metrolink SCORE program that proposes 30-minute bi-directional service throughout the day and evening along the lines. For the Doran capital project, communities located in the vicinity of the project are comprised of 48.1% to 75.1% low-income households, 4.7% to 14.9% households with no access to a car, and up to 99.9% Black, Indigenous, and other People of Color (BIPOC) residents. Implementing the Doran Street Grade Separation Project will significantly improve safety for all transportation modes by enabling closure of the intersection and replacing it with a fully grade separated improvement as the new access point. This grade separation is anticipated to reduce fatalities at this crossing by 73%, or 0.73 fatalities per year.

Offers of Just Compensation were made to the Owner for the Property Interests based on appraisals of fair market value. Fair market value is defined as "the highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing, and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available." Metro staff has been negotiating with the Owner, but no agreement has been reached. Approving this action will allow staff to continue

negotiations for the remaining acquisitions while maintaining the project schedule.

No displacements of occupants or personal property will occur as a result of this acquisition.

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. The Doran Street Crossing Grade Separation Project will improve the volume of passenger and freight rail vehicles using the Antelope Valley and Ventura Line corridors, enhance vehicle level of service and emergency vehicle access, and reduce greenhouse gas emissions by closing the Doran Street at-grade Crossing. Approximately 700,000 total vehicle hours of travel time will be saved by eliminating train-crossing delays over the life of this project. The increase in passenger volume along the Antelope Valley and Ventura corridors over the next twenty years will continue to reduce VMT on the adjacent highway corridors, Interstate 5 and State Route 14, as some passengers choose to use passenger rail.

*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 is consistent with the following Metro Vision 2028 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.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation. This is not recommended as it would result in significant delays and cost increases for the Project. Furthermore, delay to the Project will have a detrimental effect on the available Federal and State Grant funding dollars.

NEXT STEPS

If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property Interests by eminent domain and to conclude those proceedings either by settlement or jury

trial. Counsel will also be directed to seek and obtain Orders of Prejudgment Possession in accordance with the provisions of the Eminent Domain Law. Staff will continue to negotiate with the property owners with the goal of reaching voluntary settlements while concurrently pursuing the eminent domain process to preserve the project schedule.

ATTACHMENTS

Attachment A - Staff Report
Attachment B-1 - Resolution of Necessity
Attachment B-2 - Resolution of Necessity

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Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF THE PROPERTIES REQUIRED FOR THE DORAN STREET CROSSING GRADE SEPARATION ("PROJECT");
PROJECT PARCELS DI-04, DI-05, DI-06, and DI-07

BACKGROUND

The property interests are required for the construction and operation of the Doran Street Crossing Grade Separation Project ("Project"). The project parcel number, assessor parcel number, address, record property owner, and nature of the property interests sought to be acquired for the Project are summarized in the table below:

Summary Table 1

Project Parcel Number	Property Interest(s) Sought	Assessor's Parcel Number	Parcel Address	Property Owner
DI-05	Partial Fee 343.5 SqFt	5593-005-001	5487 San Fernando Road West, 5475 San Fernando Road West, and 4510 Doran Street, Los Angeles, CA 90039	Glendale Metals and Recycling, Inc., a California Corporation
DI-06	PE 10.4 SqFt	5593-005-001		
DI-07	TCE 2,277.3 SqFt 44 months	5593-005-001 5593-005-002 5593-005-015		
DI-4	TCE 192 SqFt 44 months	5593-005-027	5471 San Fernando Road West, Los Angeles, California 90039	Vahik M. Sarkissian and Edward M. Sarkissian *

* The title is vested in: Vahik M. Sarkissian, a married man as his sole and separate property, a one-half undivided interest and Edward M. Sarkissian, a single man as his sole and separate property, a one-half undivided interest as tenant-in-common

Property Requirements:

Purpose of the acquisitions is for the construction and operation of the Project.

Property Interests Sought:

As identified in the table above, LACMTA seeks to acquire a Partial Fee Interest, a Permanent Easement, and two 44-month Temporary Construction Easements hereafter referred to as Property Interests.

As required by California Government Code Section 7267.2, written offers of Just Compensation to purchase the Property Interests were delivered to the Owners of Record ("Owners") on February 12, 2025.

A. <u>The public interest and necessity require the Project.</u>

The Project is a vital public transit infrastructure investment that will adhere to a 2012 California Public Utilities Commission (CPUC) mandate to close the Doran Street at-grade crossing. The Doran Street at-grade crossing is one of the most hazardous at-grade rail crossings in Los Angeles County.

The Project will improve safety and mobility in the area by:

- Eliminating one of the most hazardous at-grade rail crossings in Los Angeles County mandated by California Public Utilities Commission for closure since 2012.
- 44% reduction in adjacent intersection vehicle collisions.
- Reduction in 9.7 million passenger rail hours of delay avoided over 30 years.
- Significant noise reduction for local businesses and residents
- 700,000 vehicle hours of emergency operations response saved by eliminating train-crossing delays over 30 years.

It is recommended that based on the above evidence, the Board find and determine that the public interest and necessity require the Project.

B. <u>The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.</u>

The Project started development of a conceptual plan in 2012. Over the next seven years, this capital project studied various grade separation configurations and northerly points of access from the Atwater Village community of Los Angeles. The Locally Preferred Alternative for grade separation provided the best results for level of service to the local streets and direct connection between the Cities of Los Angeles and Glendale. A Notice of Exemption under California Environmental Quality Act (CEQA) was approved on March 14, 2019 followed by an approved Caltrans CEQA exemption on October 14, 2024 to environmentally clear the project.

It is recommended that, based upon the foregoing, the Board find and determine that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

C. <u>The Property Interests are necessary for the Project.</u>

The Property Interests are specifically needed for the proper realignment of the San Fernando Road West and Doran Street intersection in order for the local road to avoid impacting the State Route 134 freeway columns. The realignment of the local street has also required the start of a street vacation process with the City of Los Angeles. At project completion, this street vacation will enable more square footage to the frontage of the

Property owned by Glendale Metals and Recycling, Inc., resulting in a gain of square footage larger than the easement requested through this action.

Staff recommends that the Board find that the acquisition of the Property Interests are necessary for the Project.

D. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the owner of the interest being acquired, or the offer has not been made because the owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer to purchase be made to the owner(s) in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the Property Interests being acquired. In addition, the agency is required to provide the Owner with a written description of and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property Interests:

1. Obtained independent appraisals for real property to determine the fair market value of the Property Interests, including consideration of the existing use of the parcels, the highest and best use of the parcels, and, if applicable, impact to the remainder properties;

2. Reviewed and approved the appraisals, and established the amounts believed to be just compensation for the acquisition of the Property Interests;

3. Determined the owners of the Property Interests by examining the County Assessor's record and preliminary title reports, and determined the tenants of the parcels;

4. Made written offers to the Owners, as applicable, for the full amount of just compensation for the acquisition of the Property Interests, which was not less than the approved appraised value of the Property Interests;

5. Provided the Owners with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer; and

6. Provided an informational pamphlet concerning eminent domain in California to the Owners as required by the Eminent Domain Law.

It is recommended that based on the above Evidence, the Board find and determine that the offers required by Section 7267.2 of the California Government Code has been made to each of the Owners and tenants.

E. LACMTA has fulfilled the necessary statutory prerequisites.

LACMTA is authorized to acquire property by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

F. LACMTA has complied with the California Environmental Quality Act.

A Notice of Exemption under California Environmental Quality Act (CEQA) was approved on March 14, 2019 followed by an approved Caltrans CEQA exemption on October 14, 2024 to environmentally clear the project.

CONCLUSION

Staff recommends that the Board approve the Resolutions of Necessity.

ATTACHMENTS

Exhibit A-1 – Legal Description – Partial Fee Interest (Parcel DI-05)
Exhibit B-1 – Plat Map – Partial Fee Interest (Parcel DI-05)
Exhibit A-2 – Legal Description – Permanent Easement (Parcel DI-06)
Exhibit B-2 – Plat Map – Permanent Easement (Parcel DI-06)
Exhibit A-3 – Legal Description – Temporary Construction Easement (Parcel DI-07)
Exhibit B-3 – Plat Map – Temporary Construction Easement (Parcel DI-07)
Exhibit A-4 – Legal Description – Temporary Construction Easement (Parcel DI-04)
Exhibit B-4 – Plat Map – Temporary Construction Easement (Parcel DI-04)

Exhibit A-1

Legal Description

Partial Fee Interest

Project Parcel DI-05

A PARTIAL ACQUISITION OVER THAT PORTION OF THE REPLAT OF BLOCKS 43 TO 52 INCLUSIVE AND THE PARK AND DEPOT GROUNDS OF WEST GLENDALE, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 42, PAGE 75 OF MISCELLANEOUS RECORDS, BEING A PORTION OF LAND DESCRIBED IN DEED RECORDED DECEMBER 2, 1994 AS INSTRUMENT NO. 94-2153109, IN OFFICIAL RECORDS, ALL IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARY DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST SOUTHEASTERLY CORNER OF SAID LAND DESCRIBED IN INSTRUMENT NO. 94-2153109, SAID CORNER BEING AT THE WESTERLY RIGHT OF WAY LINE OF SAN FERNANDO ROAD WEST, 50.00 FEET WIDE, AS SHOWN ON PARCEL MAP-L.A. NO. 731, FILED IN BOOK 11, PAGE 83 OF PARCEL MAPS; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE,

1. NORTH 23°00'00" WEST, A DISTANCE OF 53.07 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 295.00 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 67°00'00" EAST, SAID POINT BEING THE **TRUE POINT OF BEGINNING**; THENCE LEAVING SAID WESTERLY RIGHT-OF-WAY LINE AND NORTHWESTERLY ALONG SAID CURVE,

2. THROUGH A CENTRAL ANGLE OF 18°18'15", AN ARC LENGTH OF 94.24 FEET TO A POINT IN THE SOUTHERLY RIGHT-OF-WAY LINE OF DORAN STREET BEING 33.00 FEET WIDE, SAID POINT BEING ON A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 30.00 FEET; THENCE SOUTHEASTERLY ALONG SAID CURVE AND RIGHT-OF-WAY LINE,

3. THROUGH A CENTRAL ANGLE OF 67°00'50", AN ARC LENGTH OF 35.09 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY LINE,

4. SOUTH 23°00'00" EAST, A DISTANCE OF 66.71 FEET TO THE **TRUE POINT OF BEGINNING**.

CONTAINING 343.50 SQUARE FEET, MORE OR LESS, ALL AS SHOWN ON EXHIBIT "B", ATTACHED HERETO AND MADE A PART HEREOF.

Affects APN 5593-005-001

Exhibit B-1

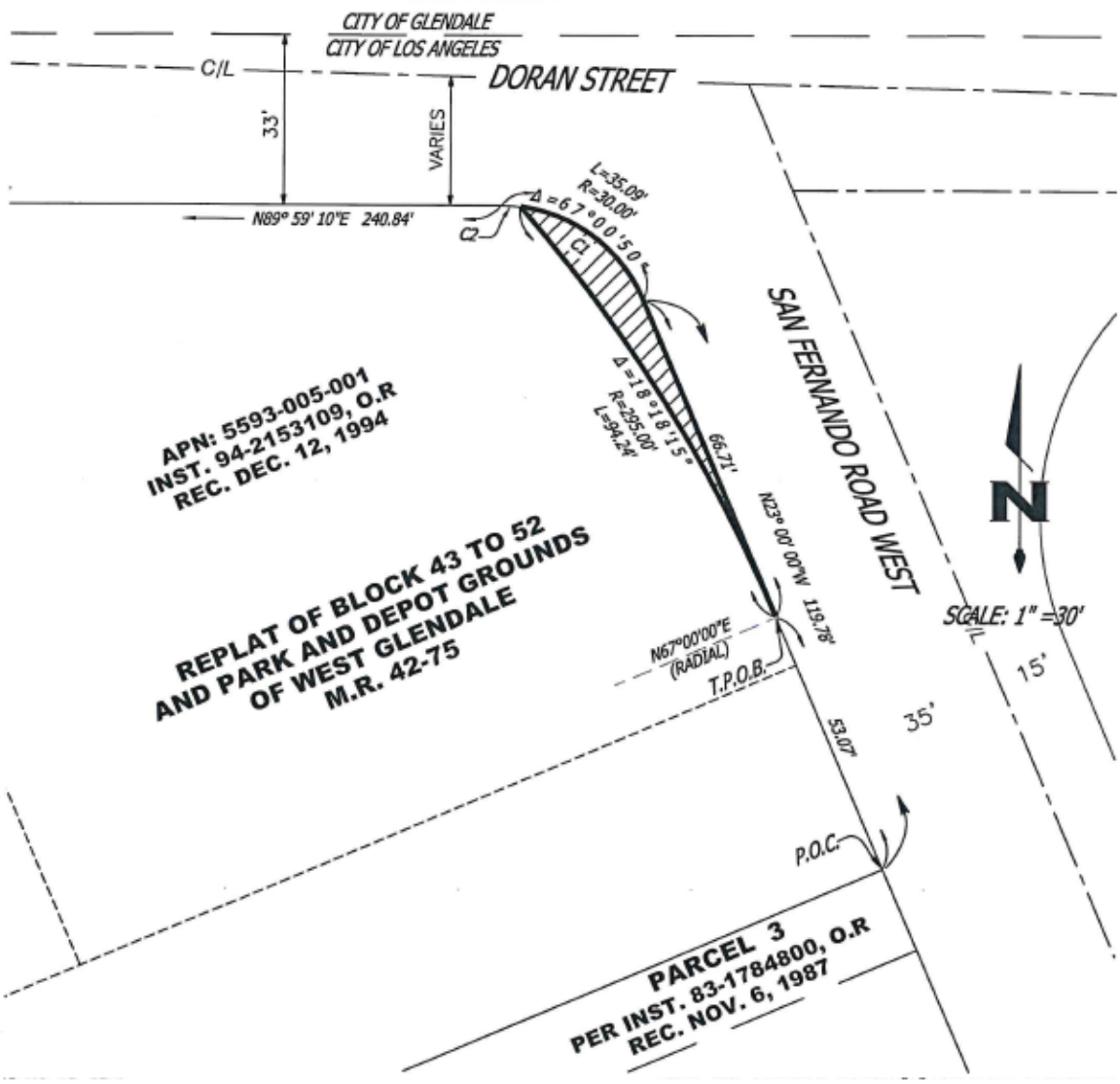
Plat Map

Partial Fee Interest

Project Parcel DI-05

P.O.C. POINT OF COMMENCEMENT
T.P.O.B. TRUE POINT OF BEGINNING
R/W RIGHT OF WAY
C/L CENTERLINE

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	59° 50' 13"	30.00'	31.33'
C2	7° 10' 37"	30.00'	3.76'



Affects APN 5593-005-001

Exhibit A-2

Legal Description

Permanent Easement

Project Parcel DI-06

A VARIABLE WIDTH EASEMENT OVER THAT PORTION OF THE REPLAT OF BLOCKS 43 TO 52 INCLUSIVE AND THE PARK AND DEPOT GROUNDS OF WEST GLENDALE, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 42, PAGE 75 OF MISCELLANEOUS RECORDS, BEING A PORTION OF LAND DESCRIBED IN DEED RECORDED DECEMBER 2, 1994 AS INSTRUMENT NO. 94-2153109, IN OFFICIAL RECORDS, ALL IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARY DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST NORTHWESTERLY CORNER OF SAID LAND DESCRIBED IN INSTRUMENT NO. 94-2153109, SAID CORNER BEING AT THE SOUTHERLY RIGHT OF WAY LINE OF DORAN STREET, 33.00 FEET WIDE; THENCE ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE,

1. NORTH 89°59'10" EAST, A DISTANCE OF 104.21 FEET TO THE **TRUE POINT OF BEGINNING**; THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY LINE,

2. SOUTH 88°38'30" EAST, A DISTANCE OF 20.15 FEET, TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 128.00 FEET; THENCE EASTERLY ALONG SAID CURVE,

3. THROUGH A CENTRAL ANGLE OF 06°32'06", AN ARC LENGTH OF 14.60 FEET TO SAID SOUTHERLY RIGHT-OF-WAY LINE; THENCE WESTERLY ALONG SAID RIGHT-OF-WAY LINE,

4. SOUTH 89°59'10" WEST, A DISTANCE OF 34.73 FEET TO THE **TRUE POINT OF BEGINNING**.

CONTAINING 10.4 SQUARE FEET, MORE OR LESS, ALL AS SHOWN ON EXHIBIT "B", ATTACHED HERETO AND MADE A PART HEREOF.

PREPARED BY:
CHIRS NELSON & ASSOCIATES, INC.

CHRIS NELSON, PLS 6385
DATED: FEBRUARY 12, 2024



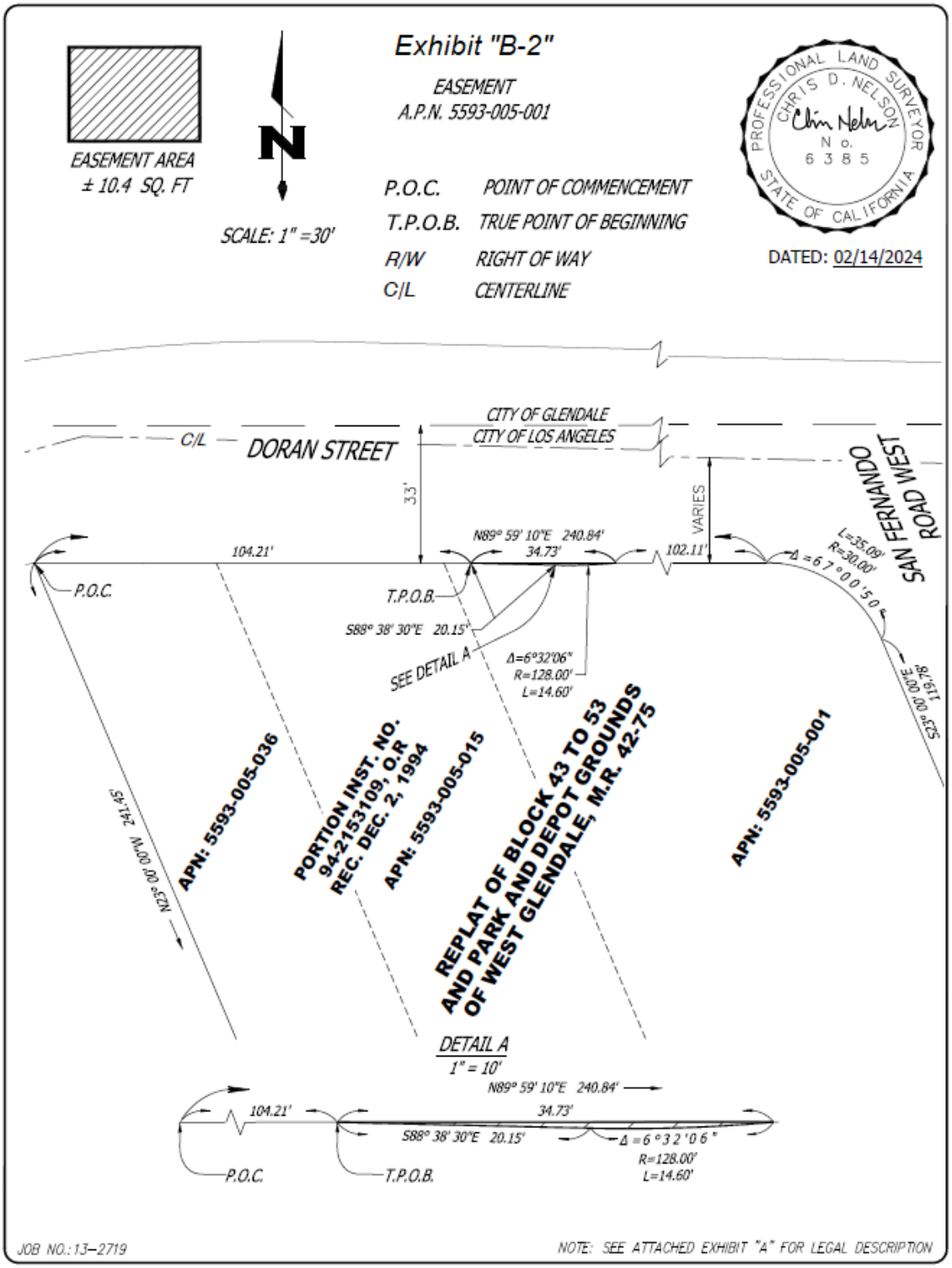
Affects APN: 5593-005-001

Exhibit B-2

Plat Map

Permanent Easement

Project Parcel DI-05



Affects APN: 5593-005-001

Exhibit A-3

Legal Description

Temporary Construction Easement

Project Parcel DI-07 (page 1 of 2)

A TEMPORARY CONSTRUCTION EASEMENT OVER THAT PORTION OF THE REPLAT OF BLOCKS 43 TO 52 INCLUSIVE AND THE PARK AND DEPOT GROUNDS OF WEST GLENDALE, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 42, PAGE 75 OF MISCELLANEOUS RECORDS, BEING A PORTION OF LAND DESCRIBED IN DEED RECORDED DECEMBER 2, 1994 AS INSTRUMENT NO. 94-2153109, OF OFFICIAL RECORDS, ALL IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHEASTERLY CORNER OF LAND DESCRIBED IN SAID INSTRUMENT NO. 94-2153109, SAID CORNER BEING ON THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SAN FERNANDO ROAD WEST, 50.00 FEET WIDE, AS SHOWN ON PARCEL MAP-L.A. NO. 731, FILED IN BOOK 11, PAGE 83 OF PARCEL MAPS; THENCE, ALONG THE SAID SOUTHWESTERLY RIGHT-OF-WAY LINE,

1. NORTH 23°00'00" WEST, A DISTANCE OF 53.07 FEET, TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 295.00 FEET; THENCE, LEAVING THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SAID SAN FERNANDO ROAD WEST AND CONTINUING NORTHWESTERLY ALONG SAID CURVE,

2. THROUGH A CENTRAL ANGLE OF 18°18'15", AN ARC LENGTH OF 94.24 FEET TO A POINT OF NON-TANGENT CURVATURE OF A CURVE, CONCAVE SOUTHERLY HAVING A RADIAL BEARING OF NORTH 07°09'47" EAST AND A RADIUS OF 30.00 FEET; THENCE WESTERLY ALONG SAID CURVE,

3. THROUGH A CENTRAL ANGLE OF 07°10'37", AN ARC DISTANCE OF 3.76 FEET, THE WESTERLY END OF CURVATURE BEING THE SOUTHERLY RIGHT-OF-WAY LINE OF DORAN STREET, BEING 33.00 FEET WIDE; THENCE, WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE,

4. SOUTH 89°59'10" WEST, A DISTANCE OF 101.90 FEET, TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE NORTHERLY, HAVING A RADIAL BEARING OF SOUTH 05°10'36" EAST TO SAID CURVE AND A RADIUS OF 128.00 FEET; THENCE, LEAVING SAID SOUTHERLY RIGHT-OF-WAY LINE AND CONTINUING WESTERLY ALONG SAID CURVE,

5. THROUGH A CENTRAL ANGLE OF 06°32'06", AN ARC DISTANCE OF 14.60 FEET; THENCE,

6. NORTH 88°38'30" WEST, A DISTANCE OF 20.15 FEET, TO SAID SOUTHERLY RIGHT-OF-WAY LINE OF DORAN STREET; THENCE, ALONG THE SOUTHERLY RIGHT-OF WAY LINE,

7. SOUTH 89°59'10" WEST, A DISTANCE OF 43.98 FEET; THENCE, LEAVING SAID SOUTHERLY RIGHT-OF-WAY LINE,

8. SOUTH 00°00'50" EAST, A DISTANCE OF 5.00 FEET TO A LINE THAT IS PARALLEL WITH AND DISTANT 5.00 SOUTHERLY FEET FROM SAID SOUTHERLY RIGHT-OF-WAY LINE OF DORAN STREET, THENCE, ALONG SAID PARALLEL LINE,

Exhibit A-3

Legal Description

Temporary Construction Easement

Project Parcel DI-07 (page 2 of 2)

9. NORTH 89°59'10" EAST, A DISTANCE OF 39.65 FEET; THENCE,

10. SOUTH 23°00'00" EAST, A DISTANCE OF 4.89 FEET TO A LINE THAT IS PARALLEL WITH AND DISTANT 9.50 FEET SOUTHERLY, FROM SAID SOUTHERLY RIGHT-OF-WAY LINE OF DORAN STREET, THENCE, ALONG SAID PARALLEL LINE,

11. NORTH 89°59'10" EAST, A DISTANCE OF 144.13 FEET, TO A CURVE THAT IS CONCENTRIC WITH AND DISTANT 5.00 FEET SOUTHWESTERLY FROM SAID CURVE HAVING A RADIUS OF 295.00 FEET; THENCE SOUTHEASTERLY ALONG SAID CONCENTRIC CURVE,

12. THROUGH A CENTRAL ANGLE OF 16°45'13", AN ARC DISTANCE OF 84.80 FEET TO A LINE THAT IS PARALLEL WITH AND DISTANT 5.00 FEET WESTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE OF SAID SAN FERNANDO ROAD WEST; THENCE, ALONG SAID PARALLEL LINE,

13. SOUTH 23°00'00" EAST, A DISTANCE OF 53.07 FEET; THENCE,

14. NORTH 67°00'00" EAST, A DISTANCE OF 5.00 FEET, TO THE **POINT OF BEGINNING**.

CONTAINING 2,277.3 SQUARE FEET, MORE OR LESS, ALL AS SHOWN ON EXHIBIT "B", ATTACHED HERETO AND MADE A PART HEREOF.

PREPARED BY:
CHIRS NELSON AND ASSOCIATES, INC.



CHRIS NELSON, PLS 6385
DATED: MARCH 06, 2024

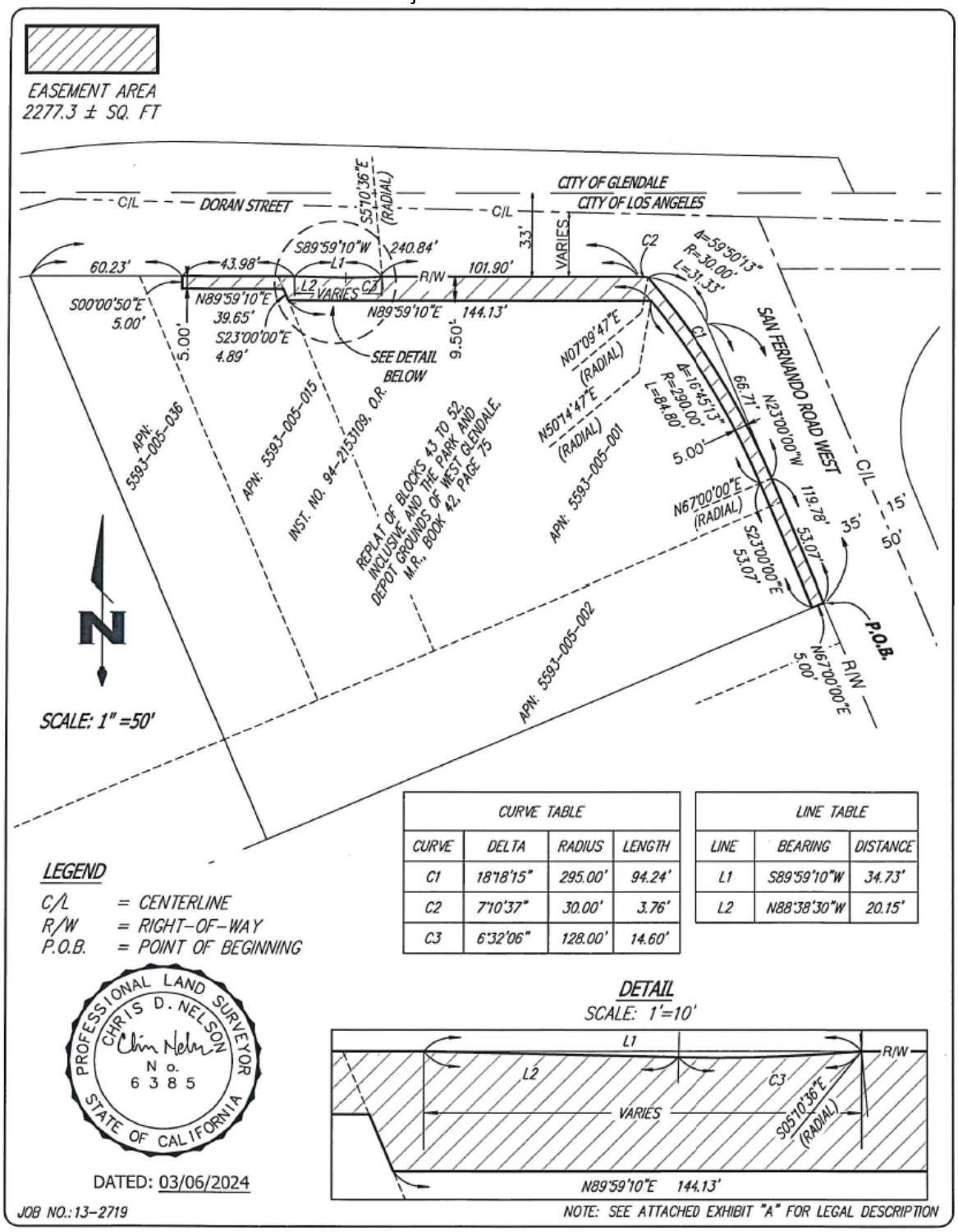
Affects APN: 5593-005-001, 5593-005-002, and 5593-005-015,

Exhibit B-3

Plat Map

Temporary Construction Easement

Project Parcel DI-07



CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	18°18'15"	295.00'	94.24'
C2	7°10'37"	30.00'	3.76'
C3	6°32'06"	128.00'	14.60'

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S89°59'10"W	34.73'
L2	N88°38'30"W	20.15'

Affects APN: 5593-005-001, 5593-005-002, and 5593-005-015,

Exhibit A-4

Legal Description

Temporary Construction Easement

Project Parcel DI-04

AN EASEMENT 5.00 FEET IN WIDTH FOR TEMPORARY CONSTRUCTION PURPOSES OVER THAT PORTION OF REPLAT OF BLOCKS 43 TO 52 INCLUSIVE AND THE PARK AND DEPOT GROUNDS OF WEST GLENDALE, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 42, PAGE 75 OF MISCELLANEOUS RECORDS, BEING A PORTION OF PARCELS 1 AND 3 OF DEED RECORDED NOVEMBER 6, 1987 AS INSTRUMENT NO. 87-1784800, IN OFFICIAL RECORDS, ALL IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST NORTHERLY CORNER OF SAID PARCEL 3, SAID CORNER BEING AT THE WESTERLY RIGHT OF WAY LINE OF SAN FERNANDO ROAD WEST, 50.00 FEET WIDE, AS SHOWN ON PARCEL MAP-L.A. NO. 731, FILED IN BOOK 11, PAGE 83 OF PARCEL MAPS; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE,

1. SOUTH 23°00'00" EAST, A DISTANCE OF 38.34 FEET; THENCE LEAVING SAID WESTERLY RIGHT-OF-WAY LINE,

2. SOUTH 67°00'00" WEST, A DISTANCE OF 5.00 FEET TO A LINE THAT IS PARALLEL WITH AND DISTANT 5.00 FEET WESTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE; THENCE, ALONG SAID PARALELL LINE,

3. NORTH 23°00'00" WEST, A DISTANCE OF 38.34 FEET, TO THE NORTHERLY LINE OF SAID PARCEL 3; THENCE ALONG SAID NORTHERLY LINE,

4. NORTH 67°00'00" EAST, A DISTANCE OF 5.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 192.00 SQUARE FEET, MORE OR LESS, ALL AS SHOWN ON EXHIBIT "B", ATTACHED HERETO AND MADE A PART HEREOF.

PREPARED BY:
CHIRS NELSON AND ASSOCIATES, INC.



CHRIS NELSON, PLS 6385
DATED: JANUARY 03, 2024

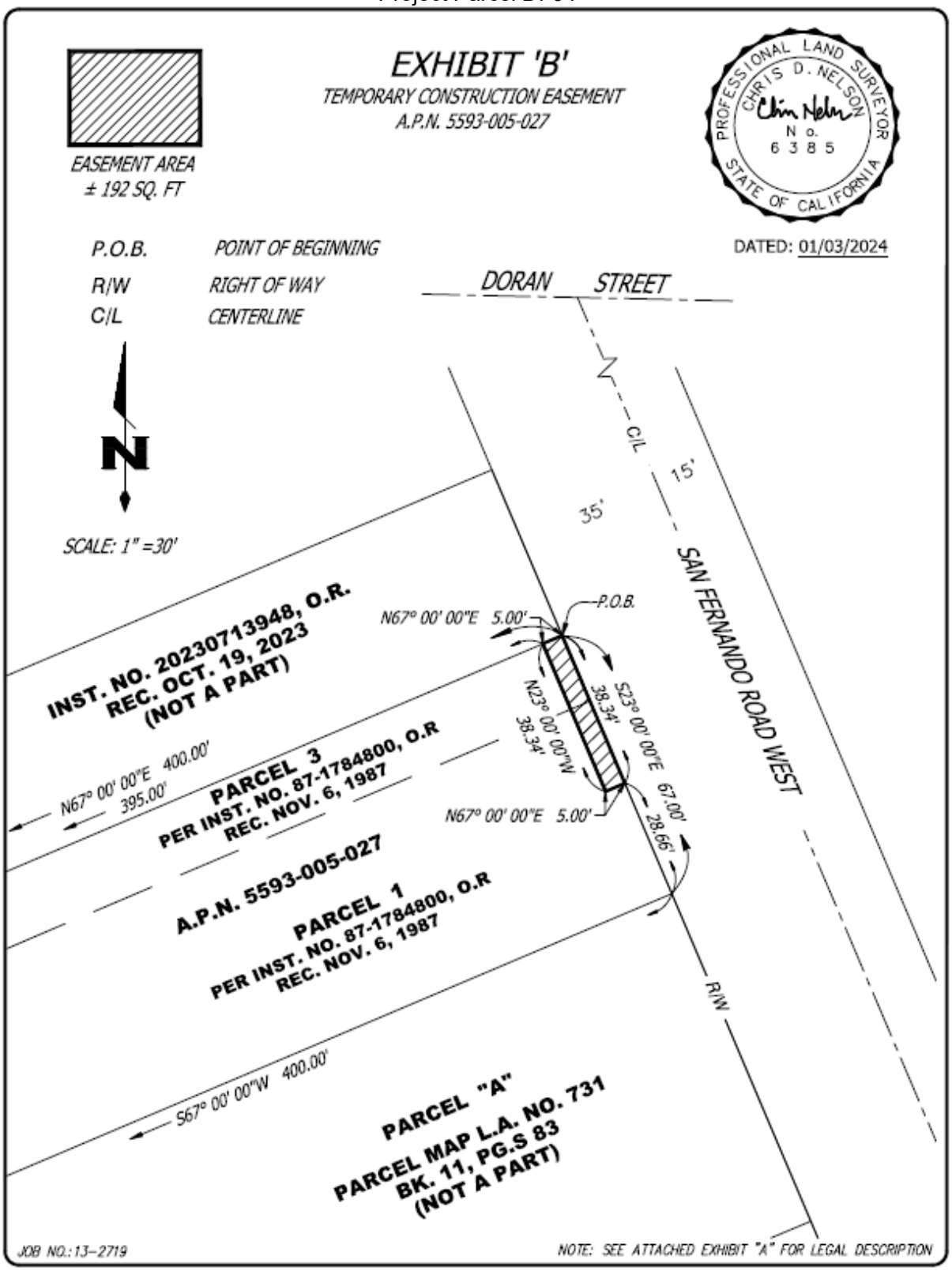
Affects APN: 5593-005-027

Exhibit B-4

Plat Map

Temporary Construction Easement

Project Parcel DI-04



ATTACHMENT B-1

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY DECLARING CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN FOR DORAN STREET CROSSING GRADE SEPARATION PROJECT APN:5593-005-001, 5593-005-002, and 5593-005-015; Project Parcels DI-05, DI-06 and DI-07

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BOARD OF DIRECTORS ("BOARD") HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter are to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interests to be acquired consist of: (i) the partial fee interest in the real property described in the legal description attached hereto as Exhibit "A-1" and depicted in the plat map attached hereto as Exhibit "B-1" ("Partial Fee Interest"), Permanent Easement in the real property described in the legal description attached hereto as Exhibit "A-2" and depicted in the plat map attached hereto as Exhibit "B-2" ("Permanent Easement"), and a 44-month Temporary Construction Easement described in the legal description attached hereto as Exhibit "A-3" ("TCE"), (hereinafter the Fee Interest, Permanent Easement, and TCE are collectively referred to as the "Property Interests"). Exhibits "A-1", "B-1", "A-2", "B-2", "A-3", and "B-3" are incorporated herein by reference.

Section 4.

(a) The acquisition of the Property Interests is necessary for the development, construction, operation, and maintenance of the Doran Street Crossing Grade Separation Project ("Project");

(b) A Notice of Exemption under California Environmental Quality Act (CEQA) was approved on March 14, 2019 followed by an approved Caltrans CEQA exemption on October 14, 2024 to environmentally clear the project. Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property Interests by eminent domain.

Section 5.

The Board hereby declares that it has found and determined each of the following:

(a) The public interest and necessity require the Project;

(b) The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;

(c) The Property Interests sought to be acquired, which have been described herein, are necessary for the Project;

(d) The offer required by Section 7267.2 of the Government Code has been made to the owners of the Property Interests. Said offer was accompanied by a written statement of, and summary of the basis for, the amount established and offered as just compensation. The statement/summary complied with Government Code Section 7267.2, in form and in substance, including by containing the required factual disclosures.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property Interests are already devoted to a public use, the use to which the Property Interests are to be put is a more necessary public use than the use to which the Property Interests are already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property Interests are already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to the owners of the Property Interests to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein and each person whose Property Interests are to be acquired by eminent domain was given an opportunity to be heard.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property Interests described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property Interests in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property Interest, and, with the concurrence and approval of LACMTA Staff, to make minor adjustments to the scopes and descriptions of the Property Interests to be acquired in order to ameliorate any claims for severance damages.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary actions to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. If settlement cannot be reached, Counsel is authorized to proceed to resolve the proceedings by means of jury trial. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

Section 9.

If, after adoption of this Resolution, LACMTA acquires all of the Property Interests by negotiated acquisition without the commencement of an eminent domain proceeding authorized by this Resolution, then, upon the execution and delivery of the instrument(s) transferring interest in all of the Property Interests to LACMTA, this Resolution as to those Property Interests so acquired shall be automatically rescinded and extinguished, without further notice or additional action by this Board.

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 4-th day of December, 2025.

_____ Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

ATTACHMENTS
Exhibits A-1, B-1; A-2, B-2; and A-3, B-3.

Exhibit A-1

Legal Description

Partial Fee Interest

Project Parcel DI-05

A PARTIAL ACQUISITION OVER THAT PORTION OF THE REPLAT OF BLOCKS 43 TO 52 INCLUSIVE AND THE PARK AND DEPOT GROUNDS OF WEST GLENDALE, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 42, PAGE 75 OF MISCELLANEOUS RECORDS, BEING A PORTION OF LAND DESCRIBED IN DEED RECORDED DECEMBER 2, 1994 AS INSTRUMENT NO. 94-2153109, IN OFFICIAL RECORDS, ALL IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARY DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST SOUTHEASTERLY CORNER OF SAID LAND DESCRIBED IN INSTRUMENT NO. 94-2153109, SAID CORNER BEING AT THE WESTERLY RIGHT OF WAY LINE OF SAN FERNANDO ROAD WEST, 50.00 FEET WIDE, AS SHOWN ON PARCEL MAP-L.A. NO. 731, FILED IN BOOK 11, PAGE 83 OF PARCEL MAPS; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE,

1. NORTH 23°00'00" WEST, A DISTANCE OF 53.07 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 295.00 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 67°00'00" EAST, SAID POINT BEING THE **TRUE POINT OF BEGINNING**; THENCE LEAVING SAID WESTERLY RIGHT-OF-WAY LINE AND NORTHWESTERLY ALONG SAID CURVE,

2. THROUGH A CENTRAL ANGLE OF 18°18'15", AN ARC LENGTH OF 94.24 FEET TO A POINT IN THE SOUTHERLY RIGHT-OF-WAY LINE OF DORAN STREET BEING 33.00 FEET WIDE, SAID POINT BEING ON A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 30.00 FEET; THENCE SOUTHEASTERLY ALONG SAID CURVE AND RIGHT-OF-WAY LINE,

3. THROUGH A CENTRAL ANGLE OF 67°00'50", AN ARC LENGTH OF 35.09 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY LINE,

4. SOUTH 23°00'00" EAST, A DISTANCE OF 66.71 FEET TO THE **TRUE POINT OF BEGINNING**.

CONTAINING 343.50 SQUARE FEET, MORE OR LESS, ALL AS SHOWN ON EXHIBIT "B", ATTACHED HERETO AND MADE A PART HEREOF.

Affects APN 5593-005-001

Exhibit B-1

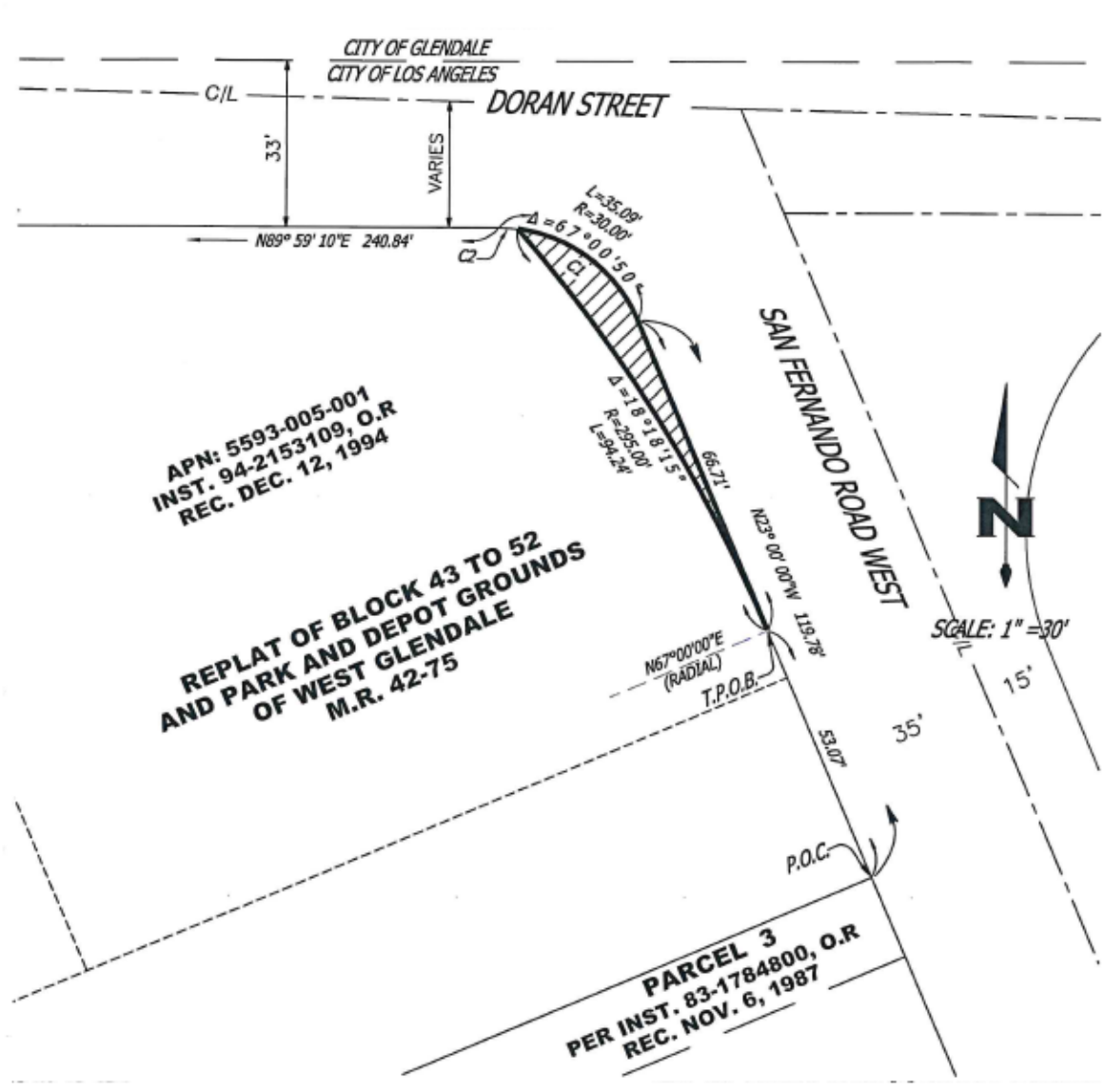
Plat Map

Partial Fee Interest

Project Parcel DI-05

P.O.C. POINT OF COMMENCEMENT
T.P.O.B. TRUE POINT OF BEGINNING
R/W RIGHT OF WAY
C/L CENTERLINE

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	59° 50' 13"	30.00'	31.33'
C2	7° 10' 37"	30.00'	3.76'



Affects APN 5593-005-001

Exhibit A-2

Legal Description

Permanent Easement

Project Parcel DI-06

A VARIABLE WIDTH EASEMENT OVER THAT PORTION OF THE REPLAT OF BLOCKS 43 TO 52 INCLUSIVE AND THE PARK AND DEPOT GROUNDS OF WEST GLENDALE, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 42, PAGE 75 OF MISCELLANEOUS RECORDS, BEING A PORTION OF LAND DESCRIBED IN DEED RECORDED DECEMBER 2, 1994 AS INSTRUMENT NO. 94-2153109, IN OFFICIAL RECORDS, ALL IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARY DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST NORTHWESTERLY CORNER OF SAID LAND DESCRIBED IN INSTRUMENT NO. 94-2153109, SAID CORNER BEING AT THE SOUTHERLY RIGHT OF WAY LINE OF DORAN STREET, 33.00 FEET WIDE; THENCE ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE,

1. NORTH 89°59'10" EAST, A DISTANCE OF 104.21 FEET TO THE **TRUE POINT OF BEGINNING**; THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY LINE,

2. SOUTH 88°38'30" EAST, A DISTANCE OF 20.15 FEET, TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 128.00 FEET; THENCE EASTERLY ALONG SAID CURVE,

3. THROUGH A CENTRAL ANGLE OF 06°32'06", AN ARC LENGTH OF 14.60 FEET TO SAID SOUTHERLY RIGHT-OF-WAY LINE; THENCE WESTERLY ALONG SAID RIGHT-OF-WAY LINE,

4. SOUTH 89°59'10" WEST, A DISTANCE OF 34.73 FEET TO THE **TRUE POINT OF BEGINNING**.

CONTAINING 10.4 SQUARE FEET, MORE OR LESS, ALL AS SHOWN ON EXHIBIT "B", ATTACHED HERETO AND MADE A PART HEREOF.

PREPARED BY:
CHIRS NELSON & ASSOCIATES, INC.



CHRIS NELSON, PLS 6385
DATED: FEBRUARY 12, 2024

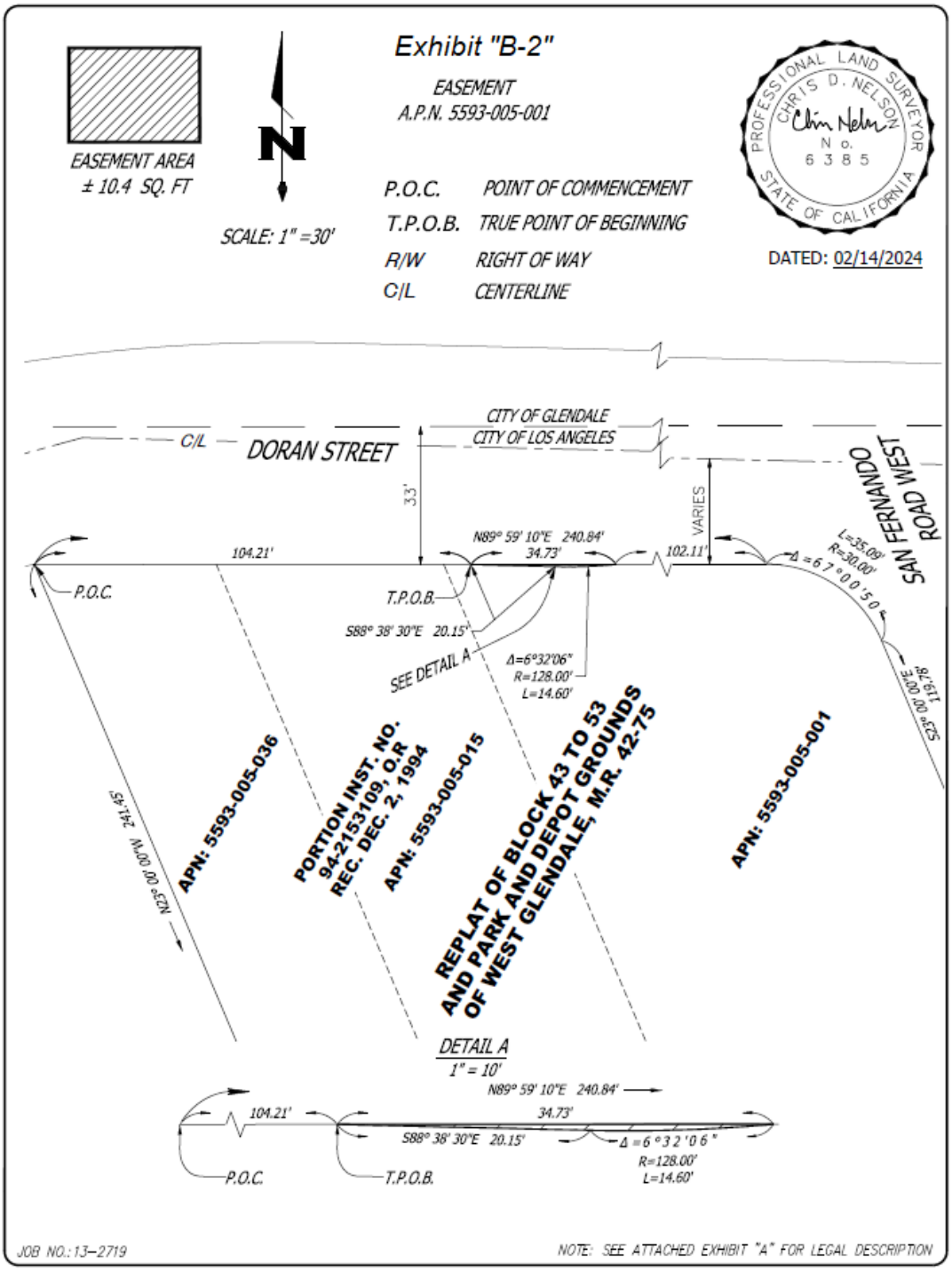
Affects APN: 5593-005-001

Exhibit B-2

Plat Map

Permanent Easement

Project Parcel DI-06



Affects APN: 5593-005-001

Exhibit A-3

Legal Description

Temporary Construction Easement

Project Parcel DI-07 (page 1 of 2)

A TEMPORARY CONSTRUCTION EASEMENT OVER THAT PORTION OF THE REPLAT OF BLOCKS 43 TO 52 INCLUSIVE AND THE PARK AND DEPOT GROUNDS OF WEST GLENDALE, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 42, PAGE 75 OF MISCELLANEOUS RECORDS, BEING A PORTION OF LAND DESCRIBED IN DEED RECORDED DECEMBER 2, 1994 AS INSTRUMENT NO. 94-2153109, OF OFFICIAL RECORDS, ALL IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHEASTERLY CORNER OF LAND DESCRIBED IN SAID INSTRUMENT NO. 94-2153109, SAID CORNER BEING ON THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SAN FERNANDO ROAD WEST, 50.00 FEET WIDE, AS SHOWN ON PARCEL MAP-L.A. NO. 731, FILED IN BOOK 11, PAGE 83 OF PARCEL MAPS; THENCE, ALONG THE SAID SOUTHWESTERLY RIGHT-OF-WAY LINE,

1. NORTH 23°00'00" WEST, A DISTANCE OF 53.07 FEET, TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 295.00 FEET; THENCE, LEAVING THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SAID SAN FERNANDO ROAD WEST AND CONTINUING NORTHWESTERLY ALONG SAID CURVE,

2. THROUGH A CENTRAL ANGLE OF 18°18'15", AN ARC LENGTH OF 94.24 FEET TO A POINT OF NON-TANGENT CURVATURE OF A CURVE, CONCAVE SOUTHERLY HAVING A RADIAL BEARING OF NORTH 07°09'47" EAST AND A RADIUS OF 30.00 FEET; THENCE WESTERLY ALONG SAID CURVE,

3. THROUGH A CENTRAL ANGLE OF 07°10'37", AN ARC DISTANCE OF 3.76 FEET, THE WESTERLY END OF CURVATURE BEING THE SOUTHERLY RIGHT-OF-WAY LINE OF DORAN STREET, BEING 33.00 FEET WIDE; THENCE, WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE,

4. SOUTH 89°59'10" WEST, A DISTANCE OF 101.90 FEET, TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE NORTHERLY, HAVING A RADIAL BEARING OF SOUTH 05°10'36" EAST TO SAID CURVE AND A RADIUS OF 128.00 FEET; THENCE, LEAVING SAID SOUTHERLY RIGHT-OF-WAY LINE AND CONTINUING WESTERLY ALONG SAID CURVE,

5. THROUGH A CENTRAL ANGLE OF 06°32'06", AN ARC DISTANCE OF 14.60 FEET; THENCE,

6. NORTH 88°38'30" WEST, A DISTANCE OF 20.15 FEET, TO SAID SOUTHERLY RIGHT-OF-WAY LINE OF DORAN STREET; THENCE, ALONG THE SOUTHERLY RIGHT-OF WAY LINE,

7. SOUTH 89°59'10" WEST, A DISTANCE OF 43.98 FEET; THENCE, LEAVING SAID SOUTHERLY RIGHT-OF-WAY LINE,

8. SOUTH 00°00'50" EAST, A DISTANCE OF 5.00 FEET TO A LINE THAT IS PARALLEL WITH AND DISTANT 5.00 SOUTHERLY FEET FROM SAID SOUTHERLY RIGHT-OF-WAY LINE OF DORAN STREET, THENCE, ALONG SAID PARALLEL LINE,

Exhibit A-3

Legal Description

Temporary Construction Easement

Project Parcel DI-07 (page 2 of 2)

9. NORTH 89°59'10" EAST, A DISTANCE OF 39.65 FEET; THENCE,

10. SOUTH 23°00'00" EAST, A DISTANCE OF 4.89 FEET TO A LINE THAT IS PARALLEL WITH AND DISTANT 9.50 FEET SOUTHERLY, FROM SAID SOUTHERLY RIGHT-OF-WAY LINE OF DORAN STREET, THENCE, ALONG SAID PARALLEL LINE,

11. NORTH 89°59'10" EAST, A DISTANCE OF 144.13 FEET, TO A CURVE THAT IS CONCENTRIC WITH AND DISTANT 5.00 FEET SOUTHWESTERLY FROM SAID CURVE HAVING A RADIUS OF 295.00 FEET; THENCE SOUTHEASTERLY ALONG SAID CONCENTRIC CURVE,

12. THROUGH A CENTRAL ANGLE OF 16°45'13", AN ARC DISTANCE OF 84.80 FEET TO A LINE THAT IS PARALLEL WITH AND DISTANT 5.00 FEET WESTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE OF SAID SAN FERNANDO ROAD WEST; THENCE, ALONG SAID PARALLEL LINE,

13. SOUTH 23°00'00" EAST, A DISTANCE OF 53.07 FEET; THENCE,

14. NORTH 67°00'00" EAST, A DISTANCE OF 5.00 FEET, TO THE **POINT OF BEGINNING**.

CONTAINING 2,277.3 SQUARE FEET, MORE OR LESS, ALL AS SHOWN ON EXHIBIT "B", ATTACHED HERETO AND MADE A PART HEREOF.

PREPARED BY:
CHIRS NELSON AND ASSOCIATES, INC.



CHRIS NELSON, PLS 6385
DATED: MARCH 06, 2024

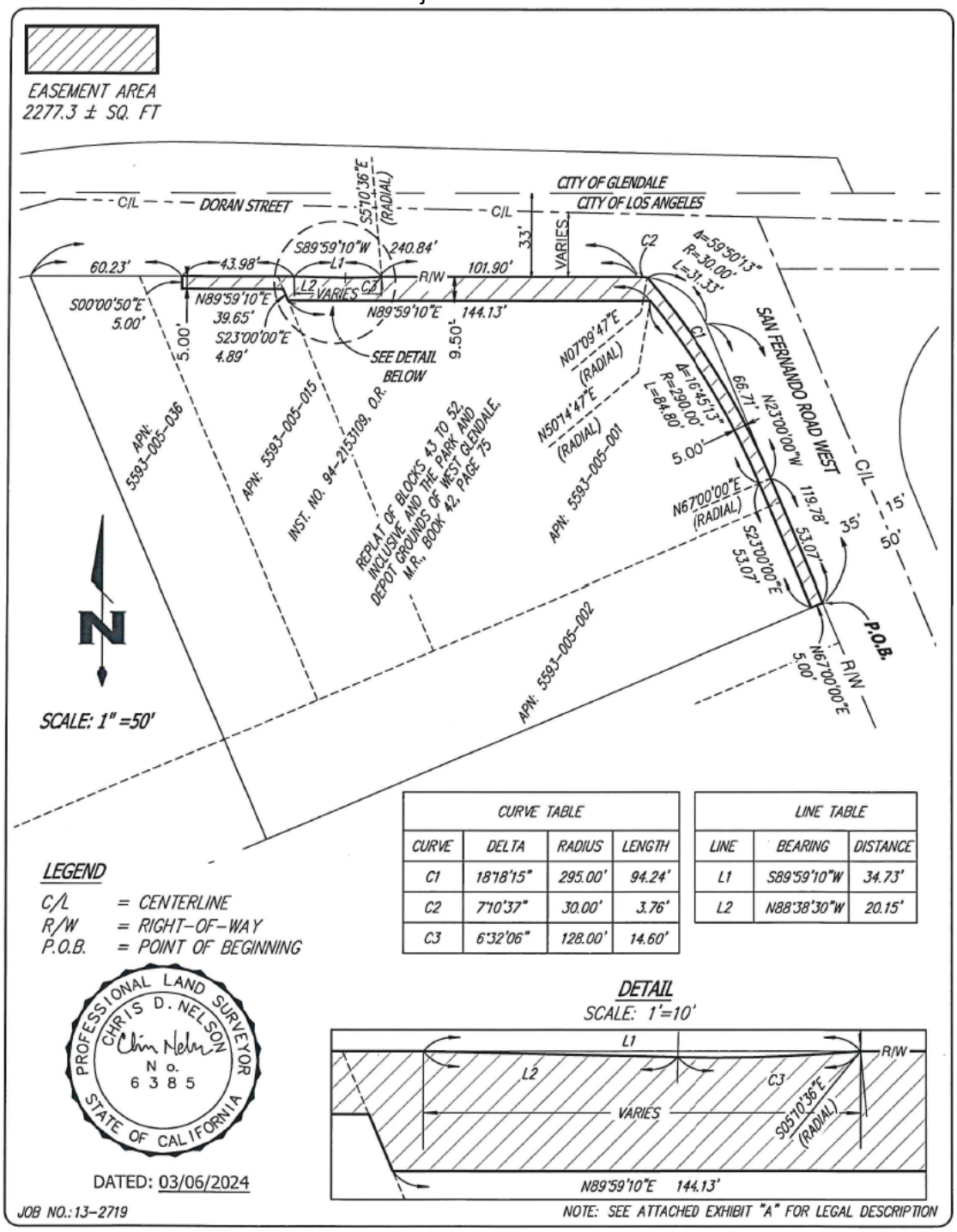
Affects APN: 5593-005-001, 5593-005-002, and 5593-005-015,

Exhibit B-3

Plat Map

Temporary Construction Easement

Project Parcel DI-07



Affects APN: 5593-005-001, 5593-005-002, and 5593-005-015,

ATTACHMENT B-2

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY DECLARING CERTAIN REAL PROPERTY INTEREST NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN FOR DORAN STREET GRADE SEPARATION PROJECT
APN:5593-005-027; Project Parcel DI-04

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BOARD OF DIRECTORS ("BOARD") HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interest described hereinafter are to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest to be acquired consists of 44-month Temporary Construction Easement in the real property described in the legal description attached hereto as Exhibit "A-1" and depicted in the plat map attached hereto as Exhibit "B-1" (hereinafter referred to as the "Property Interest"). Exhibits "A-1" and "B-1" are incorporated herein by reference.

Section 4.

(a) The acquisition of the Property Interest is necessary for the development, construction, operation, and maintenance of the Doran Street Grade Separation Project ("Project");

(b) A Notice of Exemption under California Environmental Quality Act (CEQA) was approved on March 14, 2019 followed by an approved Caltrans CEQA exemption on October 14, 2024 to environmentally clear the project. Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property Interest by eminent domain.

Section 5.

The Board hereby declares that it has found and determined each of the following:

(a) The public interest and necessity require the Project;

(b) The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;

(c) The Property Interest sought to be acquired, which has been described herein, is necessary for the Project;

(d) The offer required by Section 7267.2 of the Government Code has been made to the owners of the Property Interest. Said offer was accompanied by a written statement of, and summary of the basis for, the amount established and offered as just compensation. The statement/summary complied with Government Code Section 7267.2, in form and in substance, including by containing the required factual disclosures.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property Interest is already devoted to a public use, the use to which the Property Interest is to be put is a more necessary public use than the use to which the Property Interest is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property Interest is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to the owners of the Property Interest to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein and each person whose Property Interest is to be acquired by eminent domain was given an opportunity to be heard.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property Interest described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property Interest in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated a Order for Prejudgment Possession and/or Possession and Use Agreement, where such agreement constitutes the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property Interest, and, with the concurrence and approval of LACMTA Staff, to make minor adjustments to the scopes and descriptions of the Property Interest to be acquired in order to ameliorate any claims for severance damages.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary actions to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. If settlement cannot be reached, Counsel is authorized to proceed to resolve the proceedings by means of jury trial. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

Section 9.

If, after adoption of this Resolution, LACMTA acquires the Property Interest by negotiated acquisition without the commencement of an eminent domain proceeding authorized by this Resolution, then, upon the execution and delivery of the instrument(s) transferring interest in the Property Interest to LACMTA, this Resolution as to the Property Interest so acquired shall be automatically rescinded and extinguished, without further notice or additional action by this Board.

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 4-th day of December, 2025.

_____ Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

ATTACHMENTS
Exhibits A-1 and B-1.

Exhibit A-1

Legal Description

Temporary Construction Easement

Project Parcel DI-04

AN EASEMENT 5.00 FEET IN WIDTH FOR TEMPORARY CONSTRUCTION PURPOSES OVER THAT PORTION OF REPLAT OF BLOCKS 43 TO 52 INCLUSIVE AND THE PARK AND DEPOT GROUNDS OF WEST GLENDALE, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 42, PAGE 75 OF MISCELLANEOUS RECORDS, BEING A PORTION OF PARCELS 1 AND 3 OF DEED RECORDED NOVEMBER 6, 1987 AS INSTRUMENT NO. 87-1784800, IN OFFICIAL RECORDS, ALL IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST NORTHERLY CORNER OF SAID PARCEL 3, SAID CORNER BEING AT THE WESTERLY RIGHT OF WAY LINE OF SAN FERNANDO ROAD WEST, 50.00 FEET WIDE, AS SHOWN ON PARCEL MAP-L.A. NO. 731, FILED IN BOOK 11, PAGE 83 OF PARCEL MAPS; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE,

1. SOUTH 23°00'00" EAST, A DISTANCE OF 38.34 FEET; THENCE LEAVING SAID WESTERLY RIGHT-OF-WAY LINE,

2. SOUTH 67°00'00" WEST, A DISTANCE OF 5.00 FEET TO A LINE THAT IS PARALLEL WITH AND DISTANT 5.00 FEET WESTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE; THENCE, ALONG SAID PARALELL LINE,

3. NORTH 23°00'00" WEST, A DISTANCE OF 38.34 FEET, TO THE NORTHERLY LINE OF SAID PARCEL 3; THENCE ALONG SAID NORTHERLY LINE,

4. NORTH 67°00'00" EAST, A DISTANCE OF 5.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 192.00 SQUARE FEET, MORE OR LESS, ALL AS SHOWN ON EXHIBIT "B", ATTACHED HERETO AND MADE A PART HEREOF.

PREPARED BY:
CHIRS NELSON AND ASSOCIATES, INC.



CHRIS NELSON, PLS 6385
DATED: JANUARY 03, 2024

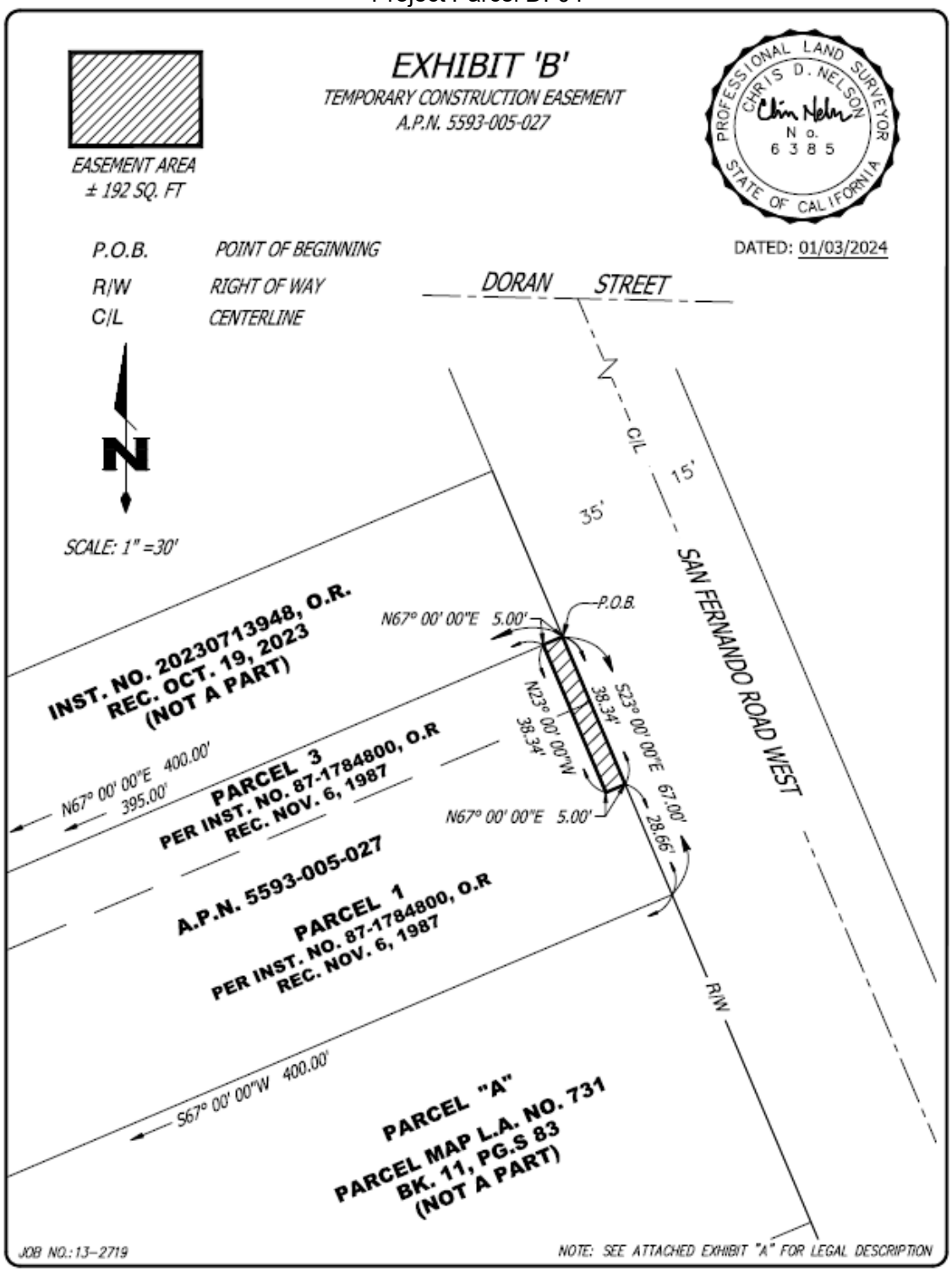
Affects APN: 5593-005-027

Exhibit B-1

Plat Map

Temporary Construction Easement

Project Parcel DI-04



Hearing to Adopt Resolutions of Necessity

Doran Street Grade Separation Project

Agenda Item # 2025-0845

Metro

Regular Board Meeting
December 4, 2025

Hearing to Adopt Resolutions of Necessity
Doran Street … Project

Project: The Project will eliminate a dangerous at-grade rail crossing on the region's most heavily-trafficked rail corridor where mainline passenger and freight tracks intersect with highway and pedestrian rights-of-way at West Doran Street. The project will allow the uninterrupted movement of multi-modal traffic through the Project area and also meet local community requirements to have two emergency responder points of access into the Atwater Village neighborhood. Project will construct a grade separation structure linking Los Angeles and Glendale.

Property Locations: Los Angeles, CA 90039

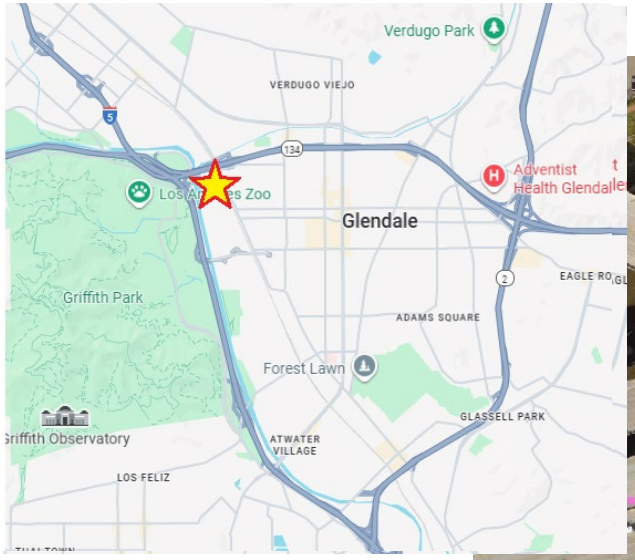
Property Impacts: Partial Fee Interest (Fee), Permanent Street Easement (PE), two 44-Month Temporary Construction Easements (TCE).

Relocation Impacts: Project impacts do not cause displacement.

Metro

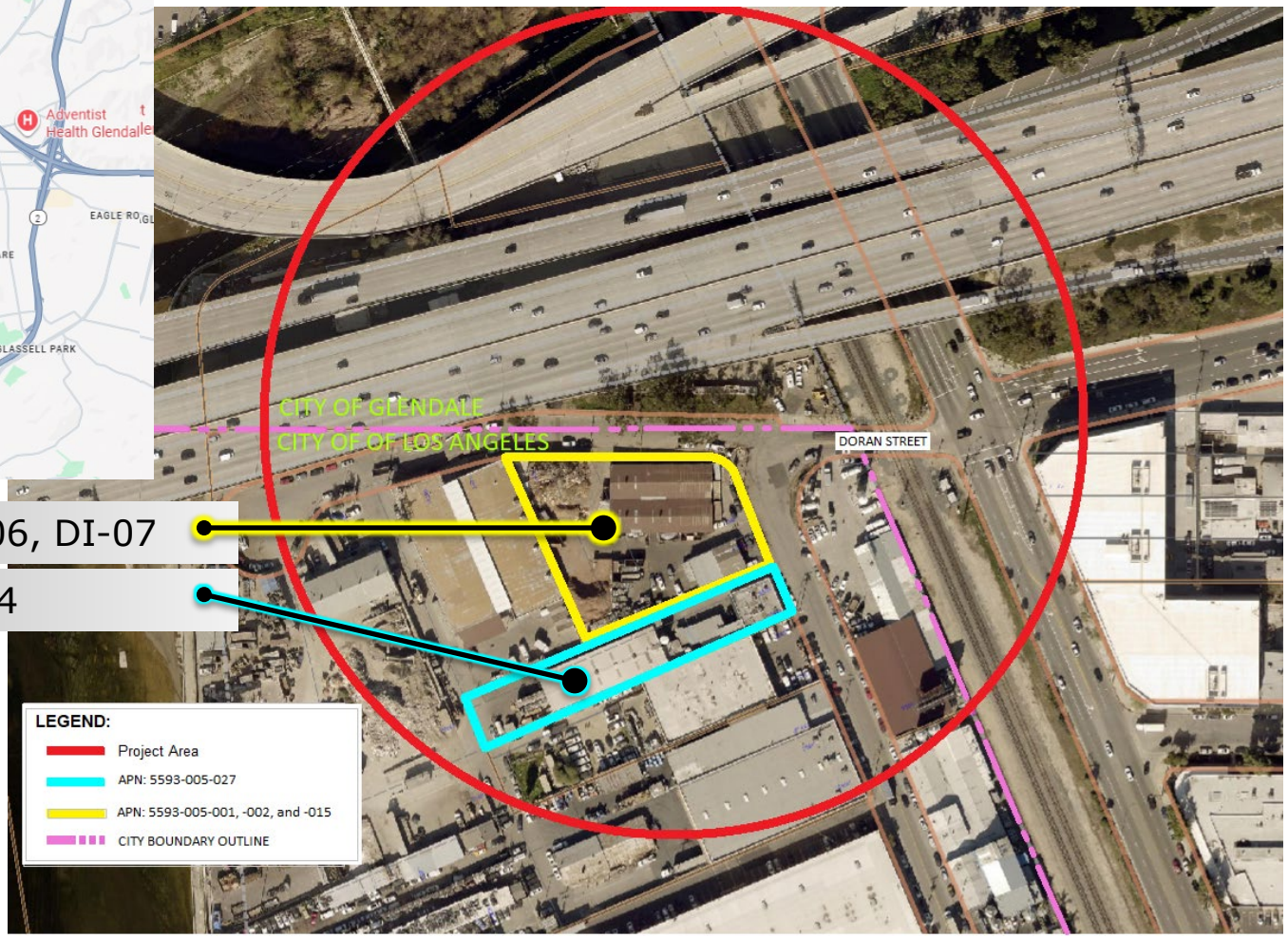
Hearing to Adopt Resolutions of Necessity
Doran Street … Project

PARCELS OVERVIEW



Parcels DI-05, DI-06, DI-07

Parcel DI-04



Metro

PARCELS OVERVIEW

Project Parcel Number	Property Interest(s) Sought	Assessor's Parcel Number	Parcel Address	Purpose of Acquisition
DI-05	Fee 344 SqFt	5593-005-001	5487 N San Fernando Road West, Los Angeles, CA 90039	Construction of new ADA-compliant sidewalk and driveway along West San Fernando Road.
DI-06	Permanent Easement 11 SqFt	5593-005-001	5487 N San Fernando Road West, Los Angeles, CA 90039	Construction of new ADA-compliant sidewalk and driveway along West San Fernando Road.
DI-07	TCE 2,274 SqFt 44 months	5593-005-001 5593-005-002 5593-005-015	5487 San Fernando Road West, 5475 San Fernando Road West, and 4510 Doran Street, Los Angeles, CA 90039	Construction of new ADA-compliant sidewalk, four concrete driveways, chain link fence and gate, wrought iron fence and gate, and grading.
DI-04	TCE 192 SqFt 44 months	5593-005-027	5469 N San Fernando Road West, and 5471 N San Fernando Road West, Los Angeles, CA 90039	Construction of new ADA-compliant sidewalk and concrete driveway.

Metro

Hearing to Adopt Resolutions of Necessity
Doran Street … Project

Staff recommends the Board make the below findings and adopt the Resolutions of Necessity:

- The public interest and necessity require the proposed Project;
- The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- The Properties sought to be acquired, which have been described herein, are necessary for the proposed Project;
- The offers required by Section 7267.2 of the Government Code have been made to the Owners; and
- Whether the statutory requirements necessary to acquire the properties or property interests by eminent domain have been complied with by LACMTA.

Metro

Thank you

Metro

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

Metro

Board Report

File #: 2025-0903, **File Type:** Resolution **Agenda Number:**

REGULAR BOARD MEETING
DECEMBER 4, 2025

SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT 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 identified in Attachment A and 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."

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

Acquisition of the Property Interests is required for the construction and operation of the East San Fernando Valley Light Rail Transit Project ("Project"), specifically Traction Power Substations ("TPSS") for the Project. After testimony and evidence has been received from all interested parties at the hearings, Los Angeles County Metropolitan Transportation Authority ("LACMTA"), by a vote of two-thirds of its Board of Directors ("Board"), must make a determination as to whether to adopt the proposed Resolutions of Necessity (Attachments B-1 and B-2) to acquire the Property Interests by eminent domain. Attached is evidence submitted by staff that supports the adoption of the resolutions, and which sets forth the required findings (Attachment A).

BACKGROUND

The Project extends north from the Van Nuys Metro G-Line station to the Sylmar/San Fernando

Metrolink Station, a total of 9.2 miles of a dual track light rail transit ("LRT") system with 14 at-grade stations. The Board certified the Project's Final Environmental Impact Report on December 3, 2020, and the Federal Transit Administration signed a Record of Decision on January 29, 2021. Included in the Final Environmental Impact Statement/ Environmental Impact Report is the initial operating segment (IOS) defined as the southern 6.7 miles of the Project alignment. The IOS is street-running in the middle of Van Nuys Boulevard and includes 11 at-grade center platform stations, 10 traction power substations, and a Maintenance and Storage Facility (MSF) for the LRT vehicles.

The Project will improve mobility in the area by:

- introducing an improved north-south transit connection between key transit hubs/routes;
- enhancing transit accessibility/connectivity for residents to local and regional destinations and activity centers;
- increasing transit service efficiency; and
- encouraging a modal shift from driving in order to achieve reductions in vehicle miles traveled.

Traction Power Substations (TPSS) units are required along the alignment to support vehicle operations. TPSS units are electrical substations that provide direct current to the LRT vehicles. There are 9 proposed TPSS units, placed at approximately 0.75-mile intervals, along the alignment and 1 proposed TPSS unit at the MSF. The TPSS units are placed where maximum power draw is expected and to continue to operate in case one TPSS unit is offline.

Acquisition of the Property Interests is required for TPSS'.

DISCUSSION

As required by California Government Code Section 7267.2, written offers of Just Compensation to purchase the Fee Interests were delivered to the Owners of Record ("Owners") on September 10, 2025, for B-004 and on August 5, 2025 for B-005. Similarly, written offers of Just Compensation to purchase the IPR's on each parcel were presented to the respective Owners and, where applicable, tenants.

The Owner of parcel B-004 has accepted the offer for his Fee Interest. However, the Owner of B-004 and the tenants have not agreed on ownership of the IPRs nor accepted LACMTA's offer of Just Compensation for the IPRs. The Owner of B-005 has not accepted LACMTA's offer for the Fee Interest but has signed an IPR Agreement with the tenant. Because acquisition of all Property Interests is necessary for the construction and operation of the Project, staff recommends the acquisition of the Property Interests through eminent domain to obtain possession in order to maintain the Project's schedule and to construct and operate the TPSS. LACMTA will continue in good faith to try to complete the purchase of the Property Interests through escrow even after commencement of the action, in which case Owners and tenants will not need to participate in the litigation with regard to their resolved interests in the parcels.

In accordance with provisions of the California Eminent Domain Law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code, (which authorizes the public acquisition of private property by eminent domain/n), LACMTA has prepared and mailed notice of this

hearing to the owners and, where applicable, tenants, informing them of their right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; (3) whether the Property Interests are necessary for the Project; (4) whether either the offers required by Section 7267.2 of the Government Code has been made to the owner(s) of the Property Interests, or the offers have not been made because the owner(s) cannot be located with reasonable diligence; (5) whether any environmental review of the Project, as may be necessary, pursuant to the California Environmental Quality Act (CEQA), has occurred and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain. In order to adopt the Resolutions, LACMTA must, based on the evidence before it, and by a vote of two-thirds of its Board, find and determine that the conditions stated in items 1 - 6 above exist.

Acquisition of these parcels will require relocation of three business tenants: a shoe store, a caterer, and a liquor store. A dedicated relocation agent is working with the tenants to explain their benefits, provide referrals for replacement properties and process payments for search, moving, and reestablishment costs. The businesses have been provided with appropriate General Information Notices, Notices of Eligibility, and 90-day Informational Notices. Prior to being required to relocate, the businesses will be provided 30-day notices.

Attached is the Staff Report prepared by staff and legal counsel setting forth the required findings for acquiring the Property Interests through the use of eminent domain (Attachment A).

DETERMINATION OF SAFETY IMPACT

The Board action will not have an impact on LACMTA's safety standards.

FINANCIAL IMPACT

The funds required to support the acquisitions, relocation activities, and the recommended right of way action for the properties referenced in this report are included in the adopted Project's Preconstruction budget under Cost Center 8510 Project number 865521, East San Fernando Valley Light Rail Transit Corridor.

Impact to Budget

The sources of funds for the recommended actions include Measure R, Measure M, State Grants, and Federal Grants. These funds are not eligible for bus and rail operations.

EQUITY PLATFORM

The Project will serve 11 new stations along Van Nuys Boulevard and will improve connections and access to key destinations to Metro's customer base and several Equity Focus Communities (EFCs) in the East San Fernando Valley.

Offers of Just Compensation for the Property Interests were made to the Owners on September 10,

2025, for parcel B-004 and on August 5, 2025 for B-005.. The offers were based on the Property Interests fair market value. Fair market value is defined as “the highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing, and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available.” Metro staff has been negotiating with the Owners and tenants, but agreements for IPR’s have not been reached. Approving this action will allow staff to continue negotiations for the remaining acquisitions while maintaining the project schedule.

Businesses displaced by the Project may receive relocation benefits in accordance with the Uniform Relocation Act (URA). These benefits include both monetary funding and advisory services to mitigate any potential hardships. Agents are assigned to displacees from the beginning of the relocation cycle to guide displaced businesses through their moving and reestablishment processes. Metro will also assist the businesses in finding replacement sites within the community. These relocation services demonstrate Metro’s commitment to minimizing business disruption and facilitating business continuity.

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. VMT for the project has already been analyzed for this item through the East San Fernando Valley Transit Corridor DEIS/DEIR. VMT summary can be found in Appendix G of the Transportation Impacts Report published in 2020. VMT was forecasted with Metro’s Travel Demand Model using traffic counts collected in 2011, 2012, and 2013. Year 2040 was chosen for the definition of future baseline conditions. The result of this analysis was that the number of transit trips would reduce the number of trips by auto in general due to mode Preference changes by commuters. A VMT reduction of 54,207 miles was calculated for the project.

*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 is consistent with the Metro Vision 2028 Strategic Plan Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation. This is not recommended as it would result in significant delays and cost increases for the Project. Furthermore, delay to the Project will have detrimental effects on the available Federal and State Grant funding dollars.

NEXT STEPS

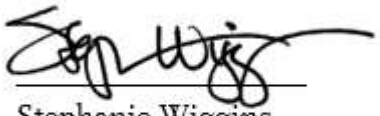
If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property Interests by eminent domain and to conclude those proceedings either by settlement or jury trial. Counsel will also be directed to seek and obtain Orders of Prejudgment Possession in accordance with the provisions of the Eminent Domain Law. Staff will continue to negotiate with the property owners with the goal of reaching voluntary settlements while concurrently pursuing the eminent domain process to preserve the project schedule. LACMTA will continue to work with tenants to find suitable replacement locations.

ATTACHMENTS

Attachment A - Staff Report
Attachment B-1 - Resolution of Necessity - Parcel B-004
Attachment B-2 - Resolution of Necessity - Parcel B-005

Prepared by: Darryl Root, Senior Director, Real Estate, (213) 922-5281
Holly Rockwell, Senior Executive Officer, Real Estate/TOC, (213) 547-4325

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 922-2920



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF THE PROPERTIES REQUIRED FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT ("PROJECT") PROJECT PARCELS ESFV-B-004-1, and ESFV-B-005-1

BACKGROUND

The property interests sought to be acquired are required by the Los Angeles County Metropolitan Transportation Authority ("LACMTA") for the construction and operation of the Project. The assessor parcel number, project parcel number, address, record property owner and tenant, purpose of the acquisition, and nature of the property interests sought to be acquired for the Project are summarized as follows:

Summary Table 1

Project Parcel Number	Assessor's Parcel Number	Parcel Address	Property Owner/Tenant	Property Interest(s) Sought
ESFV-B-004-1 (B-004)	2210-022-040 2210-022-056	7921 – 7929 Van Nuys Blvd, Panorama City, CA 91402	***Van Nuys at Blythe LLC, a California limited liability company*** *(Owner)*	IPR
			Short Stop #27 *(Tenant)*	IPR
			The Shoe Palace *(Tenant)*	IPR
ESFV-B-005-1 (B-005)	2653-002-030	8751 Van Nuys Blvd, Panorama City, CA 91402	8229 Van Nuys, LLC * *(Owner)*	Fee

Property Requirements:

Purpose of Acquisitions: Construction and operation of the East San Fernando Valley Light Rail Transit Project.

Property Interests Sought:

With regard to Project parcel B-004, and B-005, LACMTA seeks to acquire fee interests in the real property as well as the Improvements Pertaining to Realty (IPR) These interests are required to construct two Traction Power Substations (TPSS) for the Project. These acquisitions of fee interest and of IPR are collectively referred to herein as the Property Interests. (The attached exhibits depict all property interests for each parcel for reference purposes. However, only the Fee Interest is sought for B-005 and only the IPR interest is sought for B-004.)

A written offer of Just Compensation to purchase the fee interest was presented to the Owner of record on: September 10, 2025 for parcel B-004, August 5, 2025 for parcel B-005, as required by California Government Code Section 7267.2. Similarly, and in compliance with California Government Code Section 7267.2, written offers of Just Compensation to purchase the IPR on the parcels were presented to the Owners and Tenants[1].

[1] As between Owner and tenants on B-004 LACMTA does not know who claims ownership of the IPR, and for that reason, the offer to purchase the IPR was made to both the Owner and the Tenant.

A. The public interest and necessity require the Project.

The Project is a vital public transit infrastructure investment that will provide improved transit service along the busy Van Nuys Boulevard and San Fernando Road corridors serving the eastern San Fernando Valley. The Project will ultimately provide a 9.2-mile light rail transit system to connect from the Van Nuys LACMTA G Line (Orange Line) Station in the community of Van Nuys to the Sylmar/San Fernando Metrolink Station in the City of San Fernando, providing commuters with significantly more options when navigating Los Angeles County.

The Project will improve mobility in the eastern San Fernando Valley by introducing an improved north-south transit connection between key transit hubs/routes including direct access to Metrolink/Amtrak and G-line stations, enhancing transit accessibility/connectivity for residents to local and regional destinations and activity centers, increasing transit service efficiency, and encouraging a modal shift from driving to achieve reductions in greenhouse gas emissions. It is projected that by the year 2035, there will be 37,759 daily transit trips on the completed Project. The Project will provide new transit service and improved transit connectivity in future years. The Project is consistent with one of LACMTA's overall goals of providing high quality mobility options that enable people to spend less time traveling.

Based on an evaluation of socioeconomic, congestion growth trends, travel conditions, and feedback from the project stakeholder meetings, it is demonstrated that existing and projected levels of traffic congestion in the corridor limit mobility will increase the demand for reliable transit services. In light of these conditions, the Project supports the public interest and necessity through its ability to:

- Improve mobility in the eastern San Fernando Valley by introducing an improved north-south transit connection between key transit hubs/routes;
- Enhance transit accessibility/connectivity for residents within the eastern San Fernando Valley to local and regional destinations;
- Provide more reliable transit service within the eastern San Fernando Valley;
- Provide additional transit options in an area with a large transit dependent population and high number of transit riders; and
- Encourage modal shift to transit in the eastern San Fernando Valley, thereby improving air quality.

It is recommended that based on the above evidence, the Board find and determine that the public interest and necessity require the Project.

B. <u>The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.</u>

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

- No-Build Alternative;
- TSM Alternative;

<u>BRT Alternatives</u>:
- Alternative 1 – Curb-Running BRT Alternative;
- Alternative 2 – Median-Running BRT Alternative;

<u>Rail Alternatives</u>:
- Alternative 3 – Low-Floor Light Rail Transit (LRT)/Tram Alternative;
- Alternative 4 – LRT Alternative.

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

Metro applied the objectives below in evaluating potential alternatives for the Project:

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

These goals draw upon those presented in the Alternatives Analysis Report completed in 2012. For the purposes of the DEIS/DEIR, these goals were updated and refined to reflect public involvement and further analysis of the proposed project, the project area, and the background transportation system. Based on the project objectives and the public comments received during the 60-day comment period for the DEIS/DEIR, a modified version of Alternative 4 (Alternative 4 Modified: At-Grade LRT) was

developed on June 28, 2018, and the Metro Board of Directors formally identified Alternative 4 Modified: At- Grade LRT as the Locally Preferred Alternative (LPA). The primary difference between DEIS/DEIR Alternative 4 and the LPA is the elimination of the 2.5-mile subway portion of DEIS/DEIR Alternative 4. Under the LPA, the entire 9.2-mile alignment would be constructed at grade. The subway portion was eliminated because it would be very expensive, have significant construction impacts, and result in little time savings compared with a fully at-grade alignment.

In addition, Metro determined that the LPA best fulfilled the project's purpose and need to:

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

Additional factors that were considered by Metro in identifying Alternative 4 Modified as the LPA include: the greater capacity of LRT compared to the BRT alternatives, the LPA could be constructed in less time and at reduced cost compared to the DEIS/DEIR Alternative 4, fewer construction impacts compared to DEIS/DEIR Alternative 4, and strong community support for a rail alternative.

The Project will cause private injury, however, no other alternative locations for the Project provide greater public good with less private injury. Therefore, the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

It is recommended that, based upon the foregoing, the Board find and determine that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

C. <u>The Property Interests are necessary for the Project.</u>

The Property Interests are specifically needed for the southern segment of the Project ("Southern Segment"). The Southern Segment of the Project consists of a 6.7-mile at-grade alignment light rail transit system, which will include 11 new transit stations, 10 Traction Power Substations, and a new Maintenance and Storage Facility. The purpose of the Project is to improve connections and access to crucial destinations while connecting transit users to the growing network in the San Fernando Valley.

The Southern Segment of the Project will operate in the center of Van Nuys Boulevard from the LACMTA G Line (Orange) Van Nuys Station to Van Nuys Boulevard and San Fernando Road. Once constructed, the Project's light rail system will travel in a semi-exclusive right-of-way in the median of Van Nuys Boulevard, separated by a barrier except at signalized intersections. There will be 33 light rail vehicles. The light rail system will be powered by an electrified overhead contact system, a network of overhead wires that distributes electricity to the light rail vehicles.

The TPSS sites will provide the electricity to power the light rail vehicles.

The Property Interests are required for construction and operation of the Project. Specifically, Parcel B-004, and B-005 are two of several parcels required to construct the TPSS.

Staff recommends that the Board find that the acquisition of the Property Interests are necessary for the Project.

D. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the owner of the interest being acquired, or the offer has not been made because the owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer to purchase be made to the owner(s) in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the Property Interests being acquired. In addition, the agency is required to provide the Owner with a written description of and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property Interests:

1. Obtained two independent appraisals, one of the real property and one of the IPR, to determine the fair market value of the Property Interests, including consideration of the existing use of the parcel, the highest and best use of the parcel, and, if applicable, impact to the remainder;

2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation for the acquisition of the Property Interests;

3. Determined the owner of the Property Interests by examining the county assessor's record and a preliminary title report, and determined the tenant of the parcel;

4. Made written offers to the Owner and Tenant for the full amount of just compensation for the acquisition of the Property Interests, which was not less than the approved appraised value of the Property Interests (offer for fee acquisition was made to Owner; offer for IPR was made jointly to Owner and Tenant);

5. Provided the Owner and Tenant with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer; and

6. Provided an informational pamphlet concerning eminent domain in California to the Owner as required by the Eminent Domain Law.

It is recommended that based on the above Evidence, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to each of the Owners and tenants.

E. LACMTA has fulfilled the necessary statutory prerequisites.

LACMTA is authorized to acquire property by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

F. LACMTA has complied with the California Environmental Quality Act.

The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by Page 8 of 36 the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.

CONCLUSION

Staff recommends that the Board approve the Resolution of Necessity.

ATTACHMENTS

Exhibit A-1 – Parcel B-004 - Legal Description
Exhibit B-1 – Parcel B-004 - Plat Map
Exhibit C-1 – Parcel B-004 - Improvements Pertaining to Realty
Exhibit A-2 – Parcel B-005 - Legal Description
Exhibit B-2 – Parcel B-005 - Plat Map

EXHIBIT A-1

Parcel B-004

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

THE EAST 95 FEET OF THE NORTH 130 FEET OF LOT 14 OF TRACT NO. 1532, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGES 130 AND 131, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM, ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES, LYING BELOW THE SURFACE OF SAID LAND, BUT WITH NO RIGHT OF SURFACE ENTRY, AS PROVIDED IN DEEDS OF RECORD.

PARCEL 2:

THE WEST 3 FEET OF THE EAST 98 FEET OF THE NORTH 130 FEET OF LOT 14 OF TRACT NO. 1532, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGES 130 AND 131, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM, ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES, LYING BELOW THE SURFACE OF SAID LAND, BUT WITH NO RIGHT OF SURFACE ENTRY, AS PROVIDED IN DEEDS OF RECORD.

APN: 2210-022-056

PARCEL 3:

THE EAST 63 FEET OF THE SOUTH 100 FEET OF THE NORTH 130 FEET OF THE WEST 237 FEET OF THE EAST 335 FEET OF LOT 14 OF TRACT NO. 1532, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGES 130 AND 131, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM, ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES, LYING BELOW THE SURFACE OF SAID LAND, BUT WITH NO RIGHT OF SURFACE ENTRY, AS PROVIDED IN DEEDS OF RECORD.

PARCEL 4:

THE EAST 63 FEET OF THE NORTH 30 FEET OF THE WEST 237 FEET OF THE EAST 335 FEET OF LOT 14 OF TRACT NO. 1532, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGES 130 AND 131, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

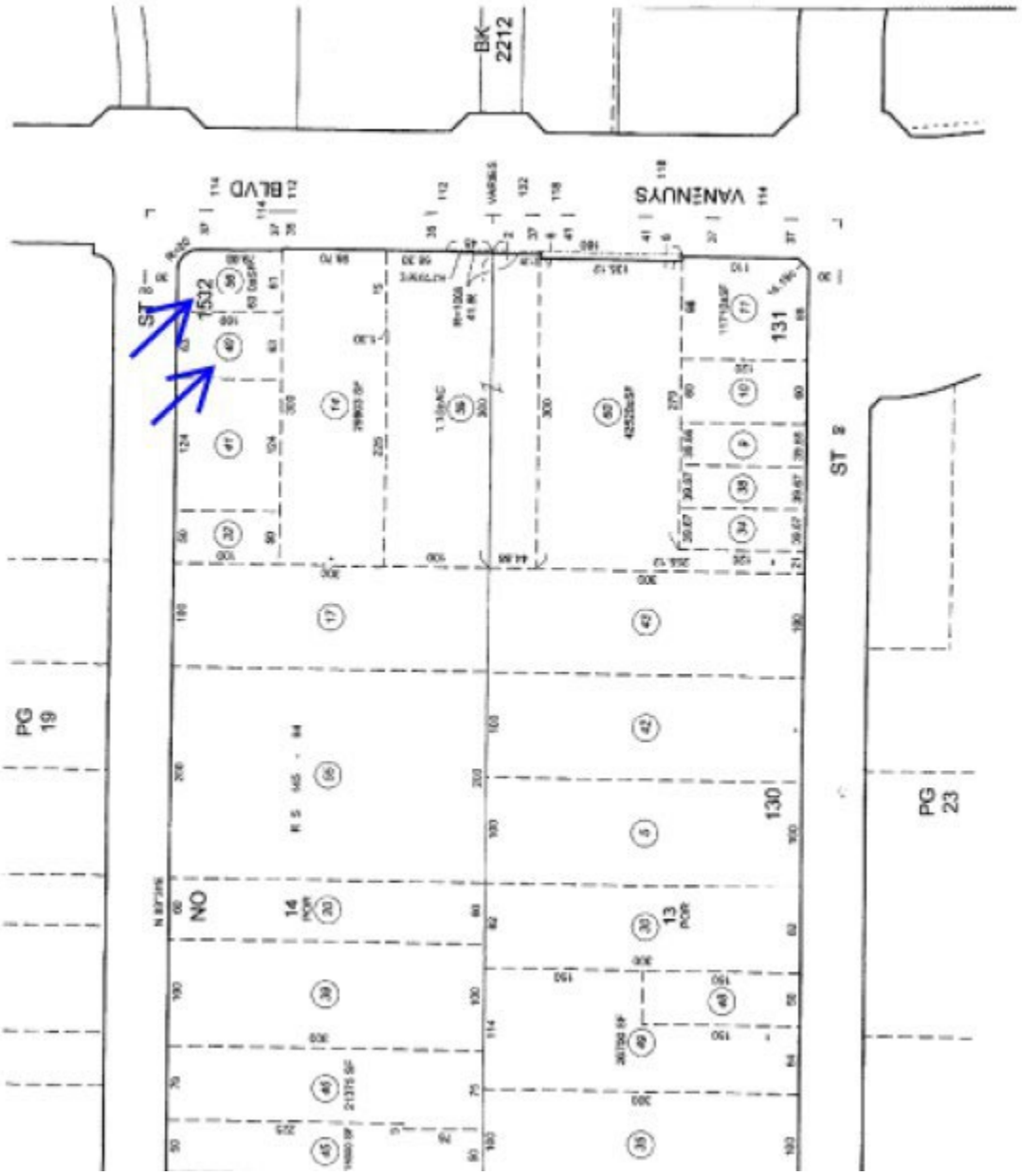
EXCEPT THEREFROM, ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES, LYING BELOW THE SURFACE OF SAID LAND, BUT WITH NO RIGHT OF SURFACE ENTRY, AS PROVIDED IN DEEDS OF RECORD.

APN: 2210-022-040

EXHIBIT B-1

Parcel B-004

PLAT MAP



IMPROVEMENTS PERTAINING TO REALTY

SHOE PALACE
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - MAY 1, 2025

Item No.	Qty.	Description
1	1	Roll-down security shutter, 57" x 9' high, metal, metal mesh fascia
2	36	Linear feet of retail area divider wall panel, 10' high x 8" thick, assumed to be wood framing, painted drywall fascia, 4" high base wood trim, wood, with electrical outlets
3	1	Roll-down security shutters, 40" x 9', metal, solid metal panel fascia
4	2	Roll-down storefront window shutters, 9' high, 1- 9' wide, 1- 11' wide, metal, metal mesh fascias
5	1,040	Square feet of retail area ceramic tile flooring, 24" x 24", polished white
6	312	Square feet of ceramic tile flooring, 24" x 6", simulated wood décor
7	138	Square feet of ceramic tile floor in retail area, 24" x 12", polished block
8	20	Surveillance cameras, manufacturer and model no. not available, including wall mounts and cabling to office, consisting of: 17 Interior 3 Exterior
9	3	Sign cabinets, 6' x 10' x 3" deep, aluminum cabinet, interior illumination, LED, printed vinyl facia, electrical, wall-bolted
10	22	Channel letters sign, 24" high, metal cabinet, plastic fascia, illuminated, "Shoe Palace", "SP", wall-mounted
11	2	Sign cabinets, 3' x 3', metal cabinet, plastic fascia, illuminated, "Nike logo", "Air Jordan logo", wall-

SHOE PALACE
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - MAY 1, 2025

Item No.	Qty.	Description
12	30	Linear feet of divider panel wall, 14' high, 8" deep, metal frame, gypsum board fascia, 1 door opening, 39" x 81", including 241 square feet of brick fascia, 8" x 5" x 2.5"
13	52	Linear feet of divider panel wall, 14' high, metal frame, dual-sided gypsum board fascia, 8" deep, with rolling security door, Dasma, model no. not available, 40" x 90", metal
14	2	Ceiling speakers, Yamaha, model no. not available, 18" x 12", including wiring and install
15	2	Ceiling speakers, Sony, model no. not available, 22" x 8" (estimate)
16	1	Alarm system, consisting of 1 control panel, 2 keypads, 1 motion sensor, wall-mounted, and 5 motion sensors, ceiling-mounted
17	150	Linear feet of track light, including 80 spotlights, 5" diameter
18	1	Lot of installation, assembly and electrical connections for open shoe display shelving

SHORT STOP #27
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - MAY 1, 2025

Item No.	Qty.	Description
1	30	Channel letter signs, 24" high, metal cabinet, plastic fascia, illuminated, "Liquor/ Checks Cashed"
2	1	Sign cabinet, 4' x 8', metal cabinet, plastic fascia, illuminated, "Liquor Mercado", wall-mounted
3	1	Sign cabinet, 4' x 8', metal cabinet, plastic fascia, illuminated, double-sided, "Liquor Mercado"
4	4	Signs, 24" diameter, metal, "Western Union", including 2 wall mounts
5	1	Canopy, 12' x 3' x 2', metal frame, canvas top
6	5	Sconce lights, 3" diameter x 12" high, metal, LED, wall-mounted, including installation
7	156	Square feet of window sign, vinyl, images of produce and meat
8	8	Window letter sign, 4" high, vinyl, "We Accept"
9	36	Window letters, 8" high, vinyl, "Verdura Fresca Carniceria Cortes Al Gusto"
10	27	Window letter sign, 10" high, vinyl, "Fresh Produce Fresh Meat Market"
11	3	Banner signs, 4' x 3', wall-mounted
12	1	Wall sign, 28" x 44", cardboard
13	1	Sign cabinet, 10' x 26", metal cabinet, plastic fascia, illuminated, "Carniceria", wall-mounted
14	1	Lot of water and electrical connections for water dispenser
15	1	Banner sign, 4' x 2', vinyl, "Western Union"

SHORT STOP #27
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - MAY 1, 2025

Item No.	Qty.	Description
16	1	Scullery sink, 3' x 3' x 2', stainless steel, single compartment, 18" x 13" x 18", right side drainboard, single mixing faucet, including plumbing
17	1	Floor sink, 12" x 10" x 12", ceramic, metal crate top, food catcher
18	1	Floor drain, 5" diameter, missing top
19	1	Scullery sink, Everest, Model no.: ES3-18-2, 90" x 35" x 24", stainless steel, 3-compartment, 18" x 11" x 18", dual drainboard, including single mixing faucet with pre-rinse sub assembly, plumbing
20	1	Hand sink, 20" x 13" x 20", stainless steel, including single mixing faucet, plumbing
21	1	Hand sink, 17" x 5" x 15", stainless steel, including dual-sided splashguards, single mixing faucet, plumbing
22	1	Outlet, 240V, single for meat saw
23	8	Linear feet of wall shelf, 15" deep, laminate, metal brackets
24	11	Linear feet of wall shelf, 20" deep, laminate, metal brackets
25	155	Square feet of FRP wall panel
26	41	Linear feet of drain pipe, 2" diameter, PVC
27	360	Square feet of ceiling tile, 2' x 2' tiles, washable surface
28	1	Wall sign, 8' x 4', cardboard, "image of a cow"
29	1	Lot of supplemental electricity for meat case
30	2	Wall shelves, 48" x 12", stainless steel

SHORT STOP #27
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - MAY 1, 2025

Item No.	Qty.	Description
31	7	Linear feet of wall shelf, 15" deep, laminate, metal brackets
32	17	Surveillance cameras, ENS & manufacturer not available, including wall mounts and cabling to office, consisting 2 Exterior, dome housing type 13 Interior, dome housing type 2 Interior, lipstick type
33	1	Alarm system, ADT, consisting of: 1 Control panel 1 Code pad 3 Door contacts 6 Motion sensors 1 Siren 1 Panic button
34	700	Square feet of accordion window security gates, metal track and gates, storefront mounted, consisting of: 1 5' x 10' 2 6' x 10' 1 13' x 10' 2 20' x 10'
35	1	Floor sink, floor recessed, enamel on metal, plumbing
36	1	Walk-in/ reach-in cooler, 29.5' x 8' x 10.5', insulated metal panel construction, interior illumination, 3 dual coil fan blowers, Larkin, model no. not available, R-22, remote mechanical compressor, 12 reach-in glass doors, 28" x 73", tempered, 28.5 linear feet of beverage merchandising rack, metal, 8-tier on average
37	1	Service counter, 18' x 34" x 30", metal base, laminate top, 2-tier under rear storage, 2 security gates, 24" x 22", metal frame, metal mesh fascias, 1 lot of electrical and outlets for POS equipment

SHORT STOP #27
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - MAY 1, 2025

Item No.	Qty.	Description
38	1	Remote compressor package for refrigerated produce case, manufacturer and model no. not available, including insulated piping, 1.5" diameter, metal
39	1	Check cashing office/ room construction, 9' x 9' overall, consisting of: 18 Linear feet of wall partitioning, 11' high, assumed to be wood framing, dual-sided drywall fascias 13 Linear feet of bullet resistant window, 1/2" thick, 58" high, metal frame, 2 under window transaction trays, 12" x 10", stainless steel, 2 through-window speaking vents, 5.25" diameter 22 Linear feet of built-in open base cabinetry, laminate on wood, 34" high x 24" deep countertop, 2 under tiers 13.5 Linear feet of exterior service counter, 9" to 16" deep, laminate on wood 1 Door, 3' x 79", wood, solid core, with dead bolt lock hardware 1 Lot of electrical outlets for computer equipment 16.5 Linear feet of upper wall shelving, 18" deep laminate, with wall brackets 1 Lot of vinyl window sign letters, 2" to 5" high, "Checks Cashed/ Money Orders/ Money Transfers, etc."
40	2	Convex security mirrors, with wall arms and brackets, 1-26", 1- 36"
41	8	Linear feet of wall shelving, 15" deep, laminate, with wall brackets

EXHIBIT A-2

Parcel B-005

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES (PANORAMA CITY AREA), IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE REAL PROPERTY IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS: LOTS 4 AND 5 OF TRACT 19309, AS PER MAP RECORDED IN BOOK 484, PAGES 20 AND 21 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 2653-002-030

EXHIBIT C-2

Parcel B-005

PLAT MAP



ATTACHMENT B-1

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY DECLARING CERTAIN IMPROVEMENTS PERTAINING TO THE REALTY NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT APN: 2210-022-040, 056; ESFV-B-004-1

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BOARD OF DIRECTORS ("BOARD") HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter are to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interests to be acquired consist of: the improvements pertaining to realty that are more particularly described in Exhibit "C" attached here to, and located on the real property identified in Exhibits "A" and "B" ("Improvements") (hereinafter the Improvements are referred to as the "Property Interests"). Exhibits "A", "B", and "C" are incorporated herein by reference.

Section 4.

(a.) The acquisition of the Property Interests is necessary for the development, construction, operation, and maintenance of the East San Fernando Valley Light Rail Transit Project ("Project");

(b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR),

which was certified by the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.

(c.) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

Section 5.

The Board hereby declares that it has found and determined each of the following:

(a.) The public interest and necessity require the Project;

(b.) The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;

(c.) The Property Interests sought to be acquired, which have been described herein, are necessary for the Project;

(d.) The offers required by Section 7267.2 of the Government Code have been made to the owners of the Property Interests. Said offers were accompanied by a written statement of, and summary of the basis for, the amount established and offered as just compensation. The statements/summaries complied with Government Code Section 7267.2, in form and in substance, including by containing the required factual disclosures.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property Interests are already devoted to a public use, the use to which the Property Interests are to be put is a more necessary public use than the use to which the Property Interests are already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property Interests are already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to the owners of the Property Interests to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein and each person whose Property Interests are to be acquired by eminent domain was given an opportunity to be heard.

Section 8.

It is the intention of the Board in adopting this Resolution to acquire all of Improvements Pertaining to Realty at the Subject Property to fulfill the purposes of the Project. A due and diligent effort has been made to identify all of the Improvements Pertaining to Realty on the Subject Property and to describe the same in the attached Exhibit C. If after the adoption of this Resolution Exhibit C is found to not accurately contain all of the Improvements Pertaining to Realty on the Subject Property, the Chief Executive Officer, or their designee, are hereby authorized to make such necessary adjustments to Exhibit C to as to include and identify all Improvements Pertaining to Realty on the Subject Property and to acquire the same as part of the authorization of this Resolution, and such adjusted or amended Exhibit C shall be the Property Interests authorized to be acquired herein.

Section 9.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property Interests described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property Interests in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property Interests, and, with the concurrence and approval of LACMTA Staff, to make minor adjustments to the scopes and descriptions of the Property Interests to be acquired in order to ameliorate any claims for severance damages.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary actions to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. If settlement cannot be reached, Counsel is authorized to proceed to resolve the proceedings by means of jury trial. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

Section 10.

If, after adoption of this Resolution, LACMTA acquires all of the Property Interests by negotiated acquisition without the commencement of an eminent domain proceeding authorized by this Resolution, then, upon the execution and delivery of the instrument(s) transferring interest in all of the Property Interests to LACMTA, this Resolution as to those Property Interests so acquired shall be automatically rescinded and extinguished, without further notice or additional action by this Board.

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 4th day of December, 2025.

_____ Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

ATTACHMENTS

Exhibit - A - Legal Description
Exhibit - B - Plat Map
Exhibit - C - Improvements Pertaining to Realty

EXHIBIT "A"
PARCEL ESFV-B-004-1

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

THE EAST 95 FEET OF THE NORTH 130 FEET OF LOT 14 OF TRACT NO. 1532, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGES 130 AND 131, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM, ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES, LYING BELOW THE SURFACE OF SAID LAND, BUT WITH NO RIGHT OF SURFACE ENTRY, AS PROVIDED IN DEEDS OF RECORD.

PARCEL 2:

THE WEST 3 FEET OF THE EAST 98 FEET OF THE NORTH 130 FEET OF LOT 14 OF TRACT NO. 1532, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGES 130 AND 131, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

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APN: 2210-022-056

PARCEL 3:

THE EAST 63 FEET OF THE SOUTH 100 FEET OF THE NORTH 130 FEET OF THE WEST 237 FEET OF THE EAST 335 FEET OF LOT 14 OF TRACT NO. 1532, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGES 130 AND 131, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM, ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES, LYING BELOW THE SURFACE OF SAID LAND, BUT WITH NO RIGHT OF SURFACE ENTRY, AS PROVIDED IN DEEDS OF RECORD.

PARCEL 4:

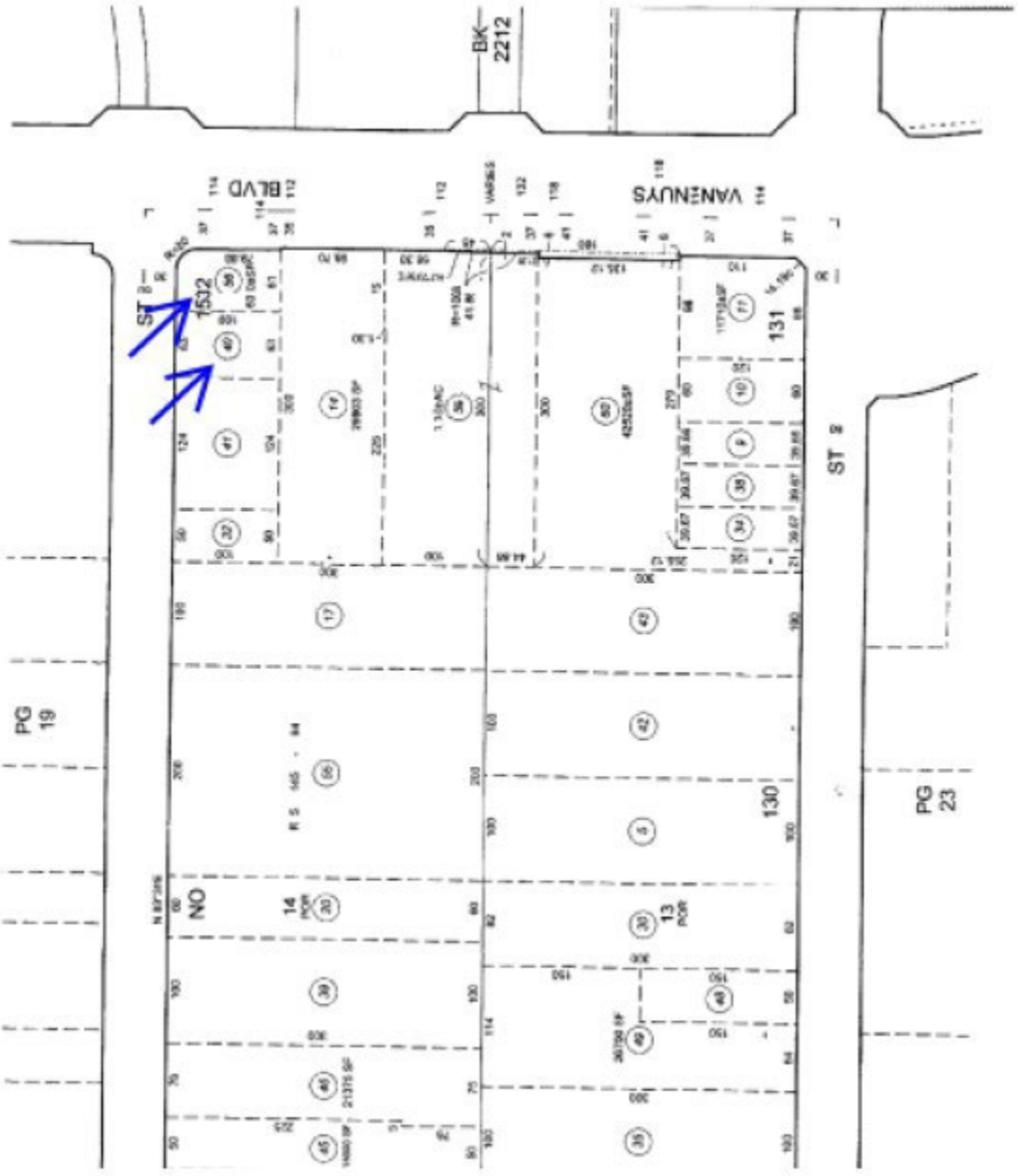
THE EAST 63 FEET OF THE NORTH 30 FEET OF THE WEST 237 FEET OF THE EAST 335 FEET OF LOT 14 OF TRACT NO. 1532, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGES 130 AND 131, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM, ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES, LYING BELOW THE SURFACE OF SAID LAND, BUT WITH NO RIGHT OF SURFACE ENTRY, AS PROVIDED IN DEEDS OF RECORD.

APN: 2210-022-040

EXHIBIT "B"
PARCEL ESFV-B-004-1

PLAT MAP



SHOE PALACE
IMPROVEMENTS PERTAINING TO REALTY

Item No.	Qty.	Description
1	1	Roll-down security shutter, 57" x 9' high, metal, metal mesh fascia
2	36	Linear feet of retail area divider wall panel, 10' high x 8" thick, assumed to be wood framing, painted drywall fascia, 4" high base wood trim, wood, with electrical outlets
3	1	Roll-down security shutters, 40" x 9', metal, solid metal panel fascia
4	2	Roll-down storefront window shutters, 9' high, 1- 9' wide, 1- 11' wide, metal, metal mesh fascias
5	1,040	Square feet of retail area ceramic tile flooring, 24" x 24", polished white
6	312	Square feet of ceramic tile flooring, 24" x 6", simulated wood décor
7	138	Square feet of ceramic tile floor in retail area, 24" x 12", polished block
8	20	Surveillance cameras, manufacturer and model no. not available, including wall mounts and cabling to office, consisting of: 17 Interior 3 Exterior
9	3	Sign cabinets, 6' x 10' x 3" deep, aluminum cabinet, interior illumination, LED, printed vinyl facia, electrical, wall-bolted
10	22	Channel letters sign, 24" high, metal cabinet, plastic fascia, illuminated, "Shoe Palace", "SP", wall-mounted
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Item No.	Qty.	Description
12	30	Linear feet of divider panel wall, 14' high, 8" deep, metal frame, gypsum board fascia, 1 door opening, 39" x 81", including 241 square feet of brick fascia, 8" x 5" x 2.5"
13	52	Linear feet of divider panel wall, 14' high, metal frame, dual-sided gypsum board fascia, 8" deep, with rolling security door, Dasma, model no. not available, 40" x 90", metal
14	2	Ceiling speakers, Yamaha, model no. not available, 18" x 12", including wiring and install
15	2	Ceiling speakers, Sony, model no. not available, 22" x 8" (estimate)
16	1	Alarm system, consisting of 1 control panel, 2 keypads, 1 motion sensor, wall-mounted, and 5 motion sensors, ceiling-mounted
17	150	Linear feet of track light, including 80 spotlights, 5" diameter
18	1	Lot of installation, assembly and electrical connections for open shoe display shelving

SHORT STOP
IMPROVEMENTS PERTAINING TO REALTY

Item No.	Qty.	Description
1	30	Channel letter signs, 24" high, metal cabinet, plastic fascia, illuminated, "Liquor/ Checks Cashed"
2	1	Sign cabinet, 4' x 8', metal cabinet, plastic fascia, illuminated, "Liquor Mercado", wall-mounted
3	1	Sign cabinet, 4' x 8', metal cabinet, plastic fascia, illuminated, double-sided, "Liquor Mercado"
4	4	Signs, 24" diameter, metal, "Western Union", including 2 wall mounts
5	1	Canopy, 12' x 3' x 2', metal frame, canvas top
6	5	Sconce lights, 3" diameter x 12" high, metal, LED, wall-mounted, including installation
7	156	Square feet of window sign, vinyl, images of produce and meat
8	8	Window letter sign, 4" high, vinyl, "We Accept"
9	36	Window letters, 8" high, vinyl, "Verdura Fresca Carniceria Cortes Al Gusto"
10	27	Window letter sign, 10" high, vinyl, "Fresh Produce Fresh Meat Market"
11	3	Banner signs, 4' x 3', wall-mounted
12	1	Wall sign, 28" x 44", cardboard
13	1	Sign cabinet, 10' x 26", metal cabinet, plastic fascia, illuminated, "Carniceria", wall-mounted
14	1	Lot of water and electrical connections for water dispenser
15	1	Banner sign, 4' x 2', vinyl, "Western Union"

Item No.	Qty.	Description
16	1	Scullery sink, 3' x 3' x 2', stainless steel, single compartment, 18" x 13" x 18", right side drainboard, single mixing faucet, including plumbing
17	1	Floor sink, 12" x 10" x 12", ceramic, metal crate top, food catcher
18	1	Floor drain, 5" diameter, missing top
19	1	Scullery sink, Everest, Model no.: ES3-18-2, 90" x 35" x 24", stainless steel, 3-compartment, 18" x 11" x 18", dual drainboard, including single mixing faucet with pre-rinse sub assembly, plumbing
20	1	Hand sink, 20" x 13" x 20", stainless steel, including single mixing faucet, plumbing
21	1	Hand sink, 17" x 5" x 15", stainless steel, including dual-sided splashguards, single mixing faucet, plumbing
22	1	Outlet, 240V, single for meat saw
23	8	Linear feet of wall shelf, 15" deep, laminate, metal brackets
24	11	Linear feet of wall shelf, 20" deep, laminate, metal brackets
25	155	Square feet of FRP wall panel
26	41	Linear feet of drain pipe, 2" diameter, PVC
27	360	Square feet of ceiling tile, 2' x 2' tiles, washable surface
28	1	Wall sign, 8' x 4', cardboard, "image of a cow"
29	1	Lot of supplemental electricity for meat case
30	2	Wall shelves, 48" x 12", stainless steel

Item No.	Qty.	Description
31	7	Linear feet of wall shelf, 15" deep, laminate, metal brackets
32	17	Surveillance cameras, ENS & manufacturer not available, including wall mounts and cabling to office, consisting 2 Exterior, dome housing type 13 Interior, dome housing type 2 Interior, lipstick type
33	1	Alarm system, ADT, consisting of: 1 Control panel 1 Code pad 3 Door contacts 6 Motion sensors 1 Siren 1 Panic button
34	700	Square feet of accordion window security gates, metal track and gates, storefront mounted, consisting of: 1 5' x 10' 2 6' x 10' 1 13' x 10' 2 20' x 10'
35	1	Floor sink, floor recessed, enamel on metal, plumbing
36	1	Walk-in/ reach-in cooler, 29.5' x 8' x 10.5', insulated metal panel construction, interior illumination, 3 dual coil fan blowers, Larkin, model no. not available, R-22, remote mechanical compressor, 12 reach-in glass doors, 28" x 73", tempered, 28.5 linear feet of beverage merchandising rack, metal, 8-tier on average
37	1	Service counter, 18' x 34" x 30", metal base, laminate top, 2-tier under rear storage, 2 security gates, 24" x 22", metal frame, metal mesh fascias, 1 lot of electrical and outlets for POS equipment

Item No.	Qty.	Description
38	1	Remote compressor package for refrigerated produce case, manufacturer and model no. not available, including insulated piping, 1.5" diameter, metal
39	1	Check cashing office/ room construction, 9' x 9' overall, consisting of: 18 Linear feet of wall partitioning, 11' high, assumed to be wood framing, dual-sided drywall fascias 13 Linear feet of bullet resistant window, 1/2" thick, 58" high, metal frame, 2 under window transaction trays, 12" x 10", stainless steel, 2 through-window speaking vents, 5.25" diameter 22 Linear feet of built-in open base cabinetry, laminate on wood, 34" high x 24" deep countertop, 2 under tiers 13.5 Linear feet of exterior service counter, 9" to 16" deep, laminate on wood 1 Door, 3' x 79", wood, solid core, with dead bolt lock hardware 1 Lot of electrical outlets for computer equipment 16.5 Linear feet of upper wall shelving, 18" deep laminate, with wall brackets 1 Lot of vinyl window sign letters, 2" to 5" high, "Checks Cashed/ Money Orders/ Money Transfers, etc."
40	2	Convex security mirrors, with wall arms and brackets, 1-26", 1- 36"
41	8	Linear feet of wall shelving, 15" deep, laminate, with wall brackets

ATTACHMENT B-2

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY DECLARING CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT APN: 2653-002-030 ESFV-B-005-1

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BOARD OF DIRECTORS ("BOARD") HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter are to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interests to be acquired consist of: (i) the fee interest in the real property described in the legal description attached hereto as Exhibit "A" and depicted in the plat map attached hereto as Exhibit "B" ("Fee Interest"); (hereinafter the Fee Interest is referred to as the "Property Interests"). Exhibits "A", "B", are incorporated herein by reference.

Section 4.

(a.) The acquisition of the Property Interests is necessary for the development, construction, operation, and maintenance of the East San Fernando Valley Light Rail Transit Project ("Project");

(b.) The environmental impacts of the Project were evaluated in the Final

Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.

(c.) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

Section 5.

The Board hereby declares that it has found and determined each of the following:

(a.) The public interest and necessity require the Project;

(b.) The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;

(c.) The Property Interests sought to be acquired, which have been described herein, are necessary for the Project;

(d.) The offers required by Section 7267.2 of the Government Code have been made to the owners of the Property Interests. Said offers were accompanied by a written statement of, and summary of the basis for, the amount established and offered as just compensation. The statements/summaries complied with Government Code Section 7267.2, in form and in substance, including by containing the required factual disclosures.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property Interests are already devoted to a public use, the use to which the Property Interests are to be put is a more necessary public use than the use to which the Property Interests are already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property Interests are already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to the owners of the Property Interests to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein and each person whose Property Interests are to be acquired by eminent domain was given an opportunity to be heard.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property Interests described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property Interests in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property Interests, and, with the concurrence and approval of LACMTA Staff, to make minor adjustments to the scopes and descriptions of the Property Interests to be acquired in order to ameliorate any claims for severance damages.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary actions to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. If settlement cannot be reached, Counsel is authorized to proceed to resolve the proceedings by means of jury trial. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

Section 9

If, after adoption of this Resolution, LACMTA acquires all of the Property Interests by negotiated acquisition without the commencement of an eminent domain proceeding authorized by this Resolution, then, upon the execution and delivery of the instrument(s) transferring interest in all of the Property Interests to LACMTA, this Resolution as to those Property Interests so acquired shall be automatically rescinded and extinguished, without further notice or additional action by this Board.

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Boar d of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 4th day of December, 2025.

_____ Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

ATTACHMENTS

Exhibit - A – Fee Interest Legal Description
Exhibit - B – Fee Interest Plat Map

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES (PANORAMA CITY AREA), IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE REAL PROPERTY IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS: LOTS 4 AND 5 OF TRACT 19309, AS PER MAP RECORDED IN BOOK 484, PAGES 20 AND 21 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 2653-002-030

EXHIBIT "B"
PARCEL ESFV-B-005-1

PLAT MAP



Hearing to Adopt Resolutions of Necessity

East San Fernando Valley Light Rail Transit Project

Agenda Item # 2025-0903

Metro

Regular Board Meeting
December 4, 2025

Hearing to Adopt Resolutions of Necessity
East San Fernando Valley Light Rail Transit Project

Project: The East San Fernando Valley Light Rail Transit Project extends north from the Van Nuys Metro G-Line station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles of a dual track light rail transit (LRT) system with 14 at-grade stations..

The initial operating segment (IOS) is defined as the southern 6.7 miles of the Project alignment. The IOS, identified as the southern segment, is street running in the middle of Van Nuys Boulevard and includes 11 at-grade center platform stations, 10 traction power substations, and a maintenance and storage facility for the LRT vehicles.

Property Impacts: Improvements Pertaining to Realty (IPR) interests for Project Parcel B-004 and Full Fee Simple (Fee) Interest for B-005.

Property Locations: Panorama City, CA 91402

Relocation Impacts: Project impacts require the relocation of 3 businesses.

Safety Impacts: The Board action will not have an impact on LACMTA's safety standards.

Metro

Hearing to Adopt Resolutions of Necessity
East San Fernando Valley Light Rail Transit Project

PARCELS OVERVIEW

Parcel B-005
8751 Van Nuys Blvd,
Panorama City, CA



Parcel B-004
7921 – 7929 Van Nuys Blvd,
Panorama City, CA





Metro

Hearing to Adopt Resolutions of Necessity
East San Fernando Valley Light Rail Transit Project

PARCELS OVERVIEW

Project Parcel Number	Assessor's Parcel Number	Parcel Address	Property Owner/ Tenant	Property Interest(s) Sought
B-004	2210-022-040 2210-022-056	7921 – 7929 Van Nuys Blvd, Panorama City, CA 91402	Van Nuys at Blythe LLC *(Owner)*	IPR
			Short Stop #27 *(Tenant)*	IPR
			The Shoe Palace *(Tenant)*	IPR
B-005	2653-002-030	8751 Van Nuys Blvd, Panorama City, CA	8229 Van Nuys, LLC *(Owner)*	Fee

Metro

Hearing to Adopt Resolutions of Necessity
East San Fernando Valley Light Rail Transit Project

Relocation Benefits Provided to Displaced Businesses:

- Movement of Personal Property and Discconect and Reconnect Costs
- Re-Establishment Benefits
- Payment for Searching and Related Expenses for a Replacement Site
- Professional services performed before purchase or lease of a replacement site; (feasibility reports, soil testing, etc.)
- Loss of Tangible Personal Property and Substitute Personal Property
- Advisory services
- Move Planning Services

Metro

Hearing to Adopt Resolutions of Necessity
East San Fernando Valley Light Rail Transit Project

Staff recommends the Board make the below findings and adopt the Resolutions of Necessity:

- The public interest and necessity require the proposed Project;
- The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- The Properties sought to be acquired, which have been described herein, are necessary for the proposed Project;
- The offers required by Section 7267.2 of the Government Code have been made to the Owners; and
- Whether the statutory requirements necessary to acquire the properties or property interests by eminent domain have been complied with by LACMTA.

Metro



Metro

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

Metro

Board Report

File #: 2025-1022, **File Type:** Minutes **Agenda Number:** 2.

REGULAR BOARD MEETING
DECEMBER 4, 2025

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held October 23, 2025.

powered by Legistar™

From: advocate@mail.actionbutton.org on behalf of Sigrid Rogers
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Saturday, September 27, 2025 7:31:56 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.
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:

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 Sigrid Rogers via ActionButton, on behalf of MoveLA. Please reply to Sigrid Rogers at [redacted]

From: advocate@mail.actionbutton.org on behalf of Viacheslav Sablin
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, October 14, 2025 4:32:35 PM

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Viacheslav Sablin via ActionButton, on behalf of MoveLA. Please reply to Viacheslav Sablin at [redacted]

From: advocate@mail.actionbutton.org on behalf of Nicholas Spark
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, October 14, 2025 7:20:18 PM

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Nicholas Spark via ActionButton, on behalf of MoveLA. Please reply to Nicholas Spark at [redacted].

From: advocate@mail.actionbutton.org on behalf of Mark Mallare
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Friday, October 17, 2025 3:52:42 PM

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Mark Mallare via ActionButton, on behalf of MoveLA. Please reply to Mark Mallare at [redacted]

From: advocate@mail.actionbutton.org on behalf of Nicholas Griffin
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, October 21, 2025 12:09:51 PM

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This message was sent by Nicholas Griffin via ActionButton, on behalf of MoveLA. Please reply to Nicholas Griffin at [redacted]

From: advocate@mail.actionbutton.org on behalf of Renee Dake Wilson
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Wednesday, October 22, 2025 6:12:34 AM

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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:

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 Renee Dake Wilson via ActionButton, on behalf of MoveLA.
Please reply to Renee Dake Wilson at [redacted].

From: Monica Valentino
To: Board Clerk
Subject: (EXTERNAL) Pacific Surfrider and Rail to SD Oc, and LA and north of LA
Date: Wednesday, October 22, 2025 4:49:15 PM

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To whom it may concern,

I have had the good fortune to ride the Surfrider and other trains for years. I pray the Metro Board will continue to support the growth of rail and train services to our communities. The service has decreased greenhouse gases and reduced motorist's stress on our highways. In addition, businesses benefit with tourists including stops at towns they would not have considered when traveling by car.
For those without cars or other forms of transportation,the trains local to their neighborhoods provide a tremendous service.
Please continue to provide more rail for our residents.

Thank You
MMV

858.775.2220
eXp Realty
San Diego CA 92130
Je parle francais
Yo hablo espanol
ATTENTION: Be aware! Online banking fraud is on the rise. Call your escrow officer to verify information prior to sending funds. I will never request you send funds or personal information through an email. If you receive an email request such as this, please notify me immediately before taking any action.

From:	Diane Goodchild
To:	Board Clerk
Subject:	(EXTERNAL) Please Choose the Hawthorne Route — Protect Our Neighborhoods and Green Space
Date:	Monday, October 20, 2025 9:22:04 PM

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Dear Metro Board Members,

I'm writing to urge you not to build the C-Line Extension along the Right-of-Way (ROW) through Lawndale, Redondo Beach, and Torrance. This route would destroy precious green space, divide neighborhoods, and expose families, schools, and parks to noise and safety risks. Our unit is right next to the tracks and would be greatly detrimental to our quality of life and value of the unit which is our financial security!!! Please do not approve this railway!!! The train currently using the track is noise and dust enough -constant rail use will be right next to our balcony and make it unusable, vegetables and flowers will die, no more hummingbirds and windows will have to be closed!!!

The Hawthorne Boulevard alternative is a smarter, safer, and more equitable option — it follows a commercial corridor where the train belongs and supports local businesses instead of displacing homes.

Please stand with the South Bay community and protect our neighborhoods. Reject the ROW alignment and choose the Hawthorne elevated route instead.

Thank you for listening and for considering the voices of those who live here.

Please save our quality of life along the row.
Diane Goodchild Hatanaka.

From: Jessica Fish
To: Board Clerk
Subject: (EXTERNAL) Thank you for reinstating the two METRO bus drivers:
Date: Monday, September 29, 2025 3:36:06 PM

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Metro Board Clerk,

Members of the Board and Metro CEO,
THANK YOU for doing the right thing and
reinstating the two METRO bus drivers after they were fired in August for protecting their riders from ICE and speaking to the press.

I ride METROLINK down to Oceanside every year to visit my brother who has a time share there. I'm in a wheelchair and am very grateful for the kind treatment I get every time I ride from Acton Vincent Hill to Oceanside.

Thank you for your continued commitment to riders and workers,

Jessica Fish

Jessica Fish
[redacted]

From: Alvarez Jaime
To: Board Clerk
Subject: (EXTERNAL) Time to redirect funds from A Line extension.
Date: Friday, September 26, 2025 2:47:48 PM

CAUTION: This email originated from outside of LA Metro organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, I believe that with the state in a huge deficit, and no money coming to transit in the upcoming years, LA Metro should redirect the $800 million in funds earmarked for the A line extension to Claremont, to much more needed projects in much more dense parts of LA County, to include the SELA line and ESFV projects, even a much needed line to Sofi Stadium. SBCTA made the wise decision, as there is no reason for the huge expense to Montclair, when one can easily transfer to/from Metrolink at Pomona North. A line to Claremont would just duplicate the station at Pomona North. Please use our limited transit dollars wisely. Thank you.

From: Makena James
To: Board Clerk
Subject: (EXTERNAL) Weapon detector complaint
Date: Monday, October 20, 2025 8:11:04 AM

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Dear LA Metro board,
My name is Makena James. I use la metro regularly (I have a TAP card and pay my ride fares), and I want to carry pepper gel for self defense. Without a weapon, I never felt safe on LA metro due to the crackheads who were bigger, stronger men. I'm a small woman and having absolutely nothing to defend myself presents an unfair advantage to these brawn crackheads.

Recently I heard about May v Bonta and how trains are not a sensitive place and how people have the right to bear arms for self defense. Ever since then, I've been conceal carrying pepper gel just in case. I ride the train through the most dangerous parts of town: Compton, Watts Towers, and Westlake/MacArthur Park.

I'm beyond upset at your new weapon detector TSA style screening at some stations. I already hate flying because of the TSA security and not being able to defend myself should the need ever arise on airplanes, so I avoid flying as much as possible, but at least when I'm flying, the bad guy can't escape as easily and the plane doesn't make a midway stop in "The Ghetto" between origin and destination airports. With this, it's super unfair because the train does make midway stops in dangerous areas, and bad guys can get away more easily. It infringes upon my second and fourth amendment rights. By disarming women of basic, even non-lethal, weapons, you are removing their rights to defend themselves from big beefcakes like Deok-su, Bane, and Cato. Plus, these weapon detectors aren't even at the dangerous stations. What happens if I have to go through your stupid TSA security checkpoint at Norwalk station, you confiscate my only way of defending myself (pepper gel), then I transfer to the blue line and ride through Compton to get to Long Beach, and then a gang of Crips with giant muscles led by Deok-su board the train and strangle me to death for my purse and I can't pepper gel them because you confiscated it? I'll make sure in such an event that you guys get sued along with his majesty the Dictator Gavin Newsom.

I'm from North Carolina which has voter fraud that keeps democrats in the governorship. Their latest democrat governor is soft on crime, and his policies of making it a nanny state and disarming women of their rights to bear arms led to a big black hulk stabbing

an innocent Ukrainian girl to death on a subway.

Criminals will just find their way around your weapon detectors, no doubt, while law abiding citizens will have their rights taken away due to your unreasonable searches and seizures. It's not like I carry a gun either. I carry pepper gel, a nice non-lethal alternative that disables Deok-su enough that I can get away from him and press the emergency intercom button if he's threatening my life on the LA metro.

And then there's the issue of my destination. When I commute to UCLA, LA, or Hollywood via metro, being disarmed from the weapons detectors opens me up for all sorts of armed or unarmed muggers or rapists to take advantage of me or murder me. I also have a sociopathic ex boyfriend at UC Riverside, where I still go to study carillon (only school nearby that teaches carillon). When I commute there via metro and metrolink, not being able to have pepper gel on me opens me up more for possible assault from him. I do not feel safe going to Riverside without something to use to defend myself, lethal or non lethal.

If you're gonna have these weapon detector checkpoints, you should only have them at the most dangerous stations (compton, watts towers, and westlake/Macarthur park), and you should allow CCW gun holders to keep their guns and let law abiding citizens with pepper gel keep their pepper gel through the checkpoints, especially since it's non lethal anyways. Then your system might work. But if you're gonna strip away innocent women like me of their right to bear non-lethal arms, then prepare for a big lawsuit, because I will sue you all the way to Hell and back for sexism, misogyny, and for violating the second and fourth amendments of the US constitution.

For now, though, I have trained and earned my pepper spray permit that security guards have to get so I can flex all my rights to carry pepper spray for self defense should you dare take it away at a weapons detector. This is complete bullshit. Get rid of the weapons detectors, or at least, don't come for my pepper gel, or I will lead a class action lawsuit, maybe multiple lawsuits against you. In addition, I'll start taking my car to school so I can keep my right to bear arms without the threat of it being taken away from me.

All best,
Makena

Mobility 21
THE SOUTHERN CALIFORNIA TRANSPORTATION COALITION
One Region. One Voice. One Future.

October 21, 2025

Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012

Subject: Support #10 Link Union Station (Link US) Project

Dear Metro Board of Directors,

On behalf of Mobility 21, I am writing to express our strong support for Item #10, the approval of the Final Supplemental Environmental Impact Report (Final SEIR) for the Link Union Station project. This transformative investment will modernize Los Angeles Union Station into a 21st-century mobility hub — improving regional connectivity, advancing sustainability, and enhancing the passenger experience for millions of riders.

Link US will convert Union Station from a "stub-end" facility into a run-through station, enabling trains to enter and exit without reversing. This upgrade will reduce delays, improve on-time performance, and increase station capacity by up to 50%. For the traveling public, this means shorter travel times, smoother transfers, and a more reliable commute throughout Southern California.

Beyond mobility benefits, Link US delivers significant environmental and community gains. By eliminating train idling and optimizing rail operations, the project will reduce greenhouse gas emissions by over 40%, supporting California's climate goals. It also incorporates strong environmental safeguards and a Mitigation Monitoring and Reporting Plan to ensure responsible construction and long-term sustainability.

In sum, Link US is not just a Metro project—it is an investment that strengthens our economy, creates local jobs, and positions Los Angeles as a national leader in sustainable, connected transportation.

We strongly urge full support for the Supplemental Environmental Impact Report and advancement of this vital project.

Sincerely,

Jenny Galaviz
Executive Director

COALITION PARTNERS

Automobile Club of Southern California

Inland Empire Economic Partnership

Los Angeles Area Chamber of Commerce

Los Angeles County Metropolitan Transportation Authority

Metrolink

Orange County Business Council

Orange County Transportation Authority

Rebuild SoCal Partnership

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Southern California Association of Governments

Tri-County Chamber Alliance

Ventura County Transportation Commission

One Park Plaza, Suite 600, PMB 183 | Irvine, CA 92614 | p: 949.288.6884 | f: 949.264.1456 | www.mobility21.com

From:	Dennis Berman
To:	Board Clerk
Cc:	Marisa Olguin
Subject:	(EXTERNAL) For the record Metro meeting 10/23/25
Date:	Wednesday, October 22, 2025 3:39:29 PM
Attachments:	DLA Support Letter re Link US Opposition.docx 0554_240809131734_001 (3) (1).pdf

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To all this may concern:
My name is Dennis Berman, I was the business owner of Bandwagon Brokerage in Vernon until 2022 and then became an investor in Bandwagon/ WPS Fresh. Since 2011 I have been the property owner of 4550 Seville Ave at 46th St. When notified by Metro about the Malabar project I took on the law firm of DL Piper to represent me and compose the attached letter in hope that my concerns and potential loss of livelihood would be recognized Since the original SEIR/EIR and the multiple follow up Public hearings and meetings, I see absolutely no changes to the issues that directly effect me and my investment in Bandwagon and property. I don't recall that this letter was ever responded to by Metro, however, a meeting took place at my property with Metro to discuss the project. The meeting resulted in no possible solutions to my potential problems if the project were to go forward.
It is important to me that these attachment be included in the record for the Final public hearing on October 23, 2025 to explain the impact of this project on me, my property, my investments and that of neighboring businesses.
Thank you for your attention to this matter.

Dennis Berman

DLA Piper LLP (US)
2000 Avenue of the Stars
Suite 400 North Tower
Los Angeles, California 90067-4735

Sean Becker
sean.becker@dlapiper.com
T 310.595.3044
F 310.595.3300

August 9, 2024
VIA EMAIL

Carlos J. Montez
Deputy Executive Officer
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza, MS 99-18-2
Los Angeles, CA 90012
213.418.3241
linkunionstation@metro.net

Re: Public Comment Letter Regarding Link Union Station Project
Draft Environmental Impact Report (State Clearinghouse No. 2016051071)

Dear Mr. Montez:

We represent Deleni Boys LLC in the matter of opposing approval of the current version of the Draft Environmental Impact Statement and Supplemental Environmental Impact Report ("Draft EIS/SEIR") prepared jointly by the Los Angeles County Metropolitan Transportation Authority ("LA Metro") and the California High-Speed Rail Authority ("CHSRA") for the Link-Union Station Project ("Project").

This short letter is intended to supplement the public comment letter submitted by Mr. Dennis Berman on behalf of Deleni Boys LLC and reinforce our professional opinion that the Draft EIS/SEIR contains serious legal deficiencies that must be remedied prior to approval. The magnitude of the significant and unavoidable environmental impacts in Vernon, as well as the lack of recent environmental study both weigh against approval of the Project in its current form. It appears likely that the Project could thus be subject to numerous and substantial legal challenges if approved in its current form. We look forward to working with LA Metro further on this matter.

Very truly yours,
Sean Becker

August 9, 2024
VIA EMAIL

Carlos J. Montez
Deputy Executive Officer
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza, MS 99-13-2
Los Angeles, CA 90012
213.418.3241
linkunionstation@metro.net

Re: Public Comment Letter Regarding Link Union Station Project
Draft Environmental Impact Report (State Clearinghouse No. 2016051071)

Dear Mr. Montez:

Thank you for the opportunity to review and provide input on the Draft Environmental Impact Statement and Supplemental Environmental Impact Report ("Draft EIS/SEIR") prepared jointly by the Los Angeles County Metropolitan Transportation Authority ("LA Metro") and the California High-Speed Rail Authority ("CHSRA") (together, the "Lead Agencies") pursuant to the California Environmental Quality Act ("CEQA") and the National Environmental Policy Act ("NEPA"). The Draft EIS/SEIR document was prepared for a proposed project involving the extension of rail tracks at Los Angeles Union Station and related rail development on and around the BNSF Railway's Malabar Yard in the City of Vernon ("Project").

As a property owner in the City of Vernon directly affected by the Malabar Yard component of the Project, I am writing to express my strong opposition to the Draft EIS/SEIR and the Project as currently proposed. My property is located at 4550 Seville Avenue directly along the portion of 46th Street where new rail track is proposed. I am a prime example of a community member that will be permanently harmed by the careless decision to undertake the Vernon component of the Project.

As detailed below, the Project is tremendously detrimental to Vernon property owners such as myself, and to the entire Vernon community. Furthermore, the Project as proposed contains significant and serious environmental and legal deficiencies that weigh heavily against Project approval. I would thus urge that the Project be disapproved, approved without the Vernon component, or else that further environmental study be undertaken.

My Property – 4550 Seville Avenue

I own property located at 4550 Seville Avenue in the City of Vernon. This property is located at the northeast corner of 46th Street and Seville Avenue within what the Draft EIS/SEIR refers to as an "Area of Impact". (Draft EIS/SEIR, Figure 8.) This area adjacent to and abutting my property is also said to be an area of "Permanent Impacts". (Draft EIS/SEIR Appendix Q, p. 2-21.) Specifically, under the proposed Project, 46th Street would be bisected by new rail track directly in front of my property.

Additionally, rail gate arms are proposed on Seville Avenue at 46th Street directly across from my property. The Draft EIS/SEIR found that the railroad crossing and gate arms proposed at this intersection of Seville Avenue and 46th Street would introduce a roadway hazard due to queuing that would cause vehicular traffic to extend across 46th Street, and that this was a significant and unavoidable environmental impact of the Project even following the implementation of mitigation measures. (Draft EIS/SEIR, p. ES-cxvi.)

The mere creation of the rail track along my property's portion of 46th Street creates what the Draft EIS/SEIR refers to as the "physical division of an established community", yet erroneously and offensively the analysis concludes that there are "no established communities within or adjacent to the Project footprint". (Draft EIS/SEIR, p. 3.2-33.) My business and the other businesses around it form a strong industrial community with a legacy of cooperation that will be significantly harmed by the Project. And the Draft EIS/SEIR wholly fails to take this into account.

The Local Business at My Property

I operated a wholesale fruit and vegetable company at this property from 1988 to 2022 and have always been proud to call Vernon home for my business and my employees. In 2022 I sold the business and entered into a 10-year lease with the new owners so that the business could continue at this location because this site worked so well for our business. The business continues today to operate at the property from 2:00 a.m. until 4:00 p.m. Monday through Friday.

The handling of fresh fruits and vegetables demands uninterrupted movement to ensure freshness and on time delivery to our customers, and accordingly the property receives 60 to 80 truck visits per day, including large semi tractor trailers that rely on the ability to make wide turns on 46th Street and on Seville Avenue. Separately, 15 additional semi tractor trailers rent space to park at the property and expect regular access to the property.

46th Street Rail Track Design Options

The proposed construction on 46th Street would specifically create a new 1,000-foot segment of new track between two existing track segments intended to connect the BNSF Malabar Yard to the BNSF Los Angeles Junction. Under 46th Street Connector Design Option 1 ("Option 1") a rail alignment would be constructed encroaching onto the private property of sites on the south side of 46th Street to avoid any potential narrowing and/or reconfiguration of 46th Street between Seville Avenue and Pacific Boulevard. (Draft EIS/SEIR Appendix Q, p. ES-2.) Under 46th Street Connector Design Option 2 ("Option 2") a rail alignment would be constructed in a manner that avoids most private properties on the south side of 46th Street but includes narrowing and/or reconfiguration of the 46th Street roadway itself. (Draft EIS/SEIR Appendix Q, p. ES-2.)

In the event that the 46th Street rail tracks are approved, Option 1 would be clearly preferable because, although it would infringe upon a small number of property owners across 46th Street from my property, it appears that the effects upon the roadway itself would be relatively limited because narrowing and reconfiguration of the roadway would not be required. Any narrowing or reconfiguration of 46th Street would seriously and permanently impede the truck deliveries and pick-ups that are required for the business located at my property. For this reason, if the Vernon component of the Project proceeds Option 1 should be selected.

However, I oppose the construction of rail tracks along 46th Street in general and would thus ideally ask the Lead Agencies reject both Option 1 or Option 2. These tracks would significantly inhibit access to my property, threatening the very existence of the business and the property. Timely incoming shipments of produce and outgoing customer pickups and deliveries will be logistically impossible without full access to 46th Street.

Additionally, either option appears to still propose full building demolition at multiple sites one block from my property, which I consider to be an extreme environmental impact. (Draft EIS/SEIR Appendix Q, p. 2-35.) The Draft EIS/SEIR strangely states that the demolition would not cause adverse impacts because the properties would be usable after implementation of the railroad project, ignoring the effects on the jobs lost and the businesses literally destroyed.

Project Effects on the Employees of the Business

Furthermore, the inhibited property access will harm our employees who will have difficulty accessing the property for work and leaving the property both at the end of the day and during the lunch hour to patronize other local businesses.

But the effects on my property's employees will extend beyond just property access. We have worked hard over many years to build a strong workforce for this business and if the Project is undertaken as proposed we fear that they will seek employment elsewhere due to increased commutes if the Project is approved. This pattern is likely to spread to the rest of Vernon's industrial district if the Project is approved; few employees will want to work in an area that becomes known for traffic congestion, as described in more detail immediately below.

Transportation and Traffic Impacts

Northbound and southbound traffic along my property would be directly halted by the proposed rail gate arms on Seville Avenue at 46th Street, and the Draft EIS/SEIR acknowledges that this would create an adverse environmental impact due to vehicle queuing. (Draft EIS/SEIR, p. 3.16-27.) The resulting delays could be extreme because, as the Draft EIS/SEIR acknowledges, the "foreseeable length of future trains operating on the 46th Street Connector could range from 2,000 feet to 4,000 feet". (Draft EIS/SEIR Appendix Q, p. 2-4.)

The delays would also affect the connector streets that trucks use to access my property. But the study of traffic impacts in the Draft EIS/SEIR fails to adequately take this circumstance into account, especially considering that traffic patterns were analyzed for the Project during the summer of 2020 at the height of the COVID-19 pandemic when traffic levels were substantially lower than they will be during Project operations. Based on current observed conditions and what is proposed under the Project, the northbound and southbound traffic on Soto Street and Santa Fe Avenue will worsen, and the already slow traffic on the local eastbound and westbound streets would almost certainly come to a standstill.

I anticipate that both our customers and our suppliers will come to prefer our competitors outside of Vernon due to the traffic delays that will inevitably result from the Project.

Noise and Vibration

The Draft EIS/SEIR also did not sufficiently study noise and vibration issues. My building is particularly susceptible to the harmful effects of noise and vibration. Already my building has had numerous glass windowpanes crack due to the noise and vibrations resulting from heavier trucks passing by the property. This issue would certainly worsen with rail traffic passing along the property, and I fear that even more detrimental structural damage could result. The Draft EIS/SEIR erroneously concludes that "[n]o noise sensitive land uses are located within 1,000 feet of the proposed Malabar Yard rail line along 46th Street". (Draft EIS/SEIR, p. 3.16-40.) My property is a noise sensitive land use.

Accidents and Other Issues

Finally, I fear that potential chemical spills, derailments, graffiti, and even criminal activity could directly affect my property if it were to become located along rail tracks, as the Project proposes. Although my property is currently near rail tracks, by becoming directly along rail tracks these issues would now be a very real concern for me and my property. As the Draft EIS/SEIR acknowledges, the Project's contribution to cumulative impacts in Vernon could cause adverse accidents and incidents such as derailments. (Draft EIS/SEIR, p. 3.16-77.)

Business Displacement

Both business revenues and property value at my location would be expected to drop sharply if the Project were approved. We want to stay in Vernon – but due to the factors detailed above, relocation of the business outside of Vernon will likely be inevitable if the Project is approved. The broader effects of business displacement across Vernon were not adequately studied in the Draft EIS/SEIR and should weigh heavily against Project approval.

General Project Impacts

In addition to the significant and unavoidable environmental impacts related to the Seville Avenue rail gate arms discussed above, the Vernon portion of the Project will also cause significant and unavoidable environmental impacts to air quality and transportation. Specifically, construction emissions associated with the Project would exceed applicable daily criteria pollutant and localized significance thresholds; construction activities would require road closures causing roadways hazards to motorists, pedestrians, and bicyclists; and emergency access would be impeded both during construction and during operations. (Draft EIS/SEIR, pp. ES-lvii, ES-cxv, ES-cxvi.)

It is irresponsible and reckless for the Lead Agencies to approve a Project with such blatant significant and unavoidable impacts.

Finally, it is unclear how the Draft EIS/SEIR can claim consistency with federal policies by stating that the Vernon railroad improvements would provide rail service that "minimizes impacts on the local street system" while also acknowledging the above significant and unavoidable effects regarding traffic delays and emergency access. (Draft EIS/SEIR, p. 3.2-40.) This is unconscionable and should be revised in the Final EIS/SEIR.

Project Disapproval or Additional Study

Accordingly, the Lead Agencies must not approve the Project as it is proposed. Due to the significant environmental impacts that the Project would cause, the Lead Agencies can

and should refuse to certify the EIS and SEIR once it is finalized, assuming that the Project cannot sufficiently remedy the harms it would cause.

Alternatively, the Lead Agencies could require further environmental study. Specifically, the Draft EIS/SEIR tiers from the earlier Final Environmental Impact Report ("FEIR") certified by LA Metro in June 2019. The Notice of Preparation for the Project's original FEIR had been issued is April 2016 and the Draft Environmental Impact Report ("DEIR") was not released under January 2019, indicating that full environmental review of the Project occurred from 2016 to 2018.

The Draft EIS/SEIR is intended to tier off of the FEIR approved over five years ago. But during the intervening years since certification of the FEIR major changes have been made to the proposed Project including the addition of CHSRA as a lead agency as well as the addition of the Vernon component of the Project. The contemplated Malabar Yard improvements in and of themselves warrant the creation of a new full EIR, not a merely supplemental one that studies a small number of impact areas. In addition, the Final EIS/SEIR is not scheduled to be approved by the lead agencies until Spring of 2025 at the earliest, indicating that many Project components will not have been studied in as much as nine years. CEQA does not support such dated environmental review and it would be inappropriate to approve a merely supplemental EIR in this circumstance. If the Project is not wholly disapproved, the Lead Agencies should require further environmental study of the Project in the form of a wholly new EIR.

Very Truly Yours,



Dennis Berman

Division President -Bandwagon/WPS Fresh

4450 Seville Ave, Vernon, CA 90058

Majority Shareholder- Deleni Boys LLC. (Property Owner)

17026 Hartsook St., Encino, CA 91316

Cc:

Jerry Neuman, DLA Piper LLP US

Sean Becker, DLA Piper LLP US

City of
SANTA CLARITA

23920 Valencia Boulevard • Santa Clarita, California 91355-2196
Phone: (661) 259-2489 • FAX: (661) 259-8125
www.santa-clarita.com

October 22, 2025

Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012

Dear Metro Board of Directors:

Marsha McLean
Councilwoman

SUBJECT: Support #10 Link Union Station (Link US) Project

I am writing to express my strong support for Item #10, the approval of the Final Supplemental Environmental Impact Report (Final SEIR) for the Link Union Station project. This transformative investment will modernize Los Angeles Union Station into a 21st-century mobility hub, improving regional connectivity, strengthening reliability, and enhancing the passenger experience for millions of riders.

Link US will convert Union Station from a "stub-end" facility into a run-through station, enabling trains to enter and exit without reversing. This upgrade will reduce delays, improve on-time performance, and increase station capacity by up to 50 percent. For the traveling public, this means shorter travel times, smoother transfers, and a more reliable commute throughout Southern California.

Link US is not just a Metro project, it is a shared regional investment that strengthens our economy, creates local jobs, and positions Los Angeles County region as a national leader in reliable and connected transportation.

I strongly urge full support for the Supplemental Environmental Impact Report and advancement of this vital project. Thank you for your attention to this matter and your continued partnership in the transportation sector.

Sincerely,

Marsha McLean
Councilwoman

KS:MH:sk
S:\MS\Masis\letters\Metro-LinkUS_10.22.25

10/21/25

Los Angeles County METRO Board Administration

One Gateway Plaza

MS:99-3-1

Los Angeles, CA 90012

Subject: Item 10 on the October 23, 2025 Metro agenda letter of opposition

Dear Board members,

In brief the Malabar Yard project and the 46th Street connector as outlined in Appendix Q of the Link Union Station EIR/EIS must be eliminated from the project.

Some background on myself. I was employed by the City of the Vernon for 34 years and retired approximately 10 years ago. I served as the Director of Community Services and Water (now the Director of Public Works Department) for 20 years. As such, I have an intimate knowledge of the rail operations and traffic conditions in the City. I devoted my working career ensuring the safety and well being of the Community.

I have reviewed the Link US project as it pertains to the City of Vernon. The bottom line is the impacts to Vernon have been underestimated and the Malabar yard and the 46th Street connector projects in Vernon must be eliminated.

While serving as the Director Community Services I met with Los Angeles Junction Railroad officials on multiple occasions. Los Angeles Junction Railroad, a subsidiary of BNSF, operates and delivers short haul goods by rail to businesses in Vernon and its neighboring communities on behalf of BNSF and Union Pacific Railroads. They operate the Exchange Avenue and Malabar switch yards in Vernon. It has always been their desire to connect these two yards. On multiple occasions I discussed with the General Managers of the Los Angeles Junction Railroad the

proposed construction of a railroad track in 46th Street, between Pacific Blvd. and Seville Avenue to connect these yards to improve their efficiency. In no uncertain terms, Los Angeles Junction railroad was always advised that the impacts of this connection would be too great and that the City would not approve such a plan. Now it appears that the METRO board is ready to approve the 46th Street connector project as part of the Link Union Station project without City of Vernon approval. This is a gift to the BNSF railroad at the expense to the City of Vernon.

The Link Union Station project proposes to improve the Malabar Yard by eliminating the 49th roadway crossing in order to replace the storage of empty intermodal rail cars caused by the loss of the West Bank rail yard near Union Station. Yet, rail car storage has nothing to do with the 46th Street connector project. The only purpose of the 46th Street connector is to improve efficiencies with BNSF operations to the detriment of the City of Vernon. If the connector project is constructed it will lead to long trains bisecting the City, leading to long queues on both local and arterial roadways and negatively impacting traffic operations and police and fire services. The 46th Street connector in no way mitigates the impacts of the Link US project rail car storage issues, and therefore should be eliminated from the project.

Further, the analysis in appendix Q of the Link Union Station EIR/EIS is totally inadequate and fails to study the true impacts to Vernon. Below are outlined the deficiencies in the study.

1. The Malabar yard has operated for more then 75 years. Over the years the City has observed Pacific Blvd on occasion being blocked for 10 minutes caused by switching operations in the yard. Given the added length of storage tracks that will be accommodated with the closure of 49th Street. The finding in the EIR/EIS that street traffic operations will improve in Vernon is a fallacy. A simple calculation of switching operations shows that a train of 2,700 feet entering the yard would block traffic on Pacific Blvd and Vernon Avenue for more than 30 minutes. The operations of the yard in the EIR/EIS are poorly described and it is difficult to assess the true impacts without knowing the length of trains entering and exiting the yard. Nothing restricts BNSF from switching even longer trains. This blockage of traffic on City streets has not been adequately studied and the impacts will be significant.
2. Metro has stated that trains will continue to serve the Vernon west side businesses via the 46th Street Connector with up to four 3,000 foot long train movements a day. In order to serve these businesses trains would have to exit and reenter the north side of the Malabar yard blocking traffic on Pacific Blvd. and Vernon Avenue. Yet the study only

shows .5 train movements a day. Therefore, the train movements in and out of the north side of the Malabar yard has been grossly undercounted. A new analysis must be performed showing the true number of train movements in and out of the northside of the Malabar yard and its impacts.

3. There is nothing stopping the BNSF railroad from storing empty cars on the at Malabar yard in its current configuration. They could either bring in shorter trains or split a train at 49th Street to allow the roadway to continue operating uninhibited. The EIR/EIS fails to study the railroad operations with 49th Street remaining intact.

4. The EIR/EIS states that trains up to 3,000 feet in length will be utilizing the 46th connection. It does not appear that the EIR/EIS has taken into account that a 3,000 foot long train being pushed through the Malabar yard from the LA Junction yard would extend past the north side of the Malabar yard blocking Pacific Blvd and Vernon Ave. This impact to traffic must be studied.

5. It appears that the Link Union Station project is being driven by improvements required for the California high speed rail project. If it is determined that the Malabar yard must be improved as part of the Link Union Station project, can a mitigation measure state that the Malabar yard improvements including the removal of the 49th Street crossing, can only be constructed if and only after the high speed rail Los Angeles to Anaheim section construction is commenced.

6. The Los Angeles Junction railway has operated for more than 75 years without the 46th Street connection from their yard north of Exchange Avenue to the Malabar yard. Why is it necessary now to have this 46th Street connection given the impacts it will cause in the City of Vernon. It appears that the entire city will suffer so that the railroad will have a convenient connection between the two yards to save some travel time. Why cannot current rail operations that serve the west side of the City continue. Additionally, and most importantly the 46th Street connection has nothing to do with the loss of rail car storage north of Vernon and therefore is not in any way a necessary part of the project. The EIR/EIS should have performed an analysis of impacts without the 46th Street connector project to weigh the benefits versus the impacts.

7. What prevents LA Junction railroad from continuing to use the Malabar yard for its switching operations. If it does, the impacts will be much greater that those that have been identified. Mitigation measures must be implemented to ensure that these switching operations do not occur.

8. Traffic analysis contained in Appendix Q of the EIR/EIS does not appear to take into account the large volume of trucks on Vernon Streets. Typically, there would be a

multiplier to account for slower moving trucks. This would increase the traffic volumes on the streets compared to what is currently being studied.

9. The queuing analysis in the EIR/EIS failed to include the grade crossings at Pacific Blvd. east of Santa Fe and Vernon Avenue east of Santa Fe Avenue. Given the switching operation of a 2,800 foot train heading into the Malabar yard would close these streets for more than 30 minutes the impacts would be significant. Since there is no restrictions on the length of empty intermodal car trains BNSF could operate, a reasonable worstcase scenario must be studied. Queuing of any size would not only impact the rail line cross streets, but also Santa Fe Avenue as turn pockets will quickly fill impacting through traffic on the Santa Fe Avenue.

10. Soto Street is a major arterial in the City of Vernon. A 4,000 foot long train crossing this street will cause significant queuing. LA Junction railway does not currently operate a train of this length contrary to what is stated on page 33 of the response to Vernon comments. An analysis of this impact must be studied.

11. Why is the project area limited to the areas of construction. The change in operations at the yard should also be studied. The Vernon Avenue school is within a .25 mile radius from the yard. The EIR/EIS states the school is outside this distance of concern so impacts were not considered, but if the changes in operations at the yard are considered then the impacts on the school must be studied.

12. Why were the police and fire response impacts not studied given the proximity of police and fire stations to the yard. Especially since the traffic impacts have been understated.

13. Proposed mitigation TR-3 in Appendix Q changes the eastbound through right turn lane on Vernon Avenue at its intersection with Santa Avenue to a right turn only to improve the level of service of the intersection. Less than 10 percent of eastbound traffic makes a right turn at this intersection. It appears that this mitigation measure will fail to improve the operations of the intersection and in all likelihood make it worse. Calculations should be provided to show that this mitigation actually provides the benefits it claims.

14. Mitigation TR-5 of Appendix Q proposes to widen Fruitland Avenue to add a lane. It appears that there is inadequate right of way to provide the added lanes and still have turn pockets at intersections. No right of way impacts have been studied in the EIR/EIS.

15. Has the CPUC approved the increase the rail alignment and train traffic on 46th Street. The project should not move forward until they are consulted and agree the concept works.

16. In mitigation TR-2 a right turn overlap in signal timing is proposed. Will the added signal phase make traffic conditions worse by reducing green time on other movements. Given the small turning radius on the northeast corner a long truck cannot make this turn movement without utilizing both westbound traffic lanes Will this cause the signal overlap to be nonfunctional.

17. How does mitigation TR-4 in appendix Q help. Pacific Blvd has three through lanes with low traffic volumes.

18. Table 3.2-2 of Appendix Q states that all properties impacted by the 46th Street connector do not conform with the City's zoning ordinance. The property at the southeast corner of Seville and 46th is new construction and is conforming. Parking being permanently removed will result in this property being nonconforming in violation of City zoning code. How will the property owner be compensated or will alternative parking be provided.

19. The EIR/EIS weighs heavily on the Planning Director having the ability to reduce parking by 10 percent. In my 20 years as serving as the City's Planning Director I never implemented this waiver. The Zoning ordinance clearly states that a property cannot be made less conforming. There are no undeveloped properties in the vicinity of the project where parking can be provided. How will this be resolved.

20. Under Section 3.8B and 3.11B of Appendix Q it states an adverse effect may be caused by a change of drainage patterns and exceed the drainage system. But I see no mitigation measure to take care of this. The ones referenced do not resolve this issue. Why is flooding therefore not a concern?

21. The utilities in 46th and Seville Avenue were not designed for railroad loads. They may have to be reconstructed. No discussion of these impacts has been studied.

22. Property values will be diminished for all properties along the 46th Street connection route. Tracks are being converted from rarely used spur tracks to through tracks with multiple train movements a day. Vibration and noise from these trains will be increased. Will the property owners along this route from the Exchange Avenue yard to the Malabar yard be compensated for diminished property values due to having an increase in train movements adjoining there properties versus an occasional train serving a spur track as currently exists.

23. If Malabar yard improvements are a part of Metro's Link Union Station project why is BNSF being required to provide mitigation in the form of TR-3 and 4 in Appendix Q and not them solely being borne by Metro. It is apparent that Metro is making these

improvements on behalf and for the benefit of BNSF at the expense of the City of Vernon.

24. The 46th Street connection project proposes raised medians in 46th Street and Seville Avenue. It does not appear trucks will be able to make right turns with these medians in place. A redesign is required.
25. If the project is approved. What is the preferred alternative (option) for the 49th street closure and 46th Street connection. The City should have the final determination.
26. A new residential complex has been permitted for construction near the Malabar yard. Why were the impacts on the future residents (sensitive receptors) not evaluated?
27. Since the use of Malabar yard does not gain BNSF any new real property, it appears that Metro will in fact will be purchasing the West Bank yard adjacent to the LA River from BNSF contrary to what Metro has advised.
28. It appears that BNSF was given veto power over where the storage yard could be located by requiring the replacement yard to be located west of the Hobard yard. A thorough analysis of all alternative sites must be performed to ensure that the option with the least amount of environmental impacts is chosen as the preferred alternative. The railroad operations should be only one component of this analysis.
29. There are numerous largescale projects proposed in and around the City of Vernon, including the California High Speed Rail, Eco Rapid transit and the widening of the I-710 freeway. Why were the cumulative impacts of these projects not analyzed in Appendix Q of the EIR/EIS.

Given the above stated issues and concerns it is my opinion that the Malabar yard and 46th Street connector projects in the City of Vernon should be eliminated from the Link Union Station project. Thank you for the opportunity to provide these comments.

Sincerely,

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October 22, 2025

VIA ELECTRONIC MAIL

Los Angeles County Metropolitan Transportation Authority
Board of Directors
One Gateway Plaza, MS 99-18-2
Los Angeles, CA 90012

Re: City of Vernon's Additional Comments on Link Union Station Project's Environmental Impact Statements/Supplemental Environmental Impact Report, and Objection to Certification of EIR and Project Approval

Dear Chair Dutra and Members of the Board of Directors:

This firm has been retained by the City of Vernon ("City") to provide additional comments on the Los Angeles County Metropolitan Transportation Authority ("Metro") Link Union Station project ("Link US") and Environmental Impact Statement / Supplemental Environmental Impact Report ("EIR") being considered for certification by Metro's Board of Directors ("Metro Board").

As set forth in our earlier correspondence to the Metro Board on the Draft EIR, dated August 6, 2024, **the City supports regional efforts to expand rail service and the larger Link US Project**. But the City remains deeply concerned about the Project's unmitigated impacts on businesses and vulnerable communities arising from the proposed changes at the Malabar Yard ("Malabar Yard Mitigation").

The City requests that Metro consider alternative options to "mitigate" the loss of BNSF Railway ("BNSF") storage space caused by the Link US Project. We believe that suitable options exist, and request that Metro seriously consider such options before moving forward. Many of the deficiencies that the City has identified in the EIR relate to the Malabar Yard Mitigation. **If Metro commits to removing the Malabar Yard Mitigation from the EIR and evaluating other options to address BNSF's request for additional rail storage, the City would likewise commit to working in good faith with Metro to address these issues.** This is a win-win for both Metro and the City,

as it would save years of litigation and legal expenses for both agencies, while promoting the worthwhile cause of improving the region's rail infrastructure.

The Metro Board must understand one important point about this project: the Malabar Yard Mitigation, inclusive of a closure of 49th Street and 1,000 feet of new track and associated crossing infrastructure at 46th Street, **requires the City of Vernon's approval**. The City must vacate the necessary right-of-way, convey easements or licenses, and issue applicable encroachment permits, all of which are discretionary in nature and have yet to be negotiated. This is no small undertaking, and there is no avoiding this fact. Mitigation Measure MY TR-6 states: "For all new and existing at-grade railroad crossing modifications, Metro and BNSF shall obtain required approvals from the City of Vernon . . . ." Despite Metro staff's repeated "coordination" efforts, Metro has failed to comprehend that **the City is very unlikely to issue the approvals** for the Malabar Yard Mitigation to proceed. As a result, this Mitigation Measure is not feasible or enforceable. (14 CCR § 15126.4(a)(2).)

This should not be surprising. No rational public agency would agree to overhaul its already congested traffic system without BNSF's assurances on the extent and frequency of road closures and based upon a flawed traffic study taken during the height of the COVID-19 shutdown. Over the years, BNSF has repeatedly sought the City's approval to implement the Malabar Yard Mitigation, only to be denied because of its well-known impacts. With this important point in mind, the City urges Metro to eliminate the Malabar Yard Mitigation and identify an alternative storage option for BNSF. The City stands ready to support Metro's further exploration of alternative options. This approach will ultimately save Metro and the City time and resources by avoiding unnecessary litigation, uncertainty, and delay to an otherwise important regional transportation project.

For the foregoing reasons, the EIR's analysis of the Malabar Yard Mitigation is flawed and appropriate corrective action is to remove the Malabar Yard Mitigation from the EIR. The City's comments are largely intended to reflect CEQA, but the City intends to provide further comment as part of the NEPA process before the California High Speed Rail Authority.

I. Fundamental Flaws with the EIR's Treatment of the Malabar Yard

a. Freight Rail Is Not an Environmental Impact Requiring Mitigation

The Malabar Yard Mitigation is not an environmental mitigation. It is not a part of the Link US Project description in the EIR. Treating it as mitigation is inappropriate under CEQA for several reasons.

First, Metro staff has admitted—on the record—that **the Malabar Yard is not necessary to mitigate any environmental impacts** caused by the Link US Project. Metro staff has repeatedly said that Metro's preference is to compensate BNSF for the taking of its property at the BNSF West Bank Yard, rather than pursue the Malabar Yard Mitigation. The payment of just compensation is the appropriate and legally justified way to compensate a property owner for the taking of property needed for a public improvement, such as the Link US Project. By Metro's own admission at the October 16th Executive Board meeting, if BNSF accepts just compensation (or other negotiated amount), then the Malabar Yard Mitigation would be unnecessary and dropped from the EIR. Yet, the City is straddled with the impacts of the Malabar Yard Mitigation simply because BNSF has rejected monetary compensation for the taking of its property *and requested the Malabar Yard Mitigation*. Tellingly, BNSF has asked the City for approvals to expand the Malabar Yard starting at least 10 years ago, unrelated to the Link US Project. Therefore, the Malabar Yard Mitigation is and never was environmental mitigation, but rather a negotiated solution by Metro to avoid condemning property from BNSF and deliver BNSF the operational benefit it has long sought from the City. (see *Cleveland Nat'l Forest Found. v. San Diego Assn. of Governments*, 17 Cal.App.5th 413, 433 (2017) ("A mitigation measure is not part of the project.")).

Second, an impact to freight rail storage is not an environmental impact under CEQA or NEPA. We have found no case suggesting that the loss of freight rail storage alone requires mitigation under CEQA or NEPA, nor is it listed as an environmental topic under the checklists for CEQA or the Federal Transportation Administration's NEPA checklist.[1] For purposes of Metro's consideration of the EIR under CEQA, the lone basis for imposing the Malabar Yard Mitigation is an inconsistency with one program and one policy of the Los Angeles Mobility Plan 2035 and the California Transportation Plan 2040. These are not Metro's plans, but guiding documents for other public agencies. Moreover, the perceived inconsistencies involve aspirational language that encourage goods movement projects, address climate change, and improve multimodal transportation. None of these plans suggest that Metro's Link US Project results is an inconsistency. Moreover, an inconsistency with a plan, such as the Los Angeles Mobility Plan, is not by itself a significant environmental impact. The inconsistency would have to cause an environmental impact to be considered significant under CEQA. The potential loss of freight storage space is not an environmental impact under CEQA. It is an operational issue for BNSF. (See *The Highway 68 Coal. v. Cnty. of Monterey*, 14 Cal.App.5th 883, 893 (2017) ("[T]he

[1] https://www.transportation.gov/administrations/office-policy/checklist-environmental-requirements-and-resources-1313-and-appendix

issue of whether a proposed project is consistent with a county's general plan is not a CEQA issue . . . .")).

Further, the City of Los Angeles Mobility Plan and the California Transportation Plan are not even the relevant plans for purposes of this analysis. **What about the City of Vernon General Plan?** The Circulation and Infrastructure Element at Section 2.1 states: "**Many at-grade rail crossings remain in the City. These should gradually decrease** as the City encourages rail lines to merge facilities, to abandon spur lines, and to participate in separating streets from remaining railways." The Malabar Yard Mitigation is inconsistent with virtually every planning policy in the General Plan:

- **POLICY CI-1.2**: Continue to coordinate with the rail companies to provide for efficient rail service that minimizes impacts on the local street system. *No coordination has taken plan between BNSF and the City, and the EIR admits that the Malabar Yard Mitigation will impact the local street system.*

- **POLICY CI-1.3**: Limit rail yards to areas agreed on and consolidate rail spurs where feasible. *The City has not agreed to the expansion of the Malabar Yard.*

- **POLICY CI-1.5**: Continue to pursue grade separation for railroad crossings on designated streets. *The Malabar Yard Mitigation's 46th Street crossing is at-grade, not grade separated.*

Despite these clear inconsistencies, the EIR does not even consider the Link US Project's and the Malabar Yard Mitigation's consistency with the City's General Plan. Instead, the EIR focuses on the cherry-picked policies that would drive a decision to adopt the Malabar Yard Mitigation. If the EIR will consider the planning policies as environmental impact (and it need not), then it needs to consider the most relevant plan of all: the City of Vernon General Plan.

The City has a long history with BNSF's efforts to modify the Malabar Yard, which the City has repeatedly resisted because of the City of Vernon's clear policies that prohibit the project. Former Vernon Public Works Director Kevin Wilson was in contact with BNSF about potential realignment of the Malabar Yard dating back to at least 2006. (*See*, email between Mr. Wilson and BNSF Project Engineer Greg Rousseau, dated September 27, 2006, attached hereto as Exhibit "F".) Mr. Wilson also previously met with BNSF's General Manager for the Los Angeles Junction regarding the proposed 46th Street connection on several occasions. He informed BNSF that the proposed crossing's impacts would be significant and unacceptable to the City. Separately, former Vernon Public Works Project Engineer Brandon Araujo met with BNSF between 2016-

2019 to discuss the City's proposed Atlantic Bridge expansion project. According to Mr. Araujo, BNSF would not grant the necessary approvals for the City's proposed bridge unless the City agreed to the 49th Street closure to expand the Malabar Yard. In sum, BNSF is now using Metro to improperly obtain operational benefits through CEQA what it could not otherwise obtain from the City. By all accounts, BNSF is doing so in a way that is fully intended to **increase train traffic into and out of Vernon without any assurance to the contrary.**

b. The Malabar Yard Does Not Fully Mitigate the Alleged Impact

Even assuming freight rail impacts are an environmental impact in need of mitigation, the Malabar Yard Mitigation does not fully mitigate the loss of freight rail storage. The EIR states that 5,500 feet of track space is being taken from the West Bank Yard, but the Malabar Yard Mitigation only accommodates an additional 3,350 feet of storage space. The 46th Street cross track does nothing to mitigate the loss of freight rail storage.

Yet, the EIR does not identify an adverse impact or significant adverse effect even after implementation of the Malabar Yard Mitigation. We assume this means that Metro does not view the loss of freight rail storage as an environmental issue. Instead, as Metro staff stated at the October 16th Executive Board meeting, the Malabar Yard Mitigation is the result of an agreement between Metro and BNSF because Metro could not purchase the West Bank Yard property from BNSF. Metro is improperly converting a real estate transaction into a mitigation measure under CEQA and NEPA, and pushing the impacts of its project onto the residents, workers, and businesses of Vernon.

c. The Malabar Yard Does Not Meet Metro's Specified Mitigation Criteria

The EIR conducted a screening process to identify a suitable location for a replacement site to offset the loss of freight rail storage at BNSF's West Bank Yard. Two criteria were established for this screening analysis. First, the "freight rail storage track replacement shall be located in proximity to, and west of, BNSF Hobart/Commerce Intermodal Yards." (Final EIS/SEIR, Appendix Q, pg. 1-9). Second, the alternate location must provide **"full replacement** of 5,500 track feet of lost storage track capacity." (Final EIS/SEIR, Appendix Q, pg. 1-10). The Malabar Yard Mitigation satisfies neither of these requirements.

First, Malabar Yard is located two miles from the Hobart/Commerce Intermodal Yards, further from the Hobart Yard, Commerce Yard, and LA Junction. Of the four options that meet this initial criteria, it is the furthest away from the desired location.

Second, Malabar Yard does not provide full replacement of 5,500 track feet of lost storage capacity. According to the EIR, it provides 3,350 feet of storage capacity. Thus, it does not satisfy the secondary screening criteria.

As a result, the EIR's own evidence concludes that the Malabar Yard Mitigation was improperly selected as the location for the replacement for freight rail storage. This further supports the conclusion that the Malabar Yard Mitigation is not really mitigation, but an operational benefit specifically requested by BNSF.

The City of Vernon contracted with Gary Hunter of Railroad Industries Incorporated ("RII") to evaluate BNSF's existing capacity and the EIR's alternatives analysis, among other issues. Mr. Hunter has over 45 years of experience in the railroad and transportation industry. His report concludes that numerous options are available to BNSF to offset the loss of freight rail storage at the West Bank Yard, including modifications to the existing Malabar Yard configuration that do not require the closure of 49th Street or additional crossings on 46th Street. As noted in Mr. Hunter's report, only cursory evaluation is given to the options outlined in the EIR, and the EIR completely fails to analyze a variety of other feasible mitigations that achieve a similar objective and do not cause environmental impacts on Vernon. (*Cleveland Nat'l Forest Found. v. San Diego Assn. of Governments*, 17 Cal.App.5th 413, 433 (2017) (holding that CEQA requires an EIR to discuss mitigation alternatives that would both substantially lessen a project's significant impacts and can be feasibly implemented)). Mr. Hunter's analysis is attached hereto as Exhibit "A" ("RII Report").

d. The Malabar Yard Mitigation Improperly Causes Environmental Impacts

Under CEQA, a mitigation measure must reduce a project's environmental impacts. Mitigation, as defined in 14 CCR § 15370, includes avoiding, minimizing, reducing, or compensating for impacts. An EIR must include feasible mitigation measures, which are modifications of the proposed design and implementation of a project imposed **that reduce the project's adverse environmental effects**. (See Pub. Res. Code § 21002.1; *Natural Resources Defense Council, Inc. v. City of Los Angeles*, 98 Cal.App.5th 1176 (2023)).

CEQA does not require mitigation measures that completely eliminate a project's environmental impacts. (Pub. Res. Code § 21002; 14 CCR § 15370; *Save the Hill Group v. City of Livermore*, 76 Cal.App.5th 1092 (2022)). Indeed, a mitigation measure can cause a new significant effect in addition to those caused by the project. (14 CCR § 15126.4(f)). What CEQA does not allow is for the EIR to manufacture a significant impact, such as freight rail impacts, and propose mitigation that would cause additional significant and unavoidable impacts. This is especially true where,

as here, the impacts to traffic and emergency response are the precise impacts that Metro contends the Malabar Yard Mitigation would avoid. This subverts CEQA's command to mitigate environmental impacts in a way that avoids, minimizes, or reduces environmental impacts.

e. The Malabar Yard Mitigation Is Infeasible

Finally, the Malabar Yard Mitigation is infeasible, and thus improper, because it cannot be implemented without the agreement of the City. As noted above, Mitigation Measure MY TR-6 states: "For all new and existing at-grade railroad crossing modifications, Metro and BNSF shall obtain required approvals from the City of Vernon . . . ." The City has conveyed to Metro on numerous occasions that it is very unlikely to grant the required approvals.

Under CEQA, a mitigation measure must be "feasible." A feasible mitigation measure is one that is "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (Pub. Resources Code, § 21061.1; see also 14 CCR § 15126.4(a)(2).) The EIR's traffic mitigation plan for the Modified Proposed Project at the Malabar Yard does not have a reasonable plan for mitigation because it is infeasible and relies entirely on approval from another jurisdiction.

In *Tiberon Open Space Committee vs. County of Marin*, 78 Cal.App.5th 700, 748 (2022), an EIR for a development included the adoption of a comprehensive scheme of traffic mitigation measures, some of which required approval from another town. For example, the town would have to approve truck haul routes. The neighboring town argued that some of the traffic mitigation measures were unenforceable and illusory in violation of CEQA because they required town approval. In examining whether the mitigation measures were unreasonable and infeasible, the court noted that a mitigation measure may be within the jurisdiction of another entity, and a project may be approved with a finding that a mitigation measure "should be adopted" by another entity that has exclusive jurisdiction. (*Tiburon Open Space Comm. v. Cnty. of Marin*, 78 Cal. App. 5th 700, 746 (2022).) It also stated that "[S]peculation a municipality might not agree ... is not sufficient to show the agency violated CEQA by adopting [the] mitigation measure." (*Id.*, citing *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority*, 57 Cal.4th 439, 466 (2013) (plur.opn.).)

Here, unlike in *Tiberon Open Space*, the entirety of the Malabar Yard Mitigation is within the jurisdiction of the City of Vernon. The Malabar Yard Mitigation is the closure of 49th Street and a new segment of train track on 46th Street, **all of which is predicated on the City's approval of a right-of-way vacation, easements or licenses, and encroachment permits**. Vernon's involvement is not limited to a mere ministerial permit or tangential approval as part of a larger

scheme of mitigation. **And, no cause for speculation is required here: the City of Vernon does not intend to grant these approvals**. Therefore, unlike in *Tiberon Open Space*, the proposed mitigation measures are not feasible.

The proposed Malabar Yard Mitigation is also infeasible because it is not "consistent with all applicable constitutional requirements." (14 CCR § 15126.4(a)(4)). In order to be implemented over Vernon's clearly stated objection, Metro must condemn the City's right-of-way. In order to initiate eminent domain proceedings, Metro must find that the right-of-way is necessary for a public use. This finding cannot be made because, as stated above, the mitigation is not needed to mitigate an environmental impact and not needed to compensate BNSF for the loss of freight rail capacity. The Malabar Yard Mitigation is therefore improper.

II. Inadequacies in the EIR Analysis

a. Project Description for Malabar Yard Railroad Improvements

The EIR's analysis of the Malabar Yard Mitigation impacts is based on existing train operations data and future projections provided by BNSF. (Final EIS/SEIR, Appendix Q, pg. 2-2.) There are a number of fundamental issues with the descriptions of current and projected train operations as presented in the EIR. These comments are supplemented by the analysis of Railroad Industries attached hereto as Exhibit "A".

1. Outdated baseline train traffic data.

Even though the Draft EIR was released in June 2024 and the Final EIR issued in October 2025, the EIR still uses the year 2020 as the baseline for its impact analysis, and does not account for changes in train operations despite tumultuous changes in global trade and freight demand in the intervening period. The data is clearly stale. As such, it is unclear whether the baseline figures provided by BNSF are still accurate. To provide an accurate analysis of project impacts, the baseline numbers must be updated to reflect the actual existing train traffic at the Malabar Yard. Any discrepancies in the 2020 figures and the updated numbers must be incorporated into an updated impact analysis.

2. No factual basis for train traffic projections.

The EIR does not provide a clear factual basis for its estimates of future train movements. The EIR relies solely on figures provided by BNSF in March 2021, but does not explain how BNSF derived those projections. (Final EIS/SEIR, Appendix Q, p. 2-2.) They are entirely speculative.

The City has repeatedly requested that Metro and BNSF provide accurate information about ongoing and future planned operations at the Malabar Yard in order to evaluate and plan for increased train traffic at this central location within the City. (*See, e.g.*, City Letter to BNSF Railway, October 6, 2025, attached hereto as Exhibit "B".) However, neither Metro nor BNSF has provided responsive information. While the City understands that BNSF may not wish to divulge proprietary information about its business operations, BNSF must provide enough information about train traffic volume in order for the EIR to meet its disclosure obligations and for the City to evaluate whether to approve the planned operations at the Malabar Yard. Indeed, the EIR cannot effectively study the impacts of the project without an accurate accounting of future train traffic.

Further, if BNSF and Metro still consider the train movement projections in Tables 2-1 and 2-2 accurate, the EIR should include a mitigation measure capping train traffic at approximately those levels. Absent such a limitation, any increase in train traffic beyond the analyzed volumes could render the EIR's conclusions invalid.

3. Apparent inaccuracy of stated train traffic projections.

Aside from not providing any factual basis for the numbers presented, the EIR appears to grossly understate future train traffic volume. In its description of future operations at the Malabar Yard, the EIR states that improvements would "increase operational efficiency for BNSF because merchant train traffic would be redistributed from the north Entrance of Malabar Yard to the east entrance." (Final EIS/SEIR, Appendix Q, p. 2-4). However, the estimated future train movements for the north and east entrances presented in Table 2.1 and Table 2.2, respectively, do not reflect such a redistribution. Table 2.1 shows an estimated reduction in total weekday train movements from 20 movements to 3 movements in the first four years following completion of the Malabar Yard Mitigation. However, Table 2.2 does not show a proportionate increase in traffic train movements from the yard's east entrance. Upon completion of the 46th Street Connector, Table 2.2 estimates that there will be a total of just 10 movements at the east entrance, though there will be a reduction in 17 movements at the north entrance.

Moreover, what has been provided is clearly flawed. The EIR assumed train movements will occur during the five-day work week and six train movements per day would occur into and out of Malabar Yard using the northern entrance across Pacific Boulevard on the Harbor Subdivision. (Final EIS/SEIR, Appendix Q, p. 2-5). However, Table 2-1 makes the erroneous assertion that train movements would be reduced to 0.5 per day. **Six train movements per day divided by five weekdays is 1.2 train movements per day, not 0.5 per day. This flaw is carried through the**

entire EIR, and it overestimates the Malabar Yard Mitigation's benefits in a way that misleads the reader.

4. Inadequate analysis of projected train lengths.

The EIR describes the Malabar Yard Mitigation in terms of increases in train movements, but does not properly quantify the potential increase in train lengths. In describing the "future operational characteristics" of trains along the proposed 46th Street Connector, the EIR suggests that "typical train lengths" will be 2,000 feet to 4,000 feet (Final EIS/SEIR, Appendix Q, pg. 2-9), whereas existing typical train lengths are up to 1,250 feet. Based on the project increase of 10 weekday train movements per week, this means that there could be an additional 27,500 feet (approximately 5.24 miles) of trains moving across 46th Street Connector in a given week. Analyzing project impacts in terms of train movements rather than train lengths conceals the true scope of increased train traffic associated with this Project. Moreover, the EIR uses wide ranges of train lengths that make it difficult to quantify such impacts. There is a marked difference between the impacts of a train that is 2,000 feet (0.38 miles) versus 4,000 feet (0.76 miles) long. The EIR analysis is frankly incomplete if it does not accurately consider the length of the trains that will be passing through the Malabar Yard and 46th Street Connector.

Further, the EIR notes that "[i]f commercial demand increases during future operations, BNSF will add train cars to train sets traveling out of the east entrance; therefore, train volumes would remain constant through 2040, and no increase in train movements would occur through 2040." (Final EIS/SEIR, Appendix Q, pg. 2-5.) The EIR does not provide estimates on how long trains could extend if required by an increase in commercial demand. Moreover, this assertion is entirely speculative as BNSF will not commit to any particular train length or frequency of movements.

b. <u>Air Quality</u>

As detailed below, the Air Quality analysis for the Malabar Yard Improvements are technically deficient and do not properly account for impacts on sensitive receptors in the vicinity of the Malabar Yard, including a church, residences and an LAUSD elementary school. The City engaged air quality experts at Urban Crossroads to closely review the EIR's air quality analysis. (*See*, Urban Crossroads, Malabar Yard Railroad Improvement Air Quality Impact Analysis Peer Review ("AQ Peer Review"), dated October 10, 2025, attached hereto as Exhibit "C".) Expert analysis highlighted, among other things, the following failures in the EIR's methodology and findings:

1. Failure to evaluate localized emissions

Section 3.5 of Appendix Q evaluates impacts related to air quality and global climate change. In its analysis of criteria air pollutants, Appendix Q compares the projected emissions from the Malabar Yard against federally set General Conformance *De Minimis* thresholds, rather than regional thresholds established by the South Coast Air Quality Management District (SCAQMD).

Generally speaking, CEQA mandates that EIRs measure air quality impacts against regional or local air quality standards, such as those set by SCAQMD. (*See*, CEQA Handbook, Appendix G.) Indeed, Mitigation Measure AQ-3 for the larger Link Union Station project requires rail operators to keep criteria pollutant emissions below the significance thresholds set by SCAQMD — rather than those set by the federal government. (Final EIS/SEIR, Appendix G, p. 69.)

Without measuring project impacts against regional air quality standards, the EIR fails to properly quantify significant impacts and identify potential mitigation measures to reduce those impacts. Therefore, the EIR must be updated and recirculated to incorporate an analysis of air quality impacts against SCAQMD standards. (*See*, Air Quality Impact Analysis, pp. 1-2.)

2. Failure to identify and evaluate impacts on nearby sensitive receptors

The EIR must study the Project's potential to expose sensitive receptors to substantial pollutant concentrations. (*See*, CEQA Handbook, Appendix G.) The EIR identifies three sensitive receptors within the vicinity of the Malabar Yard improvements, including the Vernon City School (Vernon's only school) and residents along 53rd Street and Furlong Place. The EIR does not, however, analyze potential impacts on those sites because they are deemed to be located more than a quarter mile from the Project. (Final EIS/SEIR, Appendix Q, pp. 3.5-13; EIS/SEIR Response to Comments, Volume III, pp. 29-30.)

The EIR's analysis of impacts on sensitive receptors is inadequate for the following reasons.

i. Distance threshold is arbitrary and does not comport with SCAQMD guidance.

The EIR arbitrarily and improperly applies a quarter-mile screening radius without clearly explaining why that distance was selected. SCAQMD does not impose such a strict screening radius when analyzing impacts on sensitive receptors. In its prior guidance, SCAQMD "recommended that the AQMD be consulted to obtain facility-specific emissions information and accepted assessment methods for determining relative exposure and health risk for proposed

projects." (See, SCAQMD, "Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning", May 6, 2005, p. 2-4. https://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=9e021c61_4.)

The EIR must explain why the quarter-mile screening radius was selected. Given the increase in train traffic and idling in the area, air quality impacts may very well extend beyond the quarter-mile threshold applied in the EIR analysis.

We also note that the quarter-mile (or 1,320 feet) threshold appears to have been deliberately chosen to very narrowly exclude analysis of the nearby Vernon City School (alleged to be 1,350 feet away) and the Residences at 53rd Street (alleged to be 1,325 feet away). (Final EIS/SEIR, Appendix Q, pp. 3.5-13.) This is improper given that the Malabar Yard is located less than 1,000 feet from these sensitive receptors.

ii. Impact radius appears incorrectly drawn.

Even if the quarter-mile radius were proper, the EIR does not accurately measure the distance between sensitive receptors and the expected emission sources. As shown in Figure 3.5-1 of Appendix Q, the EIR appears to center the quarter-mile radius from the 49th Street intersection and from certain portions of 46th Street. (Final EIS/SEIR, Appendix Q, pp. 3.5-15.) However, this Project will introduce mobile emission sources along the ***entire length*** of the Malabar Yard and across the 46th Street connector. As is obvious in Figure 3.5-1, portions of the Malabar Yard tracks come much closer than a quarter mile to the residences and Vernon City School. For example, in some instances, increased train traffic would likely pass approximately 750 feet (approximately 0.14 miles) from the Vernon City School. (*See*, AQ Peer Review, p. 3.) Therefore, even assuming a quarter-mile radius, the school and residences fall squarely within the impacted area, and the EIR must be updated and recirculated to include a full analysis of the air quality impacts on those sensitive receptors.

iii. Other sensitive receptor sites have not been properly considered.

The EIR also omits key sensitive receptor sites that would be impacted by increased activity at the Malabar Yard:

- **Stacy Medical Center**, 4580 Pacific Blvd, Vernon, CA 90058

The City's only health care facility is located approximately 200 feet from project construction and operations at the Malabar Yard site.

- **Holy Angels Church of the Deaf**, 4433 S Santa Fe Ave, Vernon, CA 90058

This church is immediately adjacent to the Vernon City School, and frequently holds on-site services and community events for parishioners.

- **Nearby Factories**

There are a number of factories in close proximity to the Malabar Yard where factory workers would be exposed to heightened air pollutants during their 8-hour shifts. (*See*, AQ Peer Review, p. 3.)

In order to properly study the air quality impacts of the Malabar Yard improvements, the EIR must be updated and recirculated to address impacts on these additional sensitive receptor sites.

3. Failure to consider emissions from idling trucks and passenger vehicles

As set forth in Table 3.5-6, the EIR expects an overall reduction in criteria air pollutant emissions where more-efficient rail trips offset long-haul trucking trips. (*See*, AQ Peer Review, p. 3.) As a peer review of the EIR's air quality analysis points out, however, the modeling does not account for expected increases in train idling times at the Malabar Yard as storage capacity grows and more rail traffic is diverted. In order to accurately show Project impacts, the air quality analysis must be updated and recirculated to address the expected increase in train idling at the Malabar Yard.

4. Use of outdated emissions models

Appendix Q uses CalEEMod (Version 2016.3.2) to calculate construction emissions, even though CalEEMod Version 2022 was available at the time the modeling was performed. Because there were material changes to the model between 2016 and 2022, the figures presented in the EIR should be re-run with the latest available model to improve the accuracy of the figures presented. (*See*, Air Quality Impact Analysis, p. 4.)

c. <u>Traffic / Transportation</u>

The City engaged traffic and transportation experts at Lochner to closely review the EIR's analysis. (*See*, Memo re: Technical Adequacy of Link US FSEIR Responses to City of Vernon Transportation

Comments, dated October 22, 2025, attached hereto as Exhibit "D".) This analysis identifies a number of significant flaws in the EIR, as explained in detail in the report.

d. Noise / Vibration

As detailed below, the Noise analysis for the Malabar Yard Improvements are technically deficient and do not properly account for effects on sensitive receptors in the vicinity of the Malabar Yard, including a church and LAUSD elementary school. The City engaged noise experts at Urban Crossroads to closely review the EIR's air quality analysis. (*See*, Urban Crossroads, "Environmental Evaluation For Malabar Yard Railroad Improvements - Noise Section 3rd Party Review" ("Noise Peer Review"), dated October 20, 2025, attached hereto as Exhibit "E".) This analysis identifies a number of significant flaws in the EIR, as explained in detail in the report.

e. Public Safety

To address safety impacts, the EIR vaguely states that "further coordination with CPUC and the City of Vernon is required," without providing any additional details about what coordination might be necessary. (Final EIS/SEIR, Appendix Q, pp. 3.14-22.) Without such information, the EIR cannot accurately conclude that the impacts will be less than significant. Furthermore, as has been stated by the Vernon Police Department, no coordination has occurred between the Police Department and Metro to identify the impacts on emergency response times caused by the Malabar Yard Mitigation. The Police Department prides itself on meeting its standard average of 3.5 minutes per response, but the Malabar Yard Mitigation causes a significant and unavoidable impact to response times. This impact is unacceptable to the Police Department and endangers lives.

f. Land Use

The EIR fails to properly analyze the land use impacts of the Malabar Yard expansion in the following ways:

i. Bifurcation of City's central hub.

Taken together, the closure of 49th Street and the expansion of the rail crossing at 46th Street would effectively bifurcate a key civic and business hub of the City. In describing the 49th Street closure, the EIR states that "the street closure is located in a primarily industrial area adjacent to the Malabar Yard with no residential uses or established communities in the vicinity." (Final EIS/SEIR, Appendix Q, pp. 3.2-34.) This cursory description of the area surrounding the Malabar

Yard belies the importance of this area to the City. As mentioned above with respect to Air Quality, the Malabar Yard is in close proximity to the City's only school, its only residential center, and its only 24/7 medical care facility. In addition, the Malabar Yard is within approximately 1,000 feet of the Vernon City Hall. The closure of 49th Street and increased traffic blockage along Pacific Boulevard caused by the 46th Street crossing would effectively cut off access from the eastern half of the City to essential public services in the west for extended periods of time throughout the day. This major impact must be more carefully studied as part of the EIR.

Further, the EIR states that the 46th Street crossing "would facilitate safe pedestrian, bicycle, and vehicular access and connectivity and would not inhibit access to surrounding properties." (Final EIS/SEIR, Appendix Q, pp. 3.2-34.) Given that the goal of the 46th Street crossing is to facilitate increased train traffic, it is unclear how it would not "inhibit access" to surrounding properties. Without further analysis and explanation, this conclusion cannot be the basis for finding no significant impact under the EIR.

ii. Amendments to General Plan and zoning classifications.

The EIR states that the City would need to change existing General Plan and zoning classifications to accommodate the proposed design options for both the 49th Street closure and the 46th Street connector. (Final EIS/SEIR, Appendix Q, pp. 3.2-17.) Despite this, the EIR claims that "no direct adverse effects would occur because the properties would still be usable after implementation of the railroad improvements at this location and the potential land use entitlements mentioned above are administrative procedures that would support the continuation of movement of goods and people along roadways and railways in the City." (Final EIS/SEIR, Appendix Q, pp. 3.2-17.)

In addition to being conclusory, Appendix Q's analysis of the land use impacts of the Malabar Yard improvements are not based in fact. In meetings and correspondence, the City and business owners have repeatedly told Metro that the railroad improvements—and the accompanying traffic impacts—would have serious negative impacts on business operations in the immediate vicinity of the Malabar Yard and beyond.

Further, the General Plan and zoning amendments mentioned above would not be mere "administrative procedures." Rather, they would require close study by City staff and the City Council, and cannot at this time be considered a foregone conclusion.

III. Alternatives Analysis

Section 1.1 of Appendix Q of the EIR sets forth a cursory consideration of alternative sites for the addition of train storage. As described below, the EIR did not sufficiently study feasible alternative storage locations within nearby existing BNSF yards.

a. Inadequacy of the proposed Project to meet the stated mitigation objectives

The EIR claims that the Malabar Yard improvements and accompanying closure of 49th Street would mitigate the loss of freight storage at the BNSF West Bank Yard. Specifically, the EIR states that "[c]losure of the at-grade railroad crossing at 49th Street would accommodate BNSF storage capacity at the BNSF West Bank Yard by approximately 3,350 track feet." (Final EIS/SEIR, Appendix Q, p. 2-1.) Yet, the Link US Project is expected to result in a loss of 5,500 track feet of freight rail storage at the BNSF West Bank Yard. (Final EIS/SEIR, Transportation, p. 3.3-67.) As the EIR indicates, BNSF would still lose 2,150 feet of track even with the Malabar Yard improvements. (Final EIS/SEIR, Transportation, p. 3.3-69.) Given that the Malabar Yard improvements would only replace approximately 60 percent of the track being lost, it is not sufficient mitigation for the operational impacts at the BNSF West Bank Yard.

b. Metro did not properly analyze feasible alternatives.

As noted above, the City has engaged Gary Hunter of RII, a train expert with more than 45 years of experience working in the railroad industry, including advising on BNSF yard and terminal operations. Pursuant to an analysis of BNSF operations at the Malabar Yard and surrounding train yards, BNSF likely would have ample storage space at the existing Malabar Yard and other BNSF facilities to relocate displaced trains from the BNSF West Bank Yard, without having to close 49th Street. (*See*, RII Report.)

IV. Conclusion

Given the significance of the Link US Project, the City respectfully requests a continuance of the Board's consideration of the EIR so that the Board has sufficient time to carefully consider these comments and those submitted by others. The Final EIR makes numerous changes to the Draft EIR that the City has been forced to evaluate in mere days. Yet, Metro took nearly a year and a half to release the Final EIR following the initial comment period for the Draft EIR. The City has asked for additional information from BNSF, including in the City's letter to Metro dated October 6, 2025, but has repeatedly been rebuffed. The City is undertaking this work at its own expense

for BNSF's benefit, but BNSF is not even at the table to discuss its operations so that the City can evaluate appropriate options.

Should the Metro Board not defer consideration of certification of the EIR, the City submits that the Board must remove the improper Malabar Yard Mitigation. In the spirit of cooperation, the City has proposed the following options to achieve this result without burdening the larger Link US Project:

- Remove Mitigation Measure TR-3, the Malabar Yard Improvements, and Appendix Q of the SEIR, and make findings that the disclosure of the potential loss of freight storage space at the West Bank Yard and the planning document inconsistency are provided for informational purposes, but they are not an environmental impact that requires mitigation under CEQA.

- Remove Mitigation Measure TR-3, the Malabar Yard Improvements, and Appendix Q of the SEIR, make findings that no feasible mitigation currently exists to offset the inconsistency with the Mobility Plan, and deem the inconsistency significant and unavoidable that must be addressed in the statement of overriding considerations. The Malabar Yard is not feasible as additional storage space (although we believe there is currently storage capacity) because Metro cannot obtain the needed approvals from the City of Vernon to implement the Malabar Yard Improvements.

- Remove the Malabar Yard Improvements and modify Mitigation Measure TR-3 as follows: "Metro shall work cooperatively with BNSF and surrounding jurisdictions to identify additional locations for freight train car sets that may no longer be able to be stored at the BNSF West Bank Yard. If a mutually acceptable location is identified, Metro, BNSF, and the affected jurisdiction shall enter into an operating agreement governing the terms of use that prevents impacts to the affected jurisdiction. Metro and BNSF must obtain all necessary permits, approvals, and real estate from the affected jurisdiction(s). The timing for implementation and operation of this mitigation measure shall be mutually agreed upon Metro, BNSF, and the affected jurisdiction(s)." We feel this mitigation is both feasible and consistent with the motion adopted by the Executive Committee.

The City remains willing to cooperate with Metro and BNSF on feasible alternatives, including appropriate alterations to the Malabar Yard that would increase its capacity. The City is willing to continue its coordination after the SEIR has been certified without the Malabar Yard Mitigation.

Should Metro fail to revise the EIR as requested, the EIR will remain inadequate under CEQA. The City therefore objects to certification of the EIR in its current form, and to any further action on the Project until the necessary and proper environmental review has been completed, and all potential impacts have been analyzed, disclosed, and properly mitigated.

In short, if the SEIR is certified with the Malabar Yard Mitigation, the City will have no choice but to explore potential legal options to protect its community from the Project's significant environmental impacts.

The City reserves its right to submit additional comments as deemed appropriate. Should you have any questions, please do not hesitate to contact me.

Very truly yours,



Nicholas R. Ghirelli

cc: Honorable Mayor and City Council
Brian Saeki, City Administrator
Zaynah Moussa, City Attorney

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EXHIBIT "A"

Railroad Industries Incorporated Report

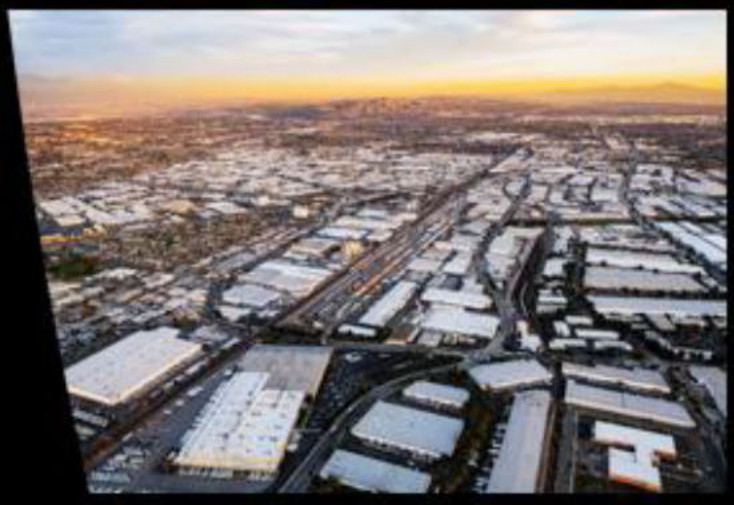
Review of "Link Union Station Draft Environmental Impact Statement/Supplemental Environmental Impact Report"

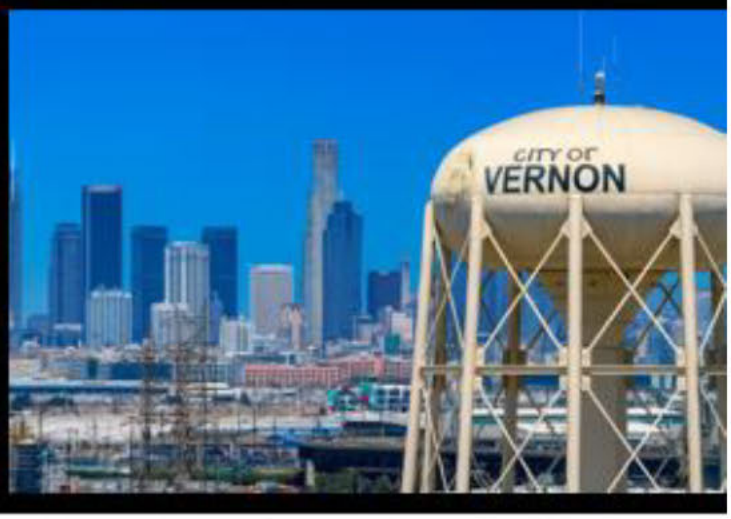
Prepared For:

The City of Vernon, California
4305 S. Santa Fe Ave. Vernon, CA 90058









Report Date: October 17, 2025

Prepared By:

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Executive Summary

Background



The Los Angeles Metropolitan Transit Authority (Metro) and California High Speed Rail Authority (CHSRA) are expanding rail service operations and infrastructure in the Los Angeles area. This includes an expansion of the Los Angeles Union Station in a new location that will require the removal of 5,500 feet of track currently owned and used by BNSF Railway (BNSF) to store empty intermodal flat cars.

Metro proposes to replace BNSF's lost storage capacity in a manner that maintains the current freight flows and smooth operations in the area. Metro has approached the City of Vernon with a proposal to use BNSF's under-utilized Malabar Yard located in Vernon, outside Los Angeles, about 3.05 miles south of where the tracks are to be removed for the new Link Union Station (LUS). Metro has requested that a large at-grade railroad crossing at 49th Street be closed to connect two portions of Malabar Yard. In addition, BNSF would like to build a connector track along 46th Street to connect Malabar Yard with Los Angeles Junction (LA Jct.) Yard. This connection would utilize other existing tracks within Vernon to allow trains to flow directly between the two yards.

Metro has released a Draft Environmental Impact Statement (EIS) for the entire project, including the proposed modifications in Vernon.

Purpose

The purpose of this report is to review this Draft EIS and determine if the impacts to the City of Vernon have been thoroughly examined and mitigated, including but not limited to scale and breadth of impacts, any additional impacts not examined, additional mitigations needed and alternatives to the Metro proposal.

Railroad Industries Incorporated (RII) inspected the area on September 30 and October 1, 2025 including the proposed construction areas at Malabar Yard, 49th Street and 46th Street, intersections throughout the city between the two yards, as well as the West Yard, Hobart Yard, Commerce Yard and LA Jct. Yard.

In order to perform this assessment, RII reviewed the following documents:

Link US Draft Environmental Impact Statement Supplemental Environmental Impact Report
Appendix G - Air Quality and Global Climate Change Assessment and Health Risks Assessment
Appendix D - Community Impact Assessment
Appendix E - Traffic Impact Assessment
Appendix F - Visual Impact Assessment
Appendix H - Noise and Vibration Study
Appendix O - Economic and Fiscal Impact Assessment
Appendix Q - Environmental Evaluation of Malabar Yard Mitigation
Appendix R - Coordination and Outreach Plans
City of Vernon Notice of Preparation Draft Environmental Impact Report and Public Scoping Meeting for Vernon Wsetside Specific Plan April 20, 2022
City of Vernon Website
Link Union Station Project - City of Vernon Coordination Meeting March, 6, 2025

In addition, RII examined the mitigations and alternatives and developed several other alternatives to the proposed option. RII has made some recommendations for the City of Vernon for further study and negotiation to assist with its discussions with Metro.

Summary of Findings

The City of Vernon has such a bustling industrial history, that it is easy for others to forget that it is an evolving city. It may be small in comparison to Los Angeles, but it has come a long way during the last decade toward modernizing, cleaning up the city and diversifying its economy, residence options and plans for the future. The current city council has gone to extreme efforts to improve the attractiveness of the city, draw in new industries, expand housing opportunities and voter pools, and truly grow into the modern post-industrial era.

The City recognizes that BNSF is one of its valued industries in the city and appreciates its service to Vernon's existing rail-served customers. The City supports rail and intermodal development as host to BNSF largest intermodal yard, Hobart Yard on its east side. The city is also well aware of the numerous rail assets throughout the city that BNSF inherited with LA Jct. Vernon understands what operations would be best for BNSF and utilization of its own assets and capacity, but Vernon has to consider a bigger picture. Vernon has to consider the whole city, all including 95% of industries not served by rail, all of the 55,000 employees, service personnel and carrier drivers working in the city every day, the small but growing population of residents and the quality of life, work, safety, and future for all of these stakeholders.

Metro's obligation to BNSF is to provide just compensation for what it is taking, not to provide infrastructure investment to a private freight railroad. If improved freight

movements are a consequential boon of Metro's obligation, that would be great. However, implementing improvements beyond those proposed to compensate BNSF directly for the loss of a specific number of storage spaces at the expense of another party is beyond the scope of Metro's project, obligation and authority.

Metro also has the prerogative and flexibility to negotiate with BNSF in many ways regarding its own vast properties, jurisdictions, privileges and intersections where the two major railways meet throughout the state. It can work out creative deals to make both parties winners as they grow the transit and freight operations in California. However, Metro cannot force its own obligations to BNSF upon other stakeholders to shoulder the burden. The City of Vernon has nothing to do with Metro's new station plans three miles away in a different city. Metro and BNSF's negotiations regarding this facility are between those two parties.

The City of Vernon should have been asked for its input as soon as the idea for utilizing its assets and impacting its community were under consideration. If the City of Vernon had been included in the discussions regarding Malabar Yard and 46th Street connection before these ideas were studied, it could have helped direct the studies to ensure they included all potential negative impacts to Vernon for safety, traffic, health, air quality, economic development, etc. and it also could have fully examined alternatives. The way it unfolded appears as if the deal was made solely between Metro and BNSF, knowing that Vernon would object, so it was quickly pushed through as a revised plan and the "only option" that would allow the Metro project to move forward to prevent objections.

The key is that there are alternatives. This grand proposal to burden Vernon with all of these traffic impediments is completely unnecessary for BNSF to continue its operations as they always have. Replacing 5,500 feet of empty flatcar storage is not as difficult as the EIS implies (or 3,350 feet as it implies is enough). There are alternatives, which were not thoroughly looked for, let alone examined in detail. RII has illustrated some of these options, but they are by estimates only, have not been explored in engineering detail and by no means exhaust all of the potential alternatives.

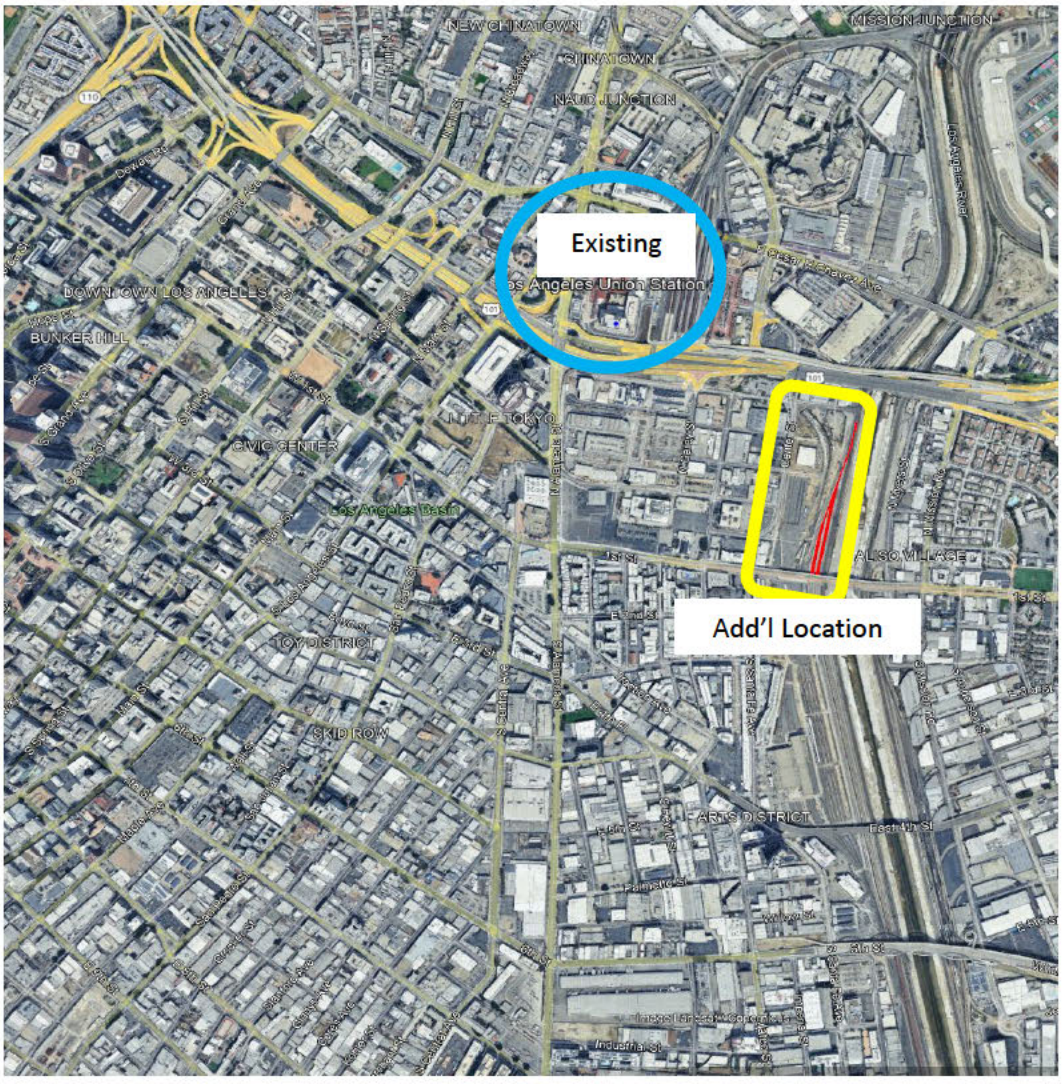
This is effectively a merger of two previously unconnected railroads and the town of Vernon evolved around the experience and assumption that full trains were never moving through it. There were ever only slow moving switching trains serving its industries. What BNSF is attempting to do here is merge the previously separate operations to streamline its own regional operations, which would be devastating to the city of Vernon. BNSF has been trying to get the city to approve connecting these yards for the last 20 years, and the answer is still "No."

The Draft EIS itself falls short in numerous areas:

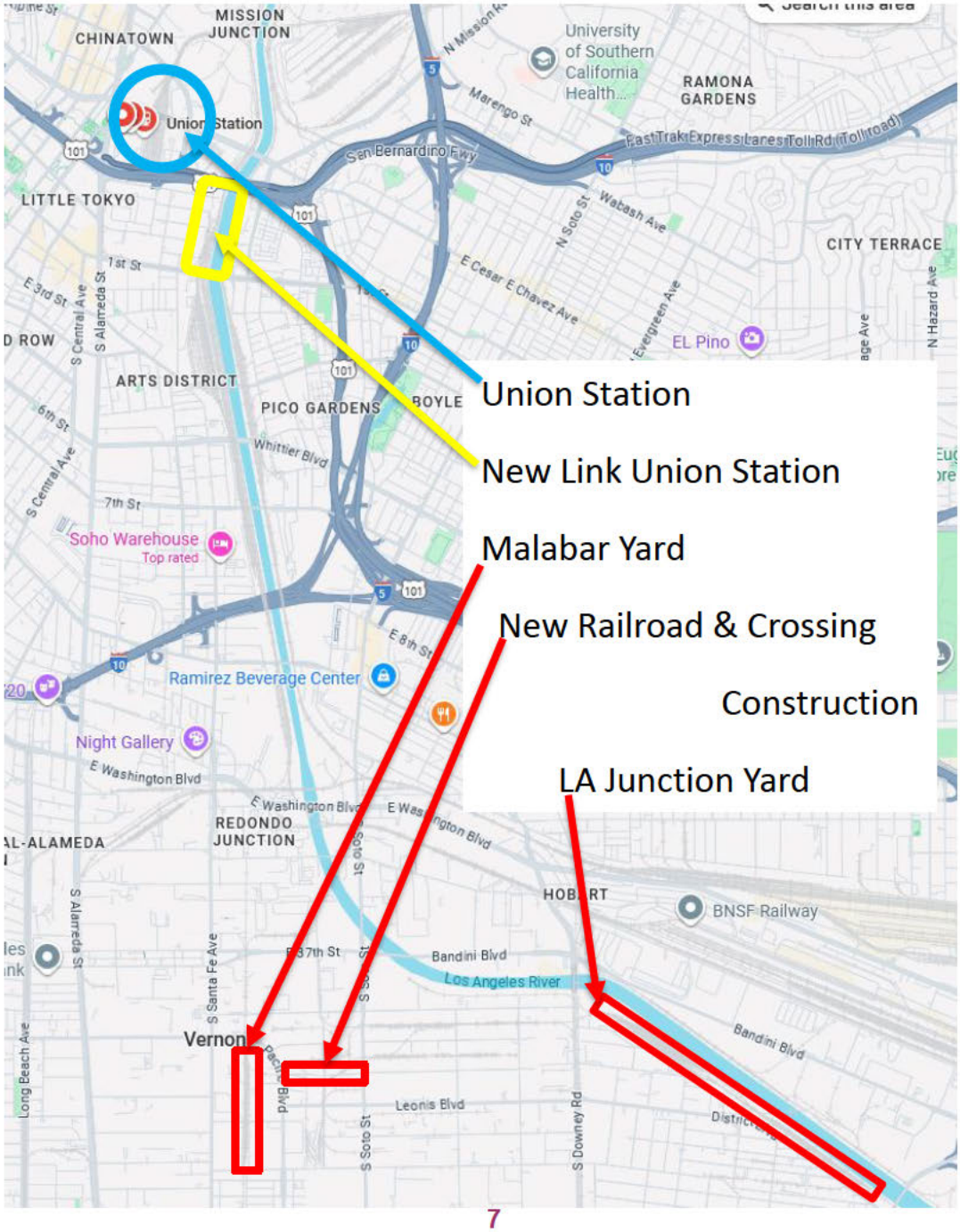
a) Old data is used for traffic which skews the results and makes the impacts measured irrelevant.
b) The impacts of actually moving the trains were completely overlooked or intentionally omitted.
c) Train impacts left out include all of the following at a minimum:
    a. additional traffic intersections affected by the trains
    b. additional roadway segments affected by the trains
    c. air quality impacts from increased idling of vehicles delayed
    d. economic impacts of increased traffic delays and congestion
d) Where adverse effects were acknowledged, many provided no mitigation or minimal attempt at mitigation.
e) Several mitigation strategies mentioned are essentially a simple commitment to be compliant with any laws without any actual mitigation for the negative impact.
f) Several mitigation strategies mentioned requiring coordination with California Public Utilities Commission (CPUC) and City of Vernon, meaning there is no mitigation and the burden is either on the City to suffer it or mitigate itself.
g) Several aspects of the project require approvals from outside authorities for components that are unlikely to be approved as is and the project should not move forward until such issues have been resolved.
h) There are numerous misstatements and fallacies in the EIS where sufficient details were not provided to support them.
i) There were several instances where the language in the EIS convoluted the reality of what the impacts would be that could be due to any of the following:
    a. Simple but broad innocent mistakes and accidental omissions of important details and impacts
    b. Genuine ignorance of how the specific language and omissions skewed the perspective
    c. Intentional use of language to deflect from attention on certain issues, to justify predetermined actions, to imply impacts are less than they are, to distract from the very specific impacts to the City of Vernon, to exaggerate benefits that are not relevant and to
    d. A combination of any of the above that truly had a misleading and catastrophic impact on the assumptions and results of this study.
j) Lack of involvement of the City of Vernon itself in identifying parameters for the study, alternatives and updated data points.
k) Old environmental standards were used. Any changes that will have this much impact on a community need to be using the modern standards that were developed in 2018.

Link Union Station Plans

The Link Union Station (LUS) has been in the works for over a decade. Passenger ridership was studied to estimate an increase of 100,000-200,000 passengers per day by 2040. This station connects the LA region to Amtrak's national network, as well as connecting six California counties for commuters and general local mobility. In order to plan for the expected growth, the LA Metropolitan Transit Authority (Metro) and California High Speed Rail (CHSRA) partnered to develop the LUS Project, which will expand Union Station with another location called LUS approximately 2,000 feet southwest from Alameda Street between Center Street and the LA River. Construction of the new facility is proposed to increase regional/intercity rail capacity, improve transit connectivity and make way for the planned high-speed rail system at the previous facility.



From the project's official public notice in 2016 through most of 2020, the project proceeded through public notices, stakeholder discussions and changes in project ownership. Abruptly in September 2020, a revised plan was posted regarding "minor changes" including 1) closing the 49th Street crossing through Malabar Yard in Vernon to vehicle traffic as "the only option" for replacing BNSF's storage tracks at the new LUS and 2) construction of new track and railroad crossing along 46th Street in Vernon to connect Malabar Yard to LA Jct. Yard. Both of these changes have major impacts on the City of Vernon and its own traffic, safety, air quality and economic development prospects.

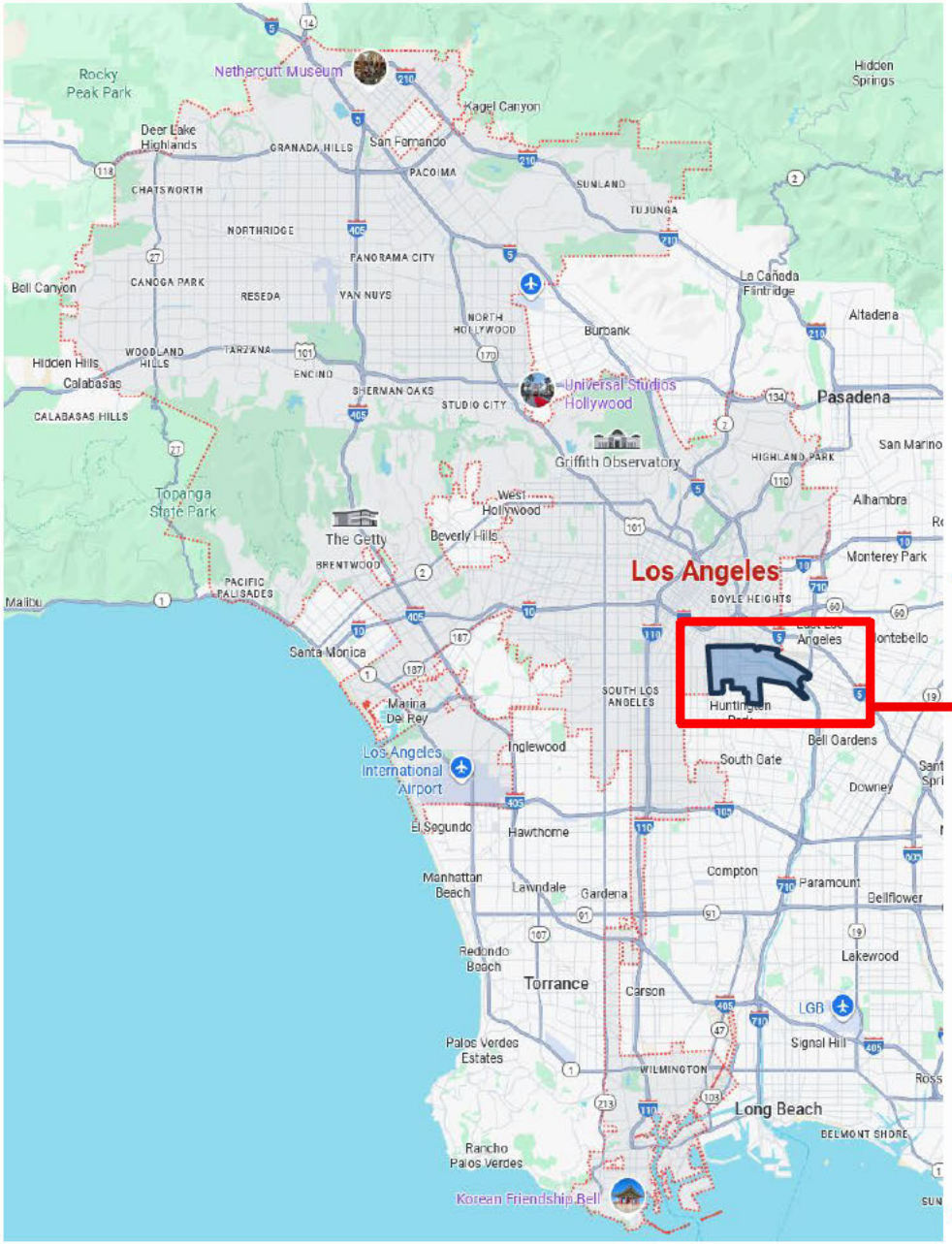


City Of Vernon Now and Future

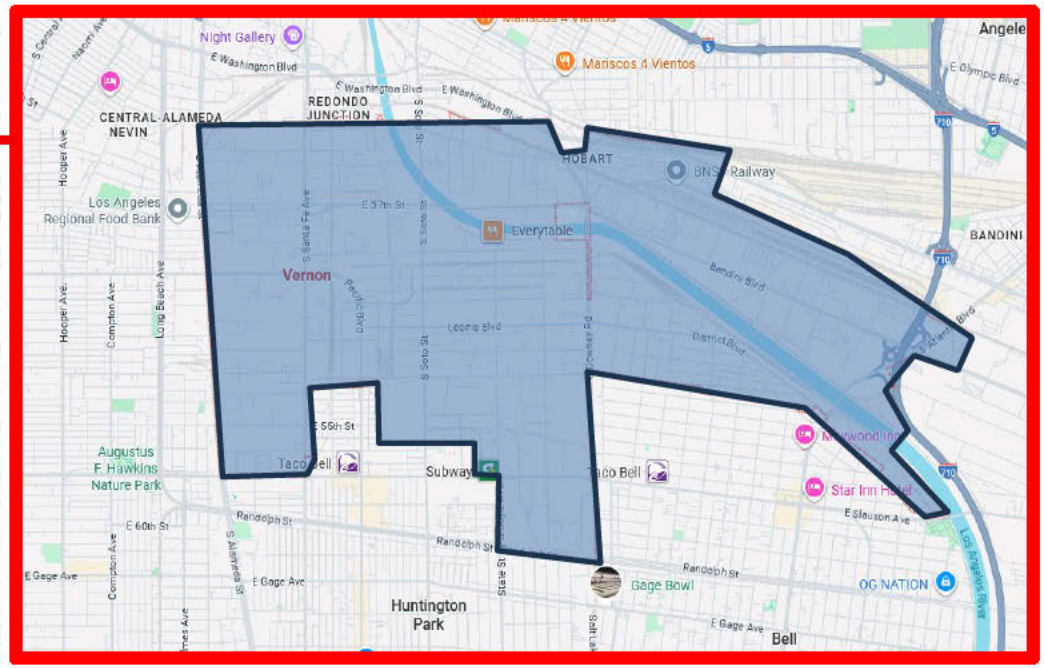
The City of Vernon is an independent municipality located adjacent to Downtown Los Angeles, on its southeast side. The entire city is only 5.2 square miles, including .2 miles of the Los Angeles River. Although there are only just over 200 residents at this time, there are over 1,800 businesses and up to 50,000 employees of those businesses. According to the Economic Policy Institute, this equates to almost 159,000 additional indirect jobs for suppliers and another 301,000 induced jobs from their general spending. Businesses in the City of Vernon directly employ up to 50,000 people commuting every day, including personnel contracted to work in Vernon from outside agencies. By adding the daily number of service personnel providing services within the city to its 1,800 businesses on a given day, truck and passenger vehicles commuting through the City, as well as the extensive ongoing transportation traffic (inbound materials and outbound product) for Vernon's heavy manufacturing base, Vernon has estimated current daily traffic exceeding 55,000.

Throughout its history, from its rancher beginnings and incorporation as a city outside Los Angeles in 1905, the city of Vernon has fostered industry. The city has been able to attract and keep companies through business and industrial friendly city policies, low cost power and development direction.

Today, Vernon has its own municipal health department that specializes in industrial issues. It has a police force and its own light and power generation facility, ensuring lower competitive rates for its own industries. In October 2020, it kicked off planning for the Westside Project. The identification of opportunities and constraints took place in early 2021, leading into an extensive stakeholder engagement process. Between February 2021 and November 2022, a series of seven Stakeholders Advisory Committee (SAC) meetings were held, The Environmental Impact Report (EIR) scoping period occurred from April 20 to May 20, 2022, including a public scoping meeting, The process concluded with a public hearing and zoning amendment adoption in Summer 2023, marking the culmination of a comprehensive, multi-year planning and community engagement effort. Those zoning amendments were the cornerstone of the City’s Housing Element Update which was recently found to be in compliance with State Housing and Community Development requirements.



Vernon is almost surrounded by the greater Los Angeles city, bordered by Alameda Ave, on its west side, Downtown Los Angeles on its north side, City of Commerce on the east side and residential community of Huntington Park to the south. Even though it provides most of its own services, because it is completely bound by congested development on all sides, it must plan for its own development based on what is going on in the neighboring cities. Its West Side Specific Plan is one of those strategies, paying close attention to development patterns surround the city.



Issues

The LUS Plan abruptly made changes on 2020, suddenly stating that it would require major changes to the City of Vernon's streets:

1) Permanently closing one of its main crossings (49th Street)
2) Adding a new dangerous at-grade crossing (46th Street)
3) Taking property along 46th Street to construct a connector track between Malabar Yard and LA Jct Yard, which harms Vernon's industries
4) Increasing train traffic (all Exxon traffic) directly through the city versus going around the city as it currently does.

Vernon does not approve these changes to the plan. It is not involved in the development of the LUS within the city of Los Angeles, nor the discussions with BNSF that resulted in these decisions. The entire Draft EIS for the LUS was developed and put out with numerous deficiencies:

A) Almost all data used to determine "impacts" are extremely old, especially the traffic data for Vernon, which was from 2020 (during COVID-19 shutdowns) or from even earlier 2015. Vernon has had immense traffic growth since those times.
B) No impacts were measured for the City of Vernon for the new trains that will pass directly through the city under the proposed plan between the two yards. Trains have not moved through this area in many years and increasing train traffic directly through the city increases traffic delays, air quality issues, economic growth concerns, safety hazards, noise pollution and city aesthetic issues. Increased operations at LA Jct. would also have an impact on water quality at the river.
C) Alternatives to Malabar Yard as the "only option" to replace the storage were not thoroughly explored. The reasons were taken at face value from BNSF, who has a vested interest far beyond replacing the storage tracks in connecting Malabar Yard to LA Jct. for its own operational benefits. No analysis of space, traffic growth, traffic diversions, etc. was performed to compare other options.
D) Malabar Yard does not solve the train length issue for BNSF anymore than any other option.
E) There are material facts misrepresented in the Draft EIS implying that more track is needed than is true and that the 46th street connector to Malabar Yard is "necessary" for the LUS project, when it has nothing to do with that project.
F) The LUS project as presented currently in the Draft EIS directly conflicts with the development plan already in progress with the City of Vernon, and appeasing BNSF at Vernon's expense is not acceptable. The 2020 "changes" to the LUS Plan that directly involve the City of Vernon are not welcomed by Vernon.

Metro's Rationale for Changes

The reason provided for the 2020 changes to the LUS Plan that involve Vernon is to "replace 5,500 feet of storage capacity" to BNSF because of property and track that will be taken at the new LUS facility. The LUS Plan at the new location will remove the north end of BNSF's West Yard along the river. This yard is currently used to store intermodal flat cars waiting to build intermodal trains in nearby Hobart Yard.

Existing BNSF West Yard

BNSF currently owns four tracks on the property that it uses to store empty intermodal flat cars. The total trackage owned by BNSF in the West Yard is over 31,000 feet; however, some of this trackage is access lead and access tracks for each of the actual four storage tracks in the yard. After allowing clearances for accessing each track, RII agrees with the assessment that there are approximately 30,145 feet of actual storage capacity. The longest track will allow a single train set up to 7,950 feet long. The following statements in the Draft EIS are false:

BNSF West Bank Yard can accommodate a continuous 9,000-foot-long trainset in any of the four storage tracks (EIS page 3.3-27)

The existing BNSF West Bank Yard can accommodate up to an 8,000-foot-long trainset in any of the four storage tracks. (Appendix Q-Alternatives page 1.1-10)

The only way to get a 9,000-foot long complete train set on the West Yard would be to fill one track all the way up the north lead that accesses the tracks, cutting off the other three tracks of the yard.

Existing storage capacity by track in the West Yard is as follows:

Track 1 (riverside) = 7950 feet
Track 2 = 7650 feet
Track 3 = 7450 feet
Track 4 = 7095 feet
Maximum storage 31,145 feet

These figures are corroborated by the "railroad professional" measurements of car storage capacity and the historical cars stored measurements in the EIS pages 3.3-67-69. These same historical aerial images were measured by RII and verified. It is possible that this language is a simple mistake by different writers of the EIS understanding the difference between track feet and storage capacity.

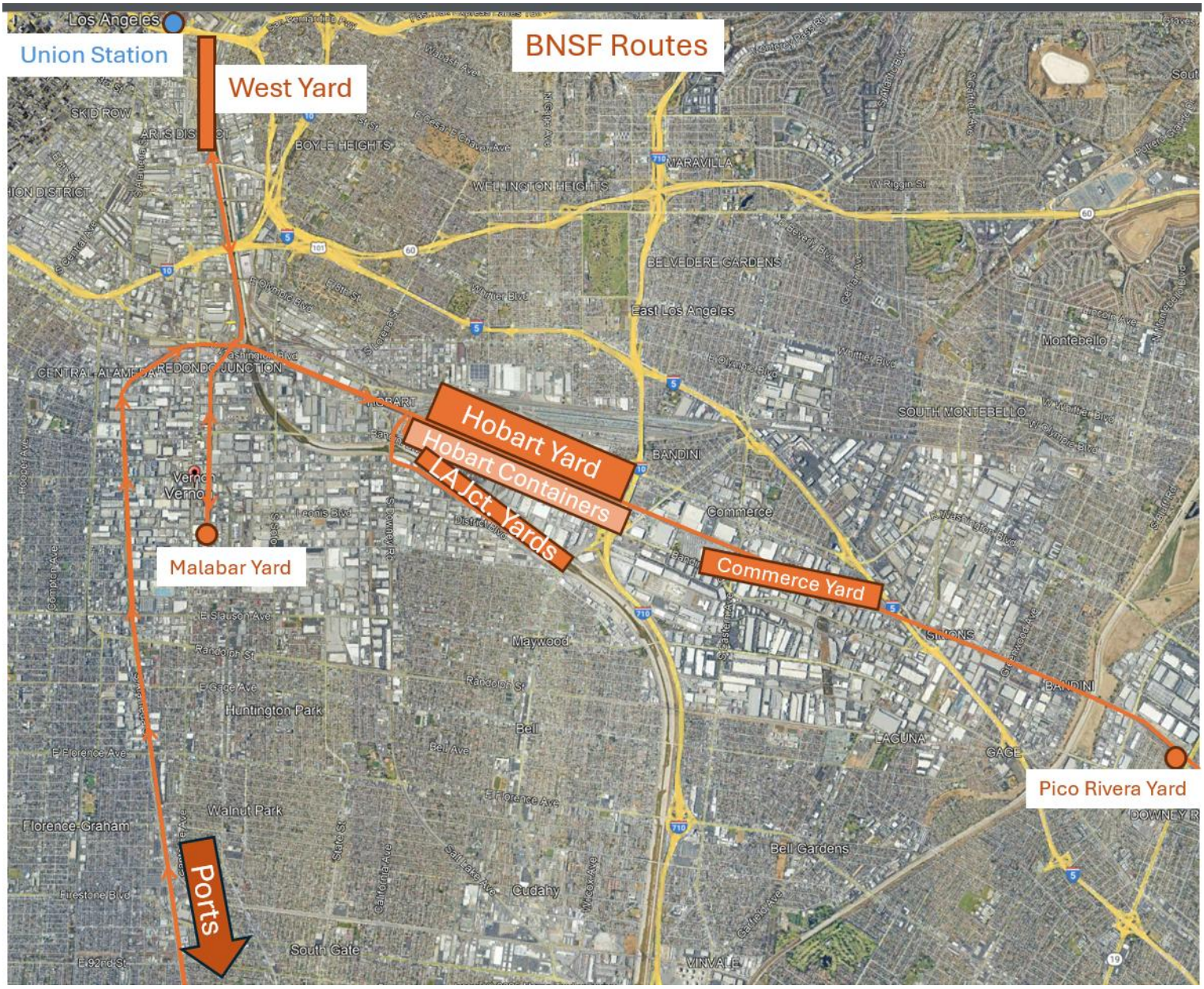


Much of the track feet is excluded from the actual storage capacity because it must remain clear for safety and access to the other tracks. In the image above, only the green portions are included in the car storage capacity measurements. Similar clearances are assumed for all measurements in this report.

One point to clarify from the approach taken in the EIS is that intermodal trains are of various lengths depending on their destination and BNSF picks up as many cars as it needs for a given movement. For example, although a 7,000-foot track may be full with 104 cars (approx. 67 feet per car), if BNSF is sending an 80-car train, it uncouples what it needs to load and moves only the 80 cars in a set. If it needs 120 cars and has two tracks with 60 cars each, it can pull out, switch tracks and attach the rest it needs. There is extra time involved for the switch, but it does not involve a whole train movement back and forth between the yards. Today, if BNSF wants a 9,000-foot trainset pulled into Hobart Yard, it will require hooking up cars from two track in West Yard anyway as none of those tracks hold 9,000 feet. Only one track can hold almost 8,000 feet of storage, tapering down to 7095 storage feet for the shortest track.

The point is that the length of the storage tracks is less relevant when understanding intermodal train-building than the car capacity. The EIS leans heavily on the language of replacing the "8,000-foot track" or even "8,000 or 9,000 feet long" throughout the document(s) implying that specific length is needed when it is not. In fact, it is misleading and detracts from potential alternative locations by implying they need to be a certain length. Longer storage track would of course be more convenient and efficient, but it is rare to have that convenience available. In fact, the proposed "added capacity" of 3,350 feet of storage that the EIS states closing 49th St. will add to Malabar Yard is the combined feet of six different tracks that will require multiple switches to attach the stored cars to build a train set. Therefore, this opens several options for alternatives that were not explored.

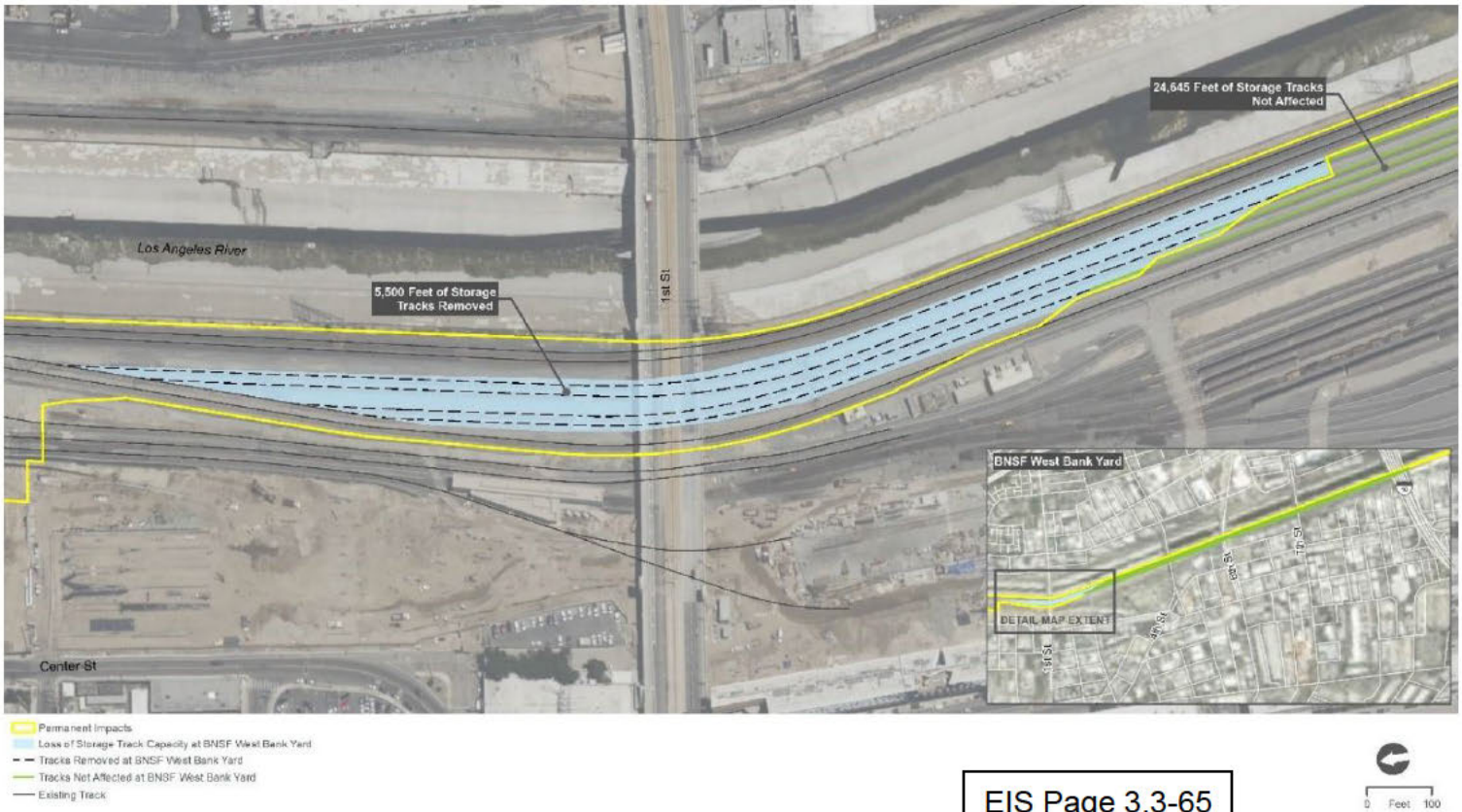
Intermodal containers and returning empty chassis currently come up from the ports along the Alameda Street Corridor to be sorted in BNSF's Hobart and Commerce intermodal yards. Empty cars must be stored as close to Hobart Yard as possible, ideally somewhere easily accessible between Hobart and where the track diverts from Alameda. The West Yard is the ideal location for this operation, and BNSF will likely continue to utilize the remaining storage in West Yard once the LUS is constructed.



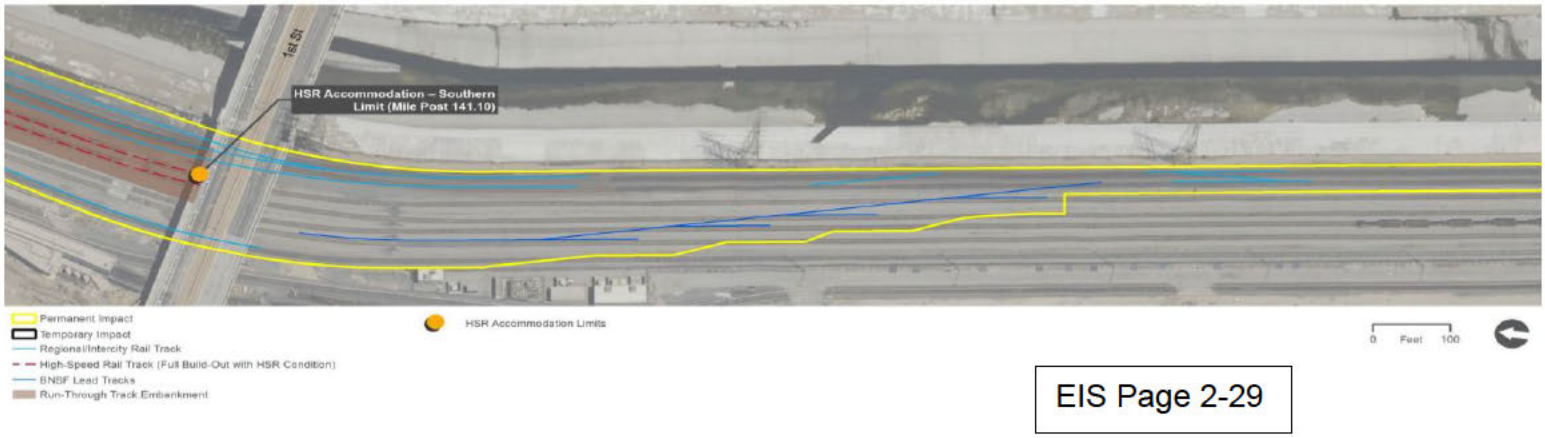
Metro Mitigation Proposal

The Metro Plan is to remove 5,500 feet of storage on all four tracks from their existing switch points to new switch points located south of 1st Street as shown in the following two images from the Draft EIS.

Figure 3.3-7. Loss of Storage Track Capacity at BNSF West Bank Yard



EIS Page 3.3-65



EIS Page 2-29

This will allow BNSF to continue to access the yard from the north. Based on this new alignment and how the tracks line up at the south end, the remaining storage capacity on the four tracks would be divided as follows:

Track 1 (riverside) = 6100 feet
Track 2 = 6130 feet
Track 3 = 6190 feet
Track 4 = 6225 feet
Maximum storage 24,645 feet

Intermodal volumes fluctuate year over year, so the yard moves between empty and full depending on intermodal traffic. The key is that BNSF needs to retain the capacity for when intermodal traffic is heavy, even if all tracks are not used all of the time. Therefore, Metro is obligated to provide or assist BNSF in re-establishing the 5,500 feet of intermodal storage space elsewhere without losing significant operational efficiency that the West Yard provided.

Malabar Yard

Metro is proposing to use BNSF's Malabar Yard in Vernon to replace this storage. Currently, Malabar Yard is used only for local traffic, which is only four customers: Exxon and the west side of BNSF's Team Track/Transload. Cars are staged in the yard before being built into trains to take northward and down to LA Jct. The yard is rarely very full. Malabar Yard has seven tracks including the through track. A through track is typically left clear in a yard but in this case, the westernmost "through track" is actually owned by Metro itself, preserving a right of way lane for future transit development and no track south of Malabar Yard/Fruitland Ave. is currently in service or maintained. Therefore, it is assumed Metro would allow this track to be used as part of its trade off with BNSF for the lost storage at the new Metro station in Los Angeles. There are also two industry tracks along the east side of the yard which are not addressed in the existing yard storage capacity on the next page, but are addressed later in the Alternatives chapter.

The EIS mentions a rule by the California Public Utilities Commission (CPUC) requiring 150 feet of clearance from the crossing for stored railcars at 49th Street. However, CPUC does not govern specific railroad operations on the tracks; the CPUC helps enforce Federal Railroad Administration (FRA) rules, which simply states the railroad must allow enough distance to ensure safety and prevent collision by other rail equipment of vehicles. 49th Steet is a wide paved roadway with only two lanes of traffic and slow moving trains within a yard operation.

You can see from this aerial taken in July 2025, BNSF currently uses both ends of Malabar yard as needed and parks railcars as close as 20 feet of the pavement.



RII measured the tracks within Malabar from clearance of the switch (where the track begins to taper toward another track), leaving any access track clear so that all tracks are accessible. This resulted in the following feet of storage capacity available for storage or train building in Malabar Yard:

Malabar Yard	With 49th St. Crossing in Place															With 49th St. Crossing Removed	
in Feet	South End	Storage	Capacity	By ft road clearance		North End	Storage	Capacity	By ft road clearance		Total Yard	Storage	Capacity	By ft road clearance		Total Track	Storage
Track	Total Track	150ft	100ft	50ft	20ft	Total Track	150ft	100ft	50ft	20ft	Total Track	150ft	100ft	50ft	20ft		Capacity
Through Track	960	700	750	800	830	1680	1370	1420	1470	1500	2640	2070	2170	2270	2330	2700	2430
Yard Track 1	870	595	645	695	725	1550	1300	1350	1400	1430	2420	1895	1995	2095	2155	2470	2245
Yard Track 2	780	530	580	630	660	1485	1240	1290	1340	1370	2265	1770	1870	1970	2030	2300	2105
Yard Track 3	690	450	500	550	580	1400	1150	1200	1250	1280	2090	1600	1700	1800	1860	2215	2025
Yard Track 4	615	370	420	470	500	1345	951	1001	1051	1081	1960	1321	1421	1521	1581	2020	1681
Yard Track 5	545	290	340	390	420	1120	875	925	975	1005	1665	1165	1265	1365	1425	1720	1520
Yard Track 6	440	280	330	380	410	1020	864	914	964	994	1460	1144	1244	1344	1404	1510	1494
Access Tracks	1044					700					1744					1744	
Totals:	5944	3215	3565	3915	4125	10300	7750	8100	8450	8660	16244	10965	11665	12365	12785	16679	13500

*Access Track includes paved track in crossing, lead track to access each track and crossovers.
*Storage capacity deducts switch clearances and roadways clearances.
*Does not count industry tracks branching off from the yard.

The EIS determined that closing the 49th Street crossing would "add 3,350 feet of storage capacity," likely assuming a 150 clearance on either side of the road. However, RII's measurements for this yard provided only 3,215 feet total for all storage available in the south segment of the yard, and only 2,555 feet added for closing the 49th Street crossing: 150 clearance x 2 sides + 65 feet wide roadway x 7 tracks. This passage is from the EIS:

The 3,350 feet of freight rail track storage capacity added from the 49th Street Closure, combined with the remaining capacity of BNSF West Bank Yard that would not be affected by the Link US Project (24,645 feet south of First Street), BNSF's ability to stage and store empty bare tables from BNSF Hobart/Commerce Intermodal Yards and nearby ports would be maintained. (Appendix Q – Alternatives page 1.1-12)

RII is uncertain how exactly the 3,350 feet was determined as added capacity, or how it equals the 5,500 to be replaced, but it also states that BNSF's ability to serve the ports and store the cars is maintained with the addition of 3,350 feet.

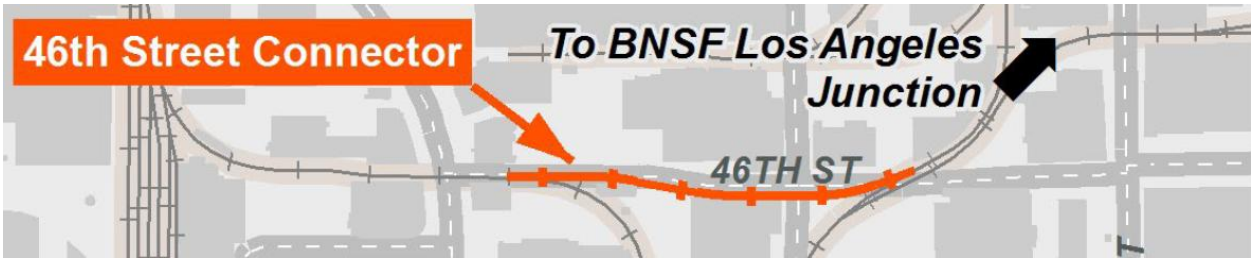
Since BNSF already uses the south part of Malabar Yard when it wants to and operates with clearances of only about 20 feet from the road, the storage capacity added by closing the 49th St. crossing amounts to approximately 715 feet, or the equivalent of about 10 cars.

Regardless of how the storage would be configured or measured, BNSF would still need to switch from at least three tracks to pull as many cars to make up for the in-kind 5,500 feet lost at West Yard, pull from at least four tracks to build an 8,000 foot trainset and from five tracks to build a 9,000-foot trainset.

The track south of Malabar Yard is not used by BNSF and is not an outlet for Malabar Yard. The track is pulled up, paved over or fouled in most areas and Metro now owns the right of way and track.

46th Street Extension

BNSF has said that it would need to divert manifest traffic from Malabar Yard to make enough room for the intermodal storage, so the proposal includes constructing a connector track about 900 feet long along 46th Street. This new track would connect the closest two operational tracks from the east and west sides, effectively connecting Malabar Yard with LA Jct. directly through Vernon.



Source: March 6, 2025 City of Vernon Coordination Meeting Presentation

This track would allow BNSF to move the Exxon traffic directly over to LA Jct. through Vernon. Currently, the Exxon traffic is all handled on the west side near Exxon's facility, with some storage and train building in Malabar Yard, and the trains move up the west side line, over the north side of Vernon and into Hobart Yard/LA Jct. It is a significant amount of traffic amounting to four trains per day. BNSF would prefer this situation over its current method because it would save operational costs.

However, because there is so much unused storage space in Malabar Yard and it is never full with Exxon cars, it is unclear why diverting all of this traffic out of Malabar Yard is "necessary" in order to compensate for the loss in intermodal storage space at West Yard. BNSF's Exxon operations and LA Jct. operations are not the purpose of this

project. If the trade off were improving freight operations as an added bonus without so many negative impacts for the City of Vernon, all stakeholders would be cheering it on. Unfortunately, this plan takes Vernon for granted and drops major issues into this small city's lap.

It appears as if the EIS is using the *"City of Los Angeles' Mobility Plan 2035"* as part of the justification for the BNSF Malabar Yard/LA Jct. scenario, as if it is the "necessary" improvement needed to comply with the plan. However, the City of Vernon is not part of the City of Los Angeles and is not bound by the plan, nor should be used as the dumping ground for any plans for Los Angeles development.

These negative impacts and benefits for the Malabar Yard plan are listed in the Draft EIS, Executive Summary – page ES-xviii – xix:

Implementation of the Malabar Yard railroad improvements would result in unavoidable adverse effects in the following topic areas:

• *Transportation – Operations (potential roadway hazard due to queuing)*

• *Safety and Security – Operations (potential increased response times for emergency service providers and roadway hazard due to queuing)*

• *Socioeconomics and Communities Affected – Operations (potential access restrictions to Stacy Medical Center)*

• *Transportation (Malabar Yard Railroad Improvements only)*

o Throughout operations, implementation of the Malabar Yard railroad improvements would cause a potential roadway hazard due to queuing which may also impede access for emergency responders, increase response times, cause schedule delays to transit services, or disrupt pedestrian and bicycle access.

Thankfully, the EIS has addressed several negative impacts that will severely affect the City of Vernon. Unfortunately, all of the benefits listed benefit only Metro and BNSF.

Impacts to City of Vernon

It appears that the impacts of actually running new trains through the City of Vernon were completely overlooked in the EIS. The impacts of the improvements themselves and their construction – 49th Street crossing closure and 46th Street connector – were examined in detail, but no examination whatsoever was performed regarding the impacts of these trains, including but not limited to the following:

- Changes in rail traffic increase safety concerns and traffic flows
- Vehicle traffic, commute times, crossing delays, etc.
- Increased idle times and air quality
- Access to emergency services within the city
- Mobility and opportunities for Vernon employees, business and residents
- Water quality for increased rail operations in LA Junction, right next to river
- Impacts to economic development and future growth plans

For those effects that were examined, RII has commented or attempted to show the impacts for missing pieces. The impacts during the Construction stage appeared to be examined in the most detail, presenting a solid analysis of environmental impacts and standard mitigations for Construction work. Therefore, RII has made little comment regarding the construction stage. Unfortunately, it appears that the impacts for the operations once trains are moving on the new infrastructure were only examined as an afterthought. Where negative impacts are identified, they have not been detailed and there is insufficient mitigation recommended (and sometime no mitigation offered).

Railroad Traffic

The City of Vernon rose up through industry with heavy rail-served manufacturing once being its primary driver. At one point, nearly every industry had its own spur track and the private railroad started by the Central Business District of Chicago switched them all as a terminal railroad, i.e. providing switching and interchange to a line haul carrier versus transporting the freight over distances.

Railroad Timeline:

1923 – Railroad is constructed in Vernon by the Central Business District of Chicago to connect Vernon industries to all three Class I railroads in the area.

1929 – LA Jct. acquired by Atchison, Topeka and Santa Fe Railway (ATSF)

1930-1960's – Industrial business boomed in Vernon and rail traffic was heavy. Peak traffic was over 85,000 carloads annually during World War II.

Next 40 years – Vernon remains Industrial complex, but heavy rail traffic slowly thins

1995 – Burlington Northern and Santa Fe acquires ATSF and its assets, including LA Jct.
Next 10 years – rail traffic continues to dwindle on west side of river as other industries rise up

2005 – BNSF contacts the City of Vernon for possibility of 46th St. connector concept, which is rejected by the city

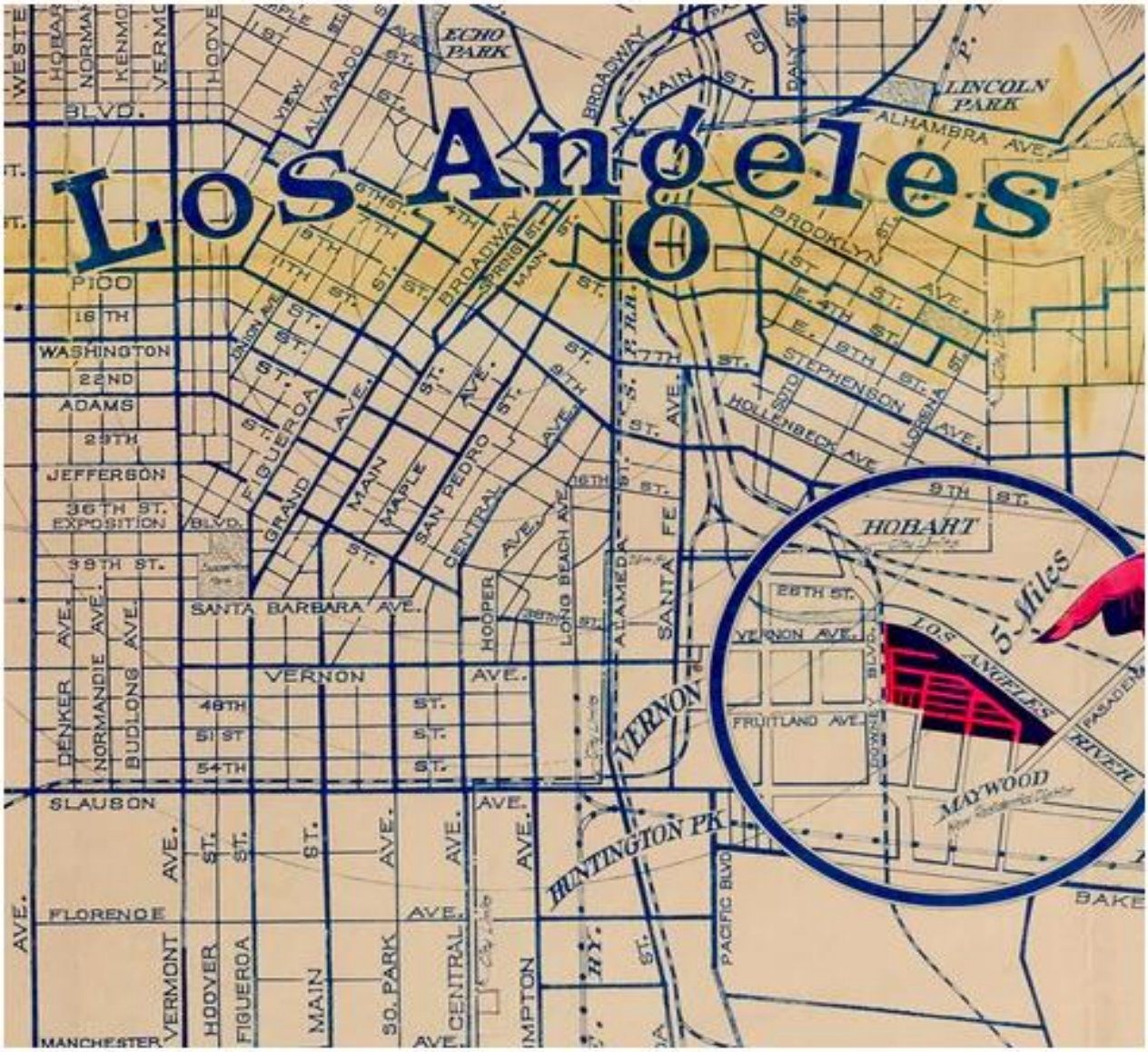
2008 – Traffic down to 15,000 carloads

2010 – City of Vernon again contacted for options for BNSF to connect its old Santa Fe assets in the west to its acquired ATSF assets in the east of Vernon.

2015 – City of Vernon begins development plans that ween out the derelict tracks and spurs within the city, especially on the west side of town. Plans are complementary to the newly planned Union Station being developed to the north, for which Notice of Intent and plan was released in 2016.

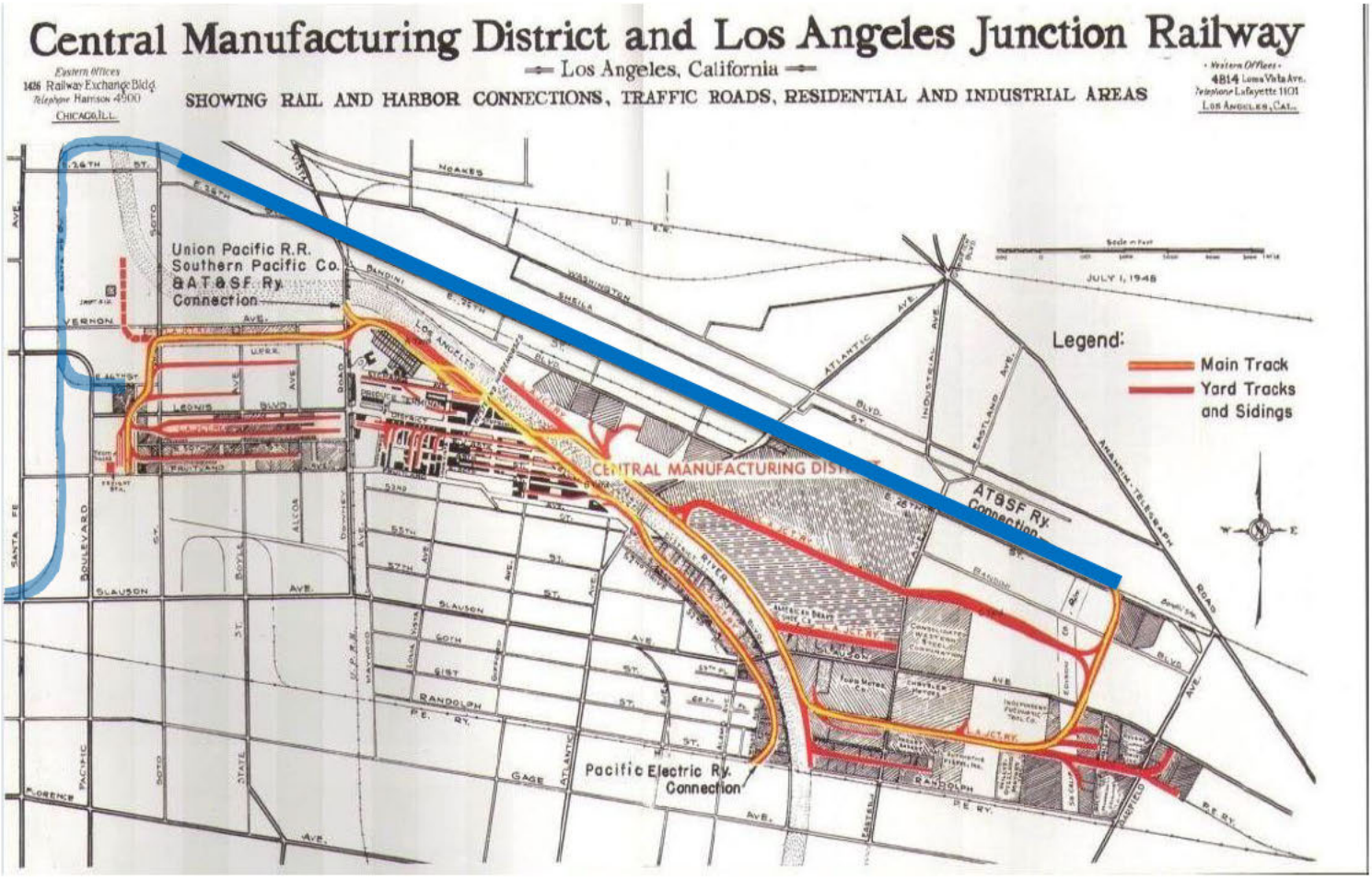
2020 – Metro revises its plan for the new LUS and releases Notice of Intent, informing City of Vernon about plans to force a 46th St. connector on behalf of BNSF.

This map from 1923 shows the industrial complex in Vernon with the Class I railroads before the LA Jct. was constructed.



1923 Central Manufacturing District of Los Angeles map - Vernon rail lines & streets, Public domain, via Wikimedia Commons

The following map from BNSF Facebook shows the original main lines and yard tracks of the LA Jct., with the City of Vernon in the top left quadrant. The blue line has been added, which was the Santa Fe Railroad prior to its merger with Burlington Northern Railroad. Note that this line never connected to LA Jct. in this western section. They were two separate railroads whose later parent inherited the other.



Today, most of the businesses on the west side of the river have converted to manufacturing that does not require rail. They ship using trucks for local market distribution or transload to rail off site. This has left a spaghetti bowl of tracks leading to nowhere, sidings and into new industries that would never use rail, and curved corners on buildings designed around the curving right of way. Some of the tracks are pulled up and paved over, while others remain in place, overgrown and rusted. According to Los Angeles County assessor records, some of the segmented rights of way are owned in fee by BNSF in a patchwork of widths ranging from 75 feet wide to only 17 feet in some locations and some were granted as easements by adjacent shippers between 1922 and 1940.

Aerial shot right of way between Soto and Boyle, 46th and Leonis.



This image shows the many out of service tracks or remnants of tracks throughout the city in blue as compared to the BNSF service tracks in orange (south of Fruitland is UP).



It is important to note that the single in-service track running through the city only serves the Team tracks located in the east side of the BNSF yard on Fruitland (red circle). This yard has several stub-end tracks that BNSF customers use to transload their own products. The east and west sides do not connect.

The following details from the EIS provide the existing operations and make up of trains currently moving in Vernon:

• *Typical Speed of Trains: 10-20 miles per hour*

• *Typical Length of Trains: Up to 1,250 feet (up to 15 Rail Cars)*

• *Typical Number of Engines: One locomotive*

… Malabar Yard…

• ***North Entrance*** *(Malabar Yard to Hobart Yard Connection – There are 2 round trips per weekday into/out of Malabar Yard using the northern entrance across Pacific Boulevard on the Harbor Subdivision (4 train movements total).*

• ***East Entrance*** *(Malabar Yard to Spur Line Track East of Pacific Boulevard – There is one round trip per weekday into/out of Malabar Yard using the east entrance across Pacific Boulevard to serve local customers on the existing commercial spur line that leads south toward Fruitland Avenue.*

• ***South Entrance –*** *Trains do not enter Malabar Yard from the south, but the south entrance at Fruitland Avenue is utilized to perform "head-end moves." These moves can occupy track southwest of BNSF Malabar Yard to the 2nd Street crossing in the vicinity of Slauson Avenue.*

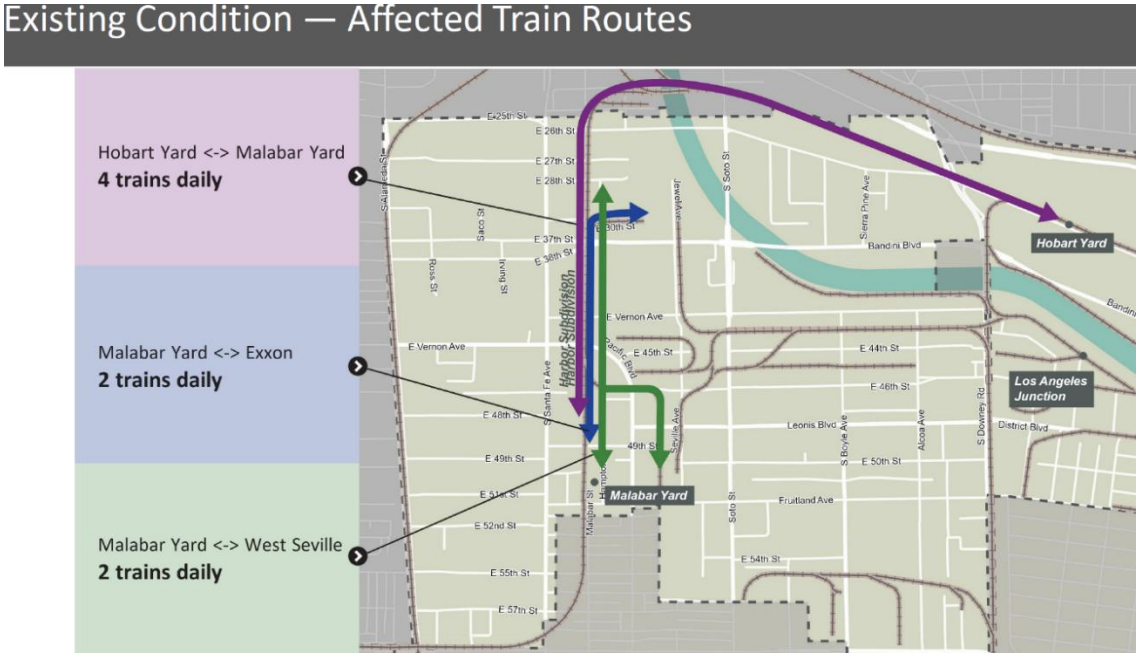
After the proposed modifications in Vernon, the train operations will be as follows:

• *Typical Speed of Trains: 10-20 miles per hour*

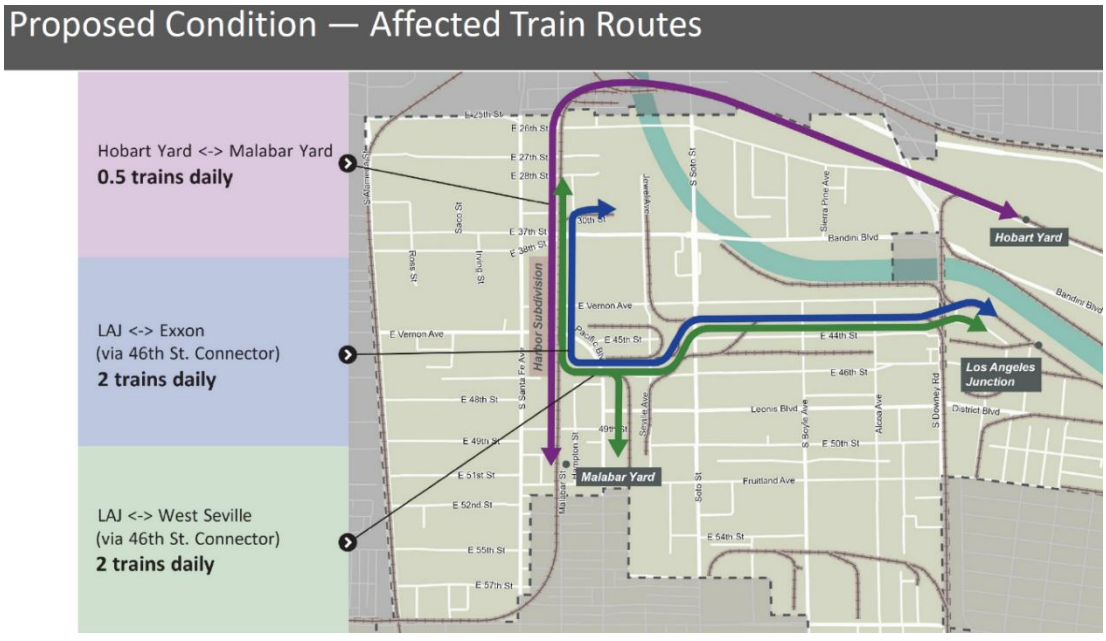
• *Typical Length of Trains: 2,000 feet – 4,000 feet (up to 60 cars)*

• *Typical Number of Engines: Two locomotives*

These slides from the March 6, 2025 City of Vernon Coordination Meeting illustrate how there are many tracks within Vernon, but they do not host significant rail traffic.

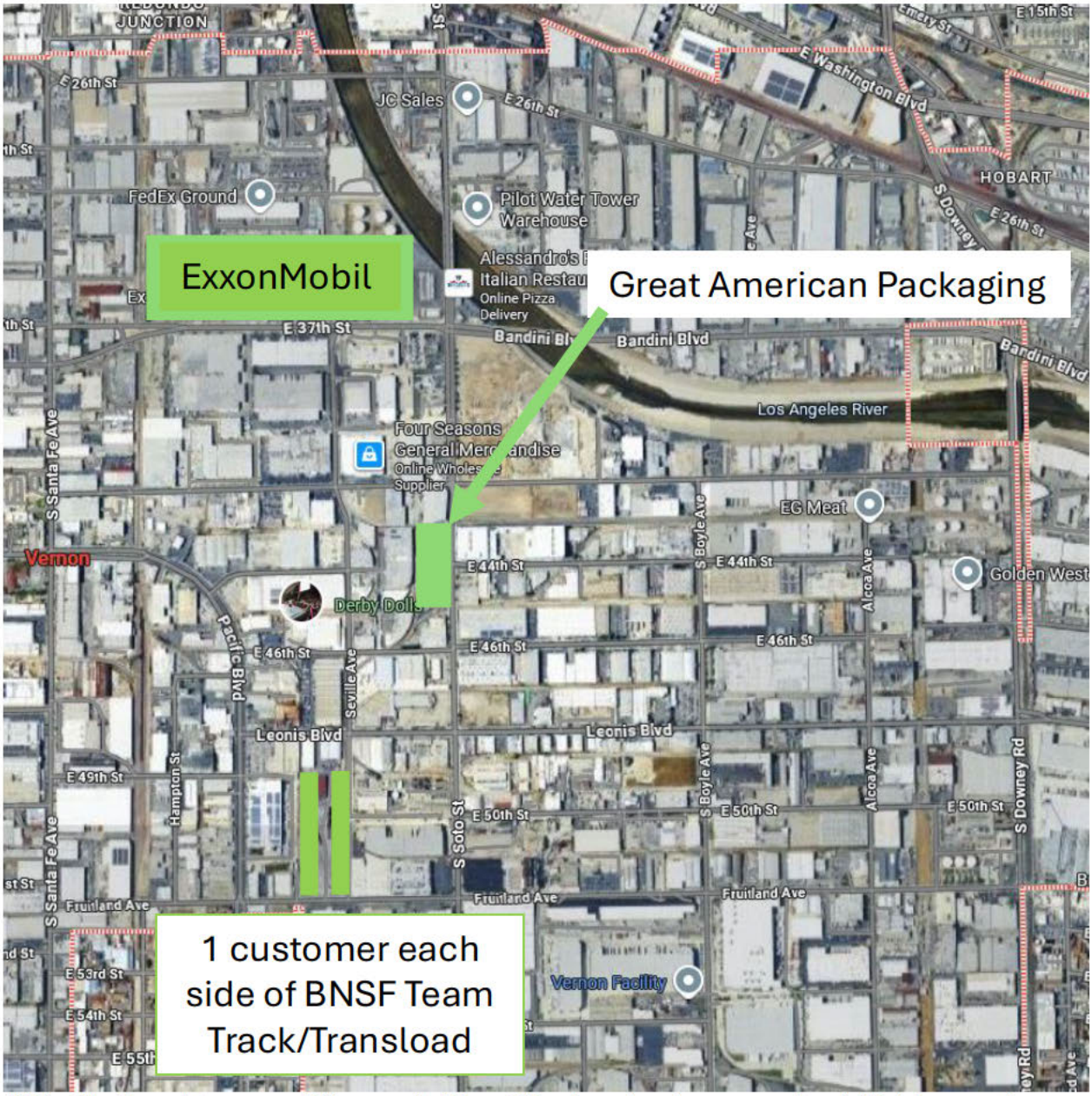


Currently, the vast majority of traffic flows northward and around the city to come down into LA Jct. Yard or Hobart Yard, depending upon whether it is intermodal or manifest traffic. The next image shows the expected traffic to begin moving consistently through Vernon once the connection between Malabar and LA Jct. yards is made. Basically, the 4 Exxon trains that were moving by the north track will now move through town and the few cars that made up the previous “2 trains daily” will simply be attached to these larger trains.



This would be long four trains every day moving through the middle of Vernon where previously there was only a short (a few cars) train for the transload. This is a major traffic change that was completely ignored by the EIS.

There seems to be a misunderstanding that because Vernon is mainly an industrial city and has many tracks running all through its streets, this new train traffic would be a "minor change" as was stated in the Revised EIS notification. There are only four customers still served by rail on the west side of the river in Vernon.



All traffic from Exxon and the west side of the transload move only at Malabar and northward out of Vernon and only Great American Packaging and the east side of the transload are served via LA Jct. moving cars through the city.

The Revised EIS Plan for a connector in Vernon to LA Jct. would have four much longer trains running through the city every day between Malabar and LA Jct. that include all of the Exxon traffic and west side transload. BNSF has not provided information on the expected length of the trains to pass through Vernon. As an example, the most recently available aerial shot of Malabar yard shows 20 Exxon cars stored in the yard as the train is built. That implies that trains will be at least this long. If we were to believe that "8,000 or 9,000-foot trains" are the norm, then a single train would bisect the entire city at once.

The assumed operation is that two trains per day are brought in to Exxon and two trains per day of empty tank cars are brought out, totaling the four trains. It is also assumed that each train size is usually roughly the same, estimated at 20-40 cars per train, or a train length of 1,500 – 2,880 feet in length.

This point was deftly glossed over in the EIS by emphasizing that there would be no increase in number of trains while the number of cars in those trains would increase exponentially. Exxon is the largest customer on the west side of the river prompting its own four trains daily northward. Moving all of that traffic across Vernon would be four major trains with numerous cars every day versus the few cars at a time in today's trains in Vernon. Adding Malabar Yard and LA Junction plans in Vernon to the EIS plan was in no way a minor change and these mitigations for Metro's negotiation with BNSF are not acceptable to the City of Vernon.

In addition, the Exxon facility in Vernon is a Lube Oil distribution facility. An analysis of five different forecasts for lube oil over the next 5-8 years shows an average forecasted growth rate in demand for lube oil of 4.5% per year, meaning the volumes to be transported for Exxon, and resulting train lengths, will only increase, and significantly.

The City of Vernon has been approached by BNSF in the past several times to allow it to connect its yards through the city and Vernon has prohibited such a move due to the impacts mentioned above. BNSF reached out in 2005 to the city and again in 2010. BNSF cannot negotiate some side deal with Metro to try and force Vernon into capitulating.

Vehicle Traffic

One of Vernon's major concerns is how the trains will affect traffic in its busy streets. Vernon has 1,800 businesses that depend on timely transportation for their employees, services and goods carriers. Traffic delays are costly to businesses, inconvenient for visitors and customers, cause vehicle idling times to increase and affect air quality, contribute to collision incidents and pedestrian/bicyclist safety concerns, emergency service access and noise.

The Draft EIS included several issues with how it analyzed the Malabar Yard mitigations and their impacts on Vernon's traffic:

1. Out-dated and skewed traffic data was used for the analysis
2. Traffic that was examined was near the construction areas and missed some important points
3. Traffic was not examined at all for streets to be impacted by new trains moving through the city

Traffic Data

The traffic data used to analyze the impacts to Vernon was old and skewed. Anytime a study like this is completed, it is almost always utilizing data from the previous year, or even up to five years. It takes time to compile data into something useable, and it would be understandable for the data to be a few years old and possibly projected forward for growth in Vernon.

However, not only were no projections applied to the Vernon traffic for growth, but the traffic counts were taken in **August 2020** right in the middle of COVID shut downs. It was excruciating attempting to gather data and values during 2020 and 2021 for meaningful analysis. However, in order to "normalize" the traffic against the skewing of COVID, the traffic counts were normalized ***backwards*** to earlier years, with much of the data supplemented with data from 2015. This makes the bulk of the data used to measure impacts to Vernon's traffic a decade old – completely inaccurate and inappropriate for this purpose.

Language has been used in the EIS to imply that Vernon has undergone very little change since that time so that old numbers can still work. Focus was paid to Vernon's small number of residents and its overall "industrial" as a catch all for all industry, including rail operations. This is an egregious assumption that completely ignores Vernon's growth in businesses, changes in industries, employment and traffic flows, and

Means of Commuting	2023[1]	
	Number	Percent
Total Workers	4,749,934	100.0%
All Commuters	4,053,687	85.3%
Means of Commuting	**2023[1]**	
	Number	Percent
Commuted by Car, truck, or van	3,622,186	76.3%
Drove alone	3,152,184	66.4%
Carpooled	470,002	9.9%
In 2-Person Carpool	341,889	7.2%
In 3-Person Carpool	78,248	1.6%
In 4-or-More-Person Carpool	49,865	1.0%
Means of Commuting	**2023[1]**	
	Number	Percent
Public Transportation (excluding taxi)	194,530	4.1%
Bus	165,494	3.5%
Subway or Elevated Rail	17,071	0.4%
Long-Distance Train or Commuter Rail	5,650	0.1%
Light Rail, Streetcar or Trolley	4,333	0.1%
Ferryboat	1,982	0.04%
Means of Commuting	**2023[1]**	
	Number	Percent
Bicycle	27,349	0.6%
Walked	118,196	2.5%
Taxicab, Motorcycle, or Other Means[3]	91,426	1.9%

growth in employees. Vernon's active employees within the city were 39,542 in 2018 (EIS Appendix Q, pg. 3.13-4) Today, Vernon's employees and contractors within the city daily amount to 55,000+.

That is a 39% increase over the last seven years and employees comprise the bulk of Vernon's traffic. The scope of this analysis and report did not include collecting new traffic data within the City of Vernon, but simply by applying Vernon's known growth in employees of 39% to the traffic, a more accurate picture of Vernon's traffic today would add at least 12,800 additional vehicles to Vernon's current traffic for both peak morning (in) and evening (out) traffic counts. This is adjusted assuming that 9.9% carpooled, 4.1% take public transportation and 3.1% walk or bicycle to work according to Los Angeles County statistics as of 2023 (chart to the left).

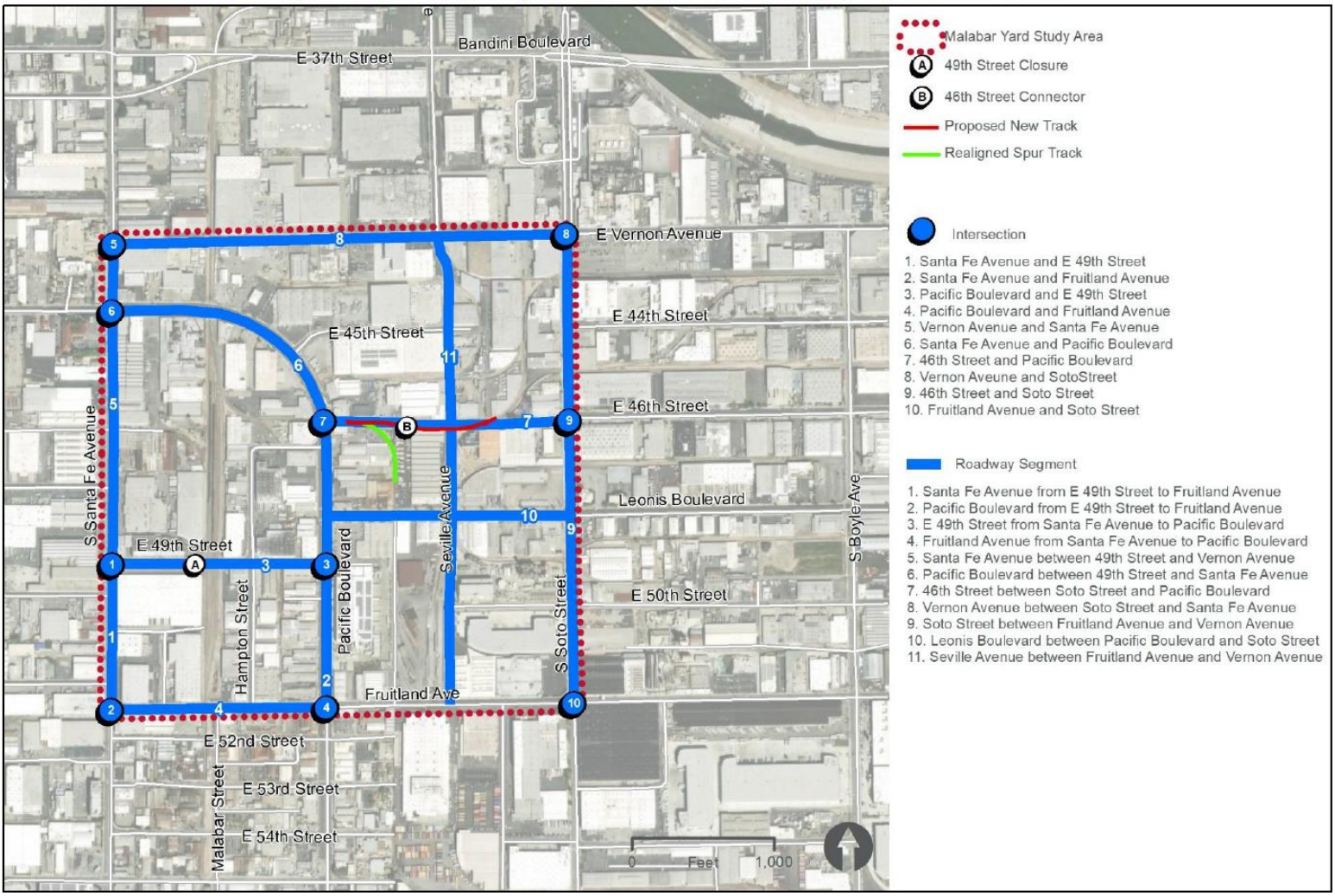
Vernon's traffic includes employees, thousands of contractor vehicles traverse Vernon's streets every day delivering services, supplies, shipping and distribution services for Vernon's 1,800 businesses, often using the large trucks possible for California of 65 feet long. These larger trucks make their service calls and deliveries during the day as opposed to the morning and evening peak traffic times when the bulk of employees are coming changing shifts. Peak traffic times are defined by the number of vehicles and omits the impacts for delays that occur during the daytime with the influx of fewer but much longer vehicles/trucks.

It is unfortunate that this project has taken so long that studies using prior years' data have aged so much. However, it has crossed the point where the data is even still valid and updated information must be examined. The traffic data should be updated with accurate, on-the-ground figures and all traffic types should be examined.

Roadways and Intersections Examined

The ESI established a “Study Area” that included approximately a .25 mile radius from the construction areas of the physical improvements at Malabar Yard and the 46th Street connector track. This area defined the intersections and roadway segments to be studied for impacts as shown in the following map from the EIS:

Figure 3.3-1. Traffic Study Area and Intersection/Roadway Segment Locations



Based on this table from the EIS and its 2015 traffic numbers, increasing the volumes on each respective street by 39% to match modern traffic more closely puts the entirety of Santa Fe Ave. and Soto St. currently almost at capacity.

Table 3.3-9. Existing (2020) Conditions Roadway Segment Level of Service Summary

Number	Roadway Name	Capacity	AM Peak Hour			PM Peak Hour		
			Volume	V/C	LOS	Volume	V/C	LOS
1.	Santa Fe Avenue between 49th Street and Fruitland Avenue	5,600	2,535	0.45	A	3,043	0.54	A
2.	Pacific Boulevard between 49th Street and Fruitland Avenue	8,400	1,567	0.19	A	1,928	0.23	A
3.	49th Street between Santa Fe Avenue and Pacific Boulevard	2,800	163	0.06	A	156	0.06	A
4.	Fruitland Avenue between Santa Fe Avenue and Pacific Boulevard	2,800	765	0.27	A	843	0.30	A
5.	Santa Fe Avenue between 49th Street and Vernon Avenue	5,600	2,649	0.47	A	3,121	0.56	A
6.	Pacific Boulevard between 49th Street and Santa Fe Avenue	8,400	1,459	0.17	A	1,871	0.22	A
7.	46th Street between Soto Street and Pacific Boulevard	2,800	194	0.07	A	243	0.09	A
8.	Vernon Avenue between Soto Street and Santa Fe Avenue	5,600	782	0.14	A	786	0.13	A
9.	Soto Street between Fruitland Avenue and Vernon Avenue	5,600	2,239	0.40	A	2,681	0.48	A
10.	Leonis Boulevard between Pacific Boulevard and Soto Street	5,600	1,199	0.21	A	1,369	0.24	A
11.	Seville Avenue between Fruitland Avenue and Vernon Avenue	2,800	315	0.11	A	334	0.12	A

Notes:
LOS=level of service; V/C=volume-to-capacity

Remember this is a minimum figure accounting for the growth between 2018 and 2025, where the EIS traffic counts are mainly from 2015, so three additional years of growth are missing. They may well indeed be at or beyond capacity now.

In addition, the roadway segments for where the trains will actually start running were not examined at all. These will be streets where true trains have never run before – only switching services of a few cars at a time, and even those were long ago. Especially on Vernon Ave. east of Santa Fe, all of 44th St., 46th St. east of Santa Fe and Leonis Bl. where most traffic will be diverted, these segments should be evaluated.

The intersections that were examined are as follows in this EIS Table:

Table 3.3-8. Existing (2020) Conditions Intersection Level of Service Summary

Number	Intersection	Traffic Control	AM			PM		
			V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
1.	Santa Fe Avenue/49th Street	Two-way stop	>1	>50	F	>1	>50	F
2.	Santa Fe Avenue/Fruitland Avenue	Signalized	0.75	—	C	0.77	—	C
3.	Pacific Boulevard/49th Street	Two-way stop	>1	55.9	F	>1	>50	F
4.	Pacific Boulevard/Fruitland Avenue	Signalized	1.15	—	B	0.63	—	B
5.	Vernon Avenue/Santa Fe Avenue	Signalized	0.97	—	E	0.97	—	E
6.	Santa Fe Avenue/Pacific Boulevard	Signalized	0.97	—	E	1.07	—	F
7.	46th Street/Pacific Boulevard	Two-way stop	0.98	46.0	E	>1	>50	F
8.	Vernon Avenue/Soto Street	Signalized	0.77	—	C	0.92	—	E
9.	46th Street/Soto Street	Two-way stop	>1	>50	F	>1	>50	F
10.	Fruitland Avenue/Soto Street	Signalized	0.79	—	C	0.89	—	D

Notes:
Bold indicates LOS E or F
LOS=level of service; Sec=seconds; V/C=volume-to-capacity

The method of traffic analysis raises two issues:

1) If current traffic were used instead of 2015 traffic, these intersections would show much more tension, especially the outlet from 46th St. to Pacific. RII also feels that Leonis intersections should have been studied since this is a major street through Vernon and would likely be where much of the 46th St. traffic were to be diverted if the proposed infrastructure were put in.
2) The EIS shows the traffic data collection in good detail (notwithstanding missing intersections as stated), but it does not identify the capacity for the intersections and hides issues behind a lump ">1" so we cannot tell what the impacts of the proposed operation are – as if just because the intersection is already beyond capacity that new congestion won't make a difference. A proper analysis would identify the capacity of the intersection, then volumes to come to the V/C figure, exactly as they did for the roadway sections.

The EIS states that it examined delays and storage capacity at existing railroad crossing (only as a courtesy it claims since it was not required to do so for the EIS) and a non-comprehensive examination was performed for a few of the crossings. However, that is not what the stakeholders were asking for. They wished to know how traffic would be affected at the intersections that are nearest to the crossings with the new trains moving through the city. This analysis was not performed.

The following adverse effects were noted in the EIS and yet, no mitigation was proposed. There were comments about mitigations requiring "coordination with CPUC and City of Vernon," as if those parties were responsible for mitigating the impacts.

Adverse Effect

• The New Railroad Crossing #5 at the intersection of Seville Avenue and 46th Street would introduce a potential roadway hazard due to queuing that would cause southbound vehicular traffic to extend across 46th Street. On Seville Avenue south of 46th Street, two separate sets of gate arms proposed near each other would introduce a potential roadway hazard due to northbound and southbound vehicle queuing.

Adverse Effect

• Implementation of the Malabar Yard railroad improvements would exceed the applicable V/C ratio threshold at two intersections (Intersection #6: Santa Fe Avenue/Pacific Boulevard and Intersection #4: Pacific Boulevard/Fruitland Avenue) and one roadway segment (Roadway Segment #4: Fruitland Avenue between Santa Fe Avenue and Pacific Boulevard), which may impede access for emergency responders throughout operations. Intersection #6 is located along a designated disaster route.

• A potential roadway hazard may occur from vehicle queuing along Seville Avenue, which in turn may also impede access for emergency responders.

Adverse Effect

• A potential roadway hazard may occur from vehicle queuing along Seville Avenue, which in turn may also cause schedule delays to transit services or disruption of pedestrian and bicycle access.

• A potential roadway hazard may occur from vehicle queuing along Seville Avenue, which in turn may also affect access to the Stacy Medical Center.

Adverse Effect

• The applicable V/C ratio threshold would be exceeded at two intersections (Intersection #6: Santa Fe Avenue/Pacific Boulevard and Intersection #4: Pacific Boulevard/Fruitland Avenue) and one roadway segment (Roadway Segment #4: Fruitland Avenue between Santa Fe Avenue and Pacific Boulevard).

MY-TR 3 through 6 below have been proposed to solve this Adverse Effect.

Restriping of the Santa Fe Avenue/Pacific Boulevard Intersection: *During the final*

engineering phase and at least 30 days prior to implementation of the Malabar Yard railroad improvements, Metro and BNSF shall obtain approval from the City of Vernon to restripe one eastbound through lane to an eastbound turn lane at Vernon Avenue.

Restriping of the Pacific Boulevard/Fruitland Avenue Intersection (Future Horizon Year 2040): *In the Future Horizon Year (2040), Metro and BNSF, in coordination with the City of Vernon, shall restripe the northbound shared through/right-turn lane to a right-turn-only lane and a through lane at Pacific Boulevard.*

Add a New Vehicular Lane on the Fruitland Avenue Roadway Segment between Santa Fe Avenue and Pacific Boulevard (Future Horizon Year 2040): *In the Future Horizon Year (2040), Metro and BNSF, in coordination with the City of Vernon, shall add a new westbound vehicular lane on Fruitland Avenue.*

Adverse Effect

• The New Railroad Crossing #5 at the intersection of Seville Avenue and 46th Street would introduce a potential roadway hazard due to queuing that would cause southbound vehicular traffic to extend across 46th Street. On Seville Avenue south of 46th Street, two separate sets of gate arms proposed near each other would introduce a potential roadway hazard due to northbound and southbound vehicle queuing.

It appears that the EIS's solution is to gain approval for an at-grade crossing and simply implement whatever protections that CPUC or FRA require. Unfortunately, such protections are focused on safety at the particular crossing, not maintaining traffic flows.

Many of the mitigation strategies are designed to make the measurement itself look good rather than solve the actual problem. For example, changing lanes at intersections to "right turn only" when most traffic is trying to go straight through only backs up more traffic into one or two lanes versus the two or three it had previously. It may force traffic out of the intersection to maintain the measured delay score, but it does not move the traffic where it needed to go. It is confusing to drivers and increases individual drive time to be diverted to the right. This method may reduce idling and improve air quality, but at the expense of quality of life and commuter travel time. The City of Vernon is not simply interested in whether the impacts and their mitigations are "compliant" with California Environmental Quality Act rules, FRA rules or other authorities. It is interested in how the project impacts the City of Vernon negatively, regardless of whether it complies with some other authority. Mitigations that simply divert traffic to achieve a passing V/C score at the expense of traffic capacity and Vernon citizen and workers' convenience are not sufficient.

Another misunderstanding about mitigations is safety protections versus traffic flow. Almost all traffic controls are designed to ***stop or slow*** uncontrolled traffic to make it safer. Whether that involves signals, stop signs, turn lanes or a round-about median, the purpose is to slow traffic to improve safety regardless of delay impacts. Traffic protections may sometimes be designed in a manner that maximizes traffic flow, but safety is the goal, not traffic capacity. Therefore, it is important to identify the purpose of the traffic metric being used and the mitigations being relied upon. If the mitigation is designed to meet a certain metric for which the goal is safety, the metric may be irrelevant to solving the capacity and delay concern presented by the City of Vernon. The mitigation may even exacerbate the problems, causing more delays, congestion, or worse, diversion of interest in Vernon as a place to work, live, do business and grow.

This is an interesting qualifier:

Based on the property owner and business stakeholder engagement conducted in the City of Vernon, queuing analysis results for existing and proposed at-grade crossings are presented for informational purposes only; however, they are not a required component of the methodology to determine LOS impacts, and therefore, do not contribute to the NEPA determination of effects for LOS traffic impacts.(pg. 3.3-6)

The queuing resulting from adding a new crossing and railroad traffic across every vertical street in West Vernon is a required component of the methodology to determine LOS impacts as far as the City of Vernon is concerned for approving this project or not.

The reason delays from railroad crossings are not considered in the impacts of an EIS is that the safety of the crossing outweighs any considerations of traffic flow. The safety protections are determined based on the trains running in the area (volumes and speeds) and the vehicle traffic (volumes and speeds). The protections are there to ensure vehicles yield to the trains since the trains cannot stop. Therefore, at-grade crossings always have the effect of slowing vehicle traffic, even if it is simply a passive crossing where the driver must look both ways for a train. As stated before, the City of Vernon is opposed to installing any new infrastructure that impedes its traffic capacity. Traffic delays are a serious concern for Vernon and canned responses about FRA compliance do not address the issue Vernon is bringing up.

Similarly, Vernon's precious employers would be negatively impacted:

For Design Option 1, Driveway Nos. 7 and 8 would be closed, and Driveway No. 9 would be reconfigured and remain open for continued business access/egress and operations. For Design Option 2, Driveway No.7, Driveway No.8, and Driveway No. 9 would all be reconfigured and will remain open for continued business access/egress and operations.

o ***Driveway No. 10:*** *Trucks do not use this driveway. Driveway No. 10 will be closed as part of the Malabar Yard railroad improvements. The access to this property will be maintained from Driveway No. 9.*

o ***Driveway Nos. 11 and 12:*** *The raised median on either side of the railroad crossing along 46th Street would reconfigure the truck turning ingress/egress for these two driveways. Both driveways would be maintained but would become right-in/right-out only as a result of either design option for the 46th Street Connector.*

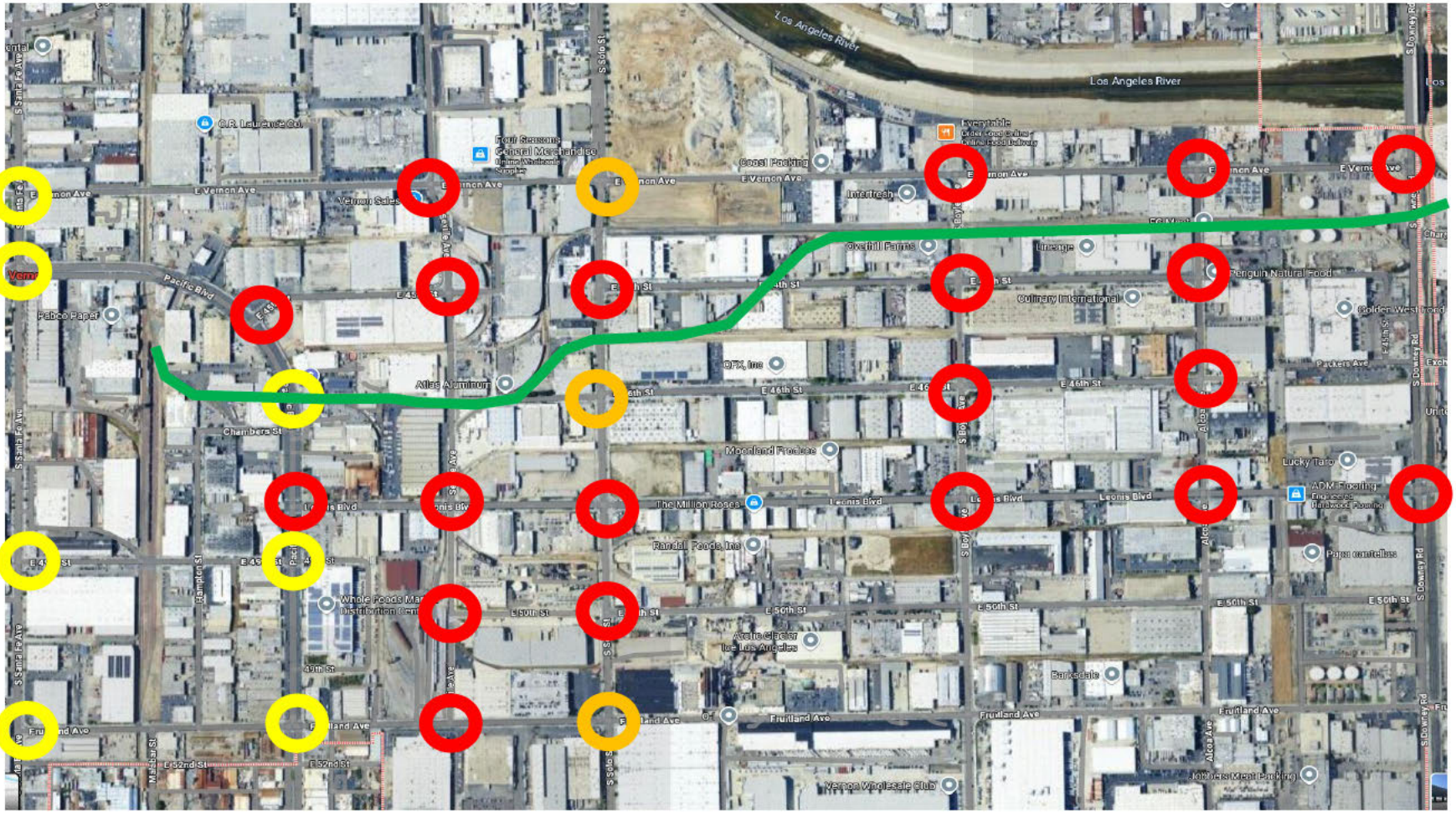
o ***Driveway No. 13:*** *This is a new driveway and under either design option would provide right-in/right-out only access.*

Vernon's businesses are its lifeblood. This proposal does nothing but take property, negatively impact property, cause inconveniences at a minimum and cost significant operational dollars in transportation delays, worker productivity, worker and customer access, satisfaction and liability, not to mention the increased worker and customer health and safety risks.

There are no benefits for Vernon in this proposal, only sacrifices it is being expected to tolerate for the greater good of indirect regional transit and freight goods movements. Vernon gains no goods movement benefits since BNSF does not market new customers or freight traffic in the area, in fact, it discourages adding rail traffic to the west side due to the circuitous track access. This yard-to-yard link for BNSF in the Metro proposal does not facilitate developing new rail business in Vernon; it is simply a cost saving convenience for BNSF and its handling of the existing Exxon traffic. Development direction of Vernon has accepted this fact, focusing on non-rail commercial, transit oriented and residential development on the west side and focusing rail-service needs on the east side of the river.

Roadways and Intersections Neglected

None of the intersections or roadways affected by the trains moving through the city were examined at all. The following map shows the intersections examined in the EIS in yellow and orange, and all of the remaining potentially affected intersections in red.



Especially the intersections at Pacific/Leonis, Seville/Leonis, Soto/Leonis, 46th/Soto, Vernon/Soto, Vernon/Boyle, Vernon/Alcoa, Vernon/Downey and five intersections along 44th that will run parallel with the active tracks. There seems to be some misunderstanding between the delays at intersections from the new trains versus the delays from the at-grade railroad crossings themselves. Delays from at-grade crossings are not usually included in an EIS because they are there for safety reasons and cannot be considered a new impact. However, the delays at the crossings themselves are not the same as the delays created at vehicle intersections half a block from the crossing.

BNSF could maintain its track and use these "active" crossings now if it wished. Railroads typically have preemption to run whatever traffic they wish over their rights of way. However, BNSF is a fiscally responsible corporation and has not maintained the tracks and crossings because there is no benefit to it to maintain the tracks and crossings nor to run trains if there is not enough business. The result is that it has been decades since trains have passed over most of these streets. Four new daily trains of up to 60 cars traveling up to 20 mph over these tracks would be a major change in traffic, safety and hazards for the city that has grown up around it. Just because the track and crossings remain "active" by railroad terminology does not mean the impacts to the intersections can be ignored under the auspices of railroad preemption.

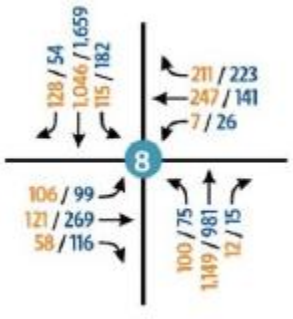
BNSF has no reason to run these trains unless the 46th St. connector is installed and Vernon will not be approving such a project until and unless the pertinent traffic intersections are examined for their impact, whether the writers of the EIS feel it is "required" or not.

As mentioned previously, the scope of this analysis and report did not allow for collecting new traffic data within the City of Vernon, but we have extrapolated estimates for the main roadways these train routes would impact based on the data presented in the EIS for adjacent intersections and adjusted for Vernon's growth through 2025.

The trains would run partly along 46th St. then slightly north to move along an LA Jct. right of way behind businesses between Vernon St. and 46 St. Therefore, the most heavily impacted streets and intersections would be Vernon Ave., 46th St., 44th St. and Leonis Ave.

Because the traffic data is so incomplete and the intersection capacities were not documented, it is difficult to confirm the results or apply the methods to the missing intersections and roadways. A new thorough traffic analysis should be preformed on all of Vernon's streets to fully analyze the impacts of this new train operations where all steps and methodologies for all data gathering and analysis are thoroughly detailed and documented.

However, RII has attempted to extrapolate some of the data to give a picture of what the impact to the omitted intersections and roadways might look like for these trains. RII has taken the LOS ratings from the EIS for the same streets (or nearest street) with the same controls to assign the LOS rating and estimate the delays for the additional intersections. Volumes are based on the analysis below, adjusted for Vernon's known growth.



As an example, let us look at Vernon Ave. The EIS only looked at two intersections for this major roadway through Vernon. Soto/Vernon shows 248 vehicles continuing eastbound down Vernon from Soto in the morning and 466 continuing eastbound in the evening. No intersection was examined east of this point to give a better reference for westbound traffic, but we can see that at least 465 vehicles are entering the Soto/Vernon intersection from westbound Vernon in the morning and 390 vehicles are entering this intersection from westbound Vernon in the evening. Therefore, we can extrapolate the volumes for the Vernon Ave. between Soto St. and Downey Rd. to be roughly 750 vehicles x 1.39 = 1,043 vehicles in 2025. This method not as accurate as physical counts and should only be used for high level comparisons like this. It is essentially counting all traffic into the street a certain direction and subtracting what does not show up at the next intersection as traffic diverted at the intersection between them. It does not account for traffic diverting into and out of driveways, cutting through parking lots, etc.

Roadway Segment affected by Trains	# of Intersections affected w/ delays	Control Type	AM Volume	PM Volume	AM 2025 Adjusted Volume	PM 2025 Adjusted Volume
E. Vernon Ave: Soto St. to Downey Rd.	4+2	4-Way Stop Signs	713	756	991	1051
45th St: Pacific Bl. to Seville St.	2	1 Way Stop/Yield	118	75	164	104
44th St: Soto St. to Alcoa St.	3	1-4 Way Stop/Yield	150	74	209	103
Leonis Bl: Pacific Bl to Downey Rd	6	Mostly Signalized	512	308	712	428
46th St: Seville St. to Alcoa St.	4	1-2 Way Stop/Yield	150	74	209	103

Regardless of the current condition of the intersections and traffic in Vernon, the trains would add their own delays that are not there presently. It is 7,700 feet from the start of the track leaving Malabar Yard to the start of LA Jct. on the proposed rail path. It would take a train traveling at 20 mph 4 minutes and 22.5 seconds to traverse this distance. It would take a 2,880-foot long train 1 minute and 38.2 seconds to clear a crossing at that speed. For a train approaching a crossing at 20 mph, the signals will activate at least 20 seconds before the train arrives and continue for 20 seconds after the train clears the crossing. This is a minimum delay of 2 minutes and 18 seconds (138 seconds) per

crossing adding to the delays of any existing delays at the adjacent intersections. It can take up to 15 minutes for pre-crossing flows to resume after the crossing is cleared.

In reality, BNSF will run trains as long as possible to maximize its operations and the EIS mentions trains as long as 4,000 feet (up to 60 cars). In that case, trains would move more slowly, slowing as they see fit for crossings, curves, etc., even stopping in some intersections while switching in the yard, causing longer delays. By estimating an average train speed of 10mph, including 20 second lead times on each side of the crossing, the minimum delay for a 4,000-foot long train would be 5 minutes and 13 seconds (313 seconds).

Based on the above assumptions and methods, the following is an account of the delays that could be expected for each of these roadway segments at all intersections along the proposed rail route.

DAILY DELAYS

Roadway Segment affected by Trains	Average 2025 Peak Volume	Total seconds of traffic delay for 4 trains	Total Minutes Delays	Total Hours Delays
E. Vernon Ave: Soto St. to Downey Rd.	255	91580	1526	25.44
45th St: Pacific Bl. to Seville St.	34	12032	201	3.34
44th St: Soto St. to Alcoa St.	39	13964	233	3.88
Leonis Bl: Pacific Bl to Downey Rd	142	51120	852	14.20
46th St: Seville St. to Alcoa St.	39	13964	233	3.88
Total for 5 street segments	**509**	**182661**	**3044.34**	**50.74**

*2,880-foot long train at 20mph

Roadway Segment affected by Trains	Average 2025 Peak Volume	Total seconds of traffic delay for	Total Minutes Delays	Total Hours Delays
E. Vernon Ave: Soto St. to Downey Rd	255	207713	3462	57.70
45th St: Pacific Bl. to Seville St.	34	27290	455	7.58
44th St: Soto St. to Alcoa St.	39	31673	528	8.80
Leonis Bl: Pacific Bl to Downey Rd	142	115946	1932	32.21
46th St: Seville St. to Alcoa St.	39	31673	528	8.80
Total for 5 street segments	**509**	**414295**	**6905**	**115.08**

*4,000-foot long train at average speed 10mph

* We do not have traffic counts for non-peak hours or any information on proposed train schedules to estimate delays per vehicle for non-peak hours, so a ballpark estimate for purposes of this comparison attributes the follow volumes for each of the four daily trains using 2025 projected traffic:

- 1 train = peak hours = 100% of peak time traffic
- 2 trains = daytime/business hours = 65% of peek time traffic
- 1 train = off hours (before 6am or after 7pm) = 30% of peak time traffic
- Peak traffic divided by ¼ of an hour for vehicles exposed to the train.

It is important to point out that these delays would be <u>daily</u> and do not include other intersections/streets likely impacted by these delays.

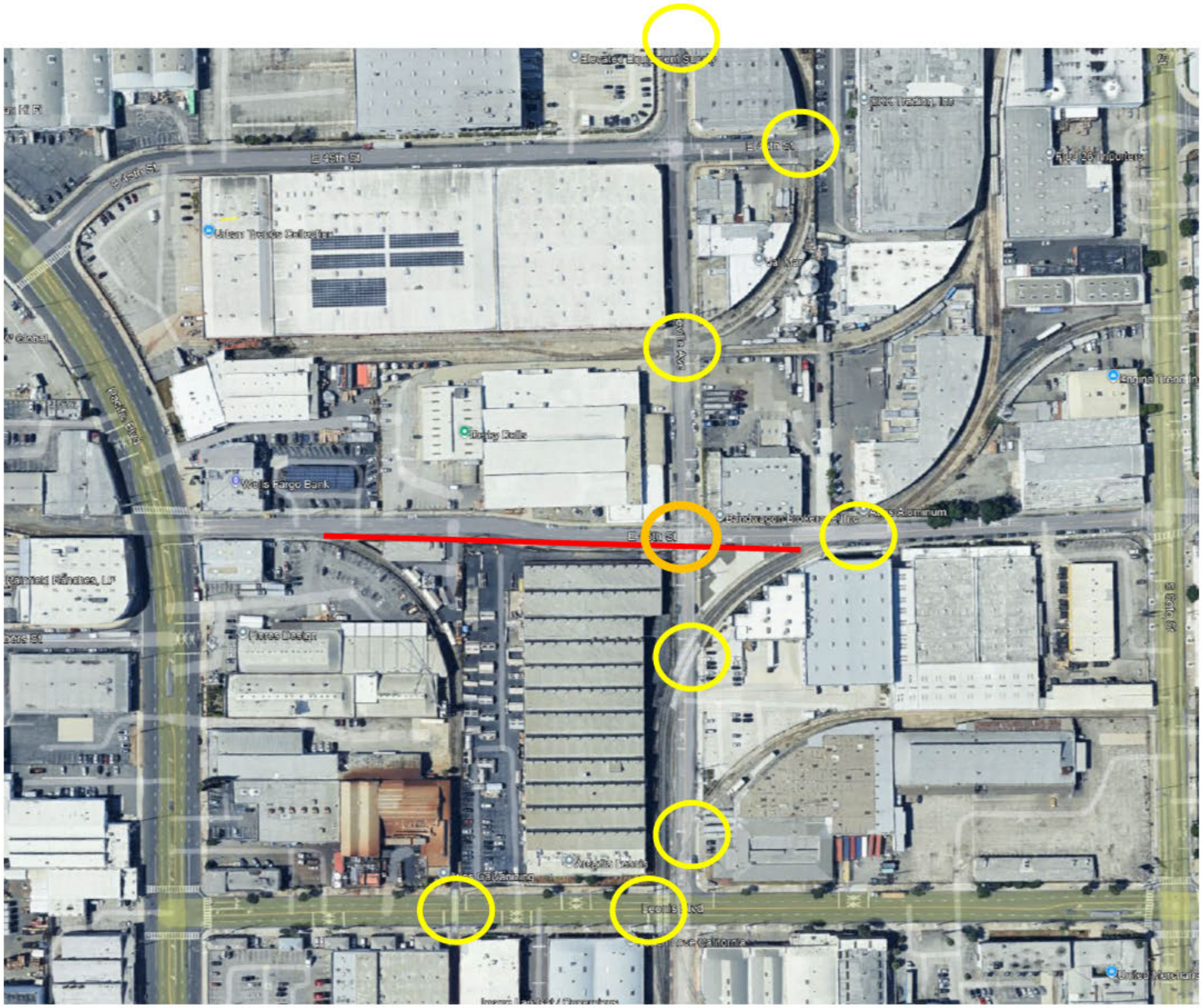
In reality, once BNSF has authority to run over this route as a main connector, it will not be required to follow any schedule. These estimates are extremely high level to give an idea of the scale of impacts neglected in the Draft EIS. To determine the true impacts, a thorough traffic analysis of all traffic, during all parts of the day, for all affected roadways and intersections should be performed. The City of Vernon should be the one to shoulder the cost of such an analysis that should have been performed as part of the EIS in the first place. The city should, however, be involved in selecting any future study parameters, approving the study tasks and scope, and ensuring an independent neutral firm is selected for the study.

Health and Safety

Implementing this operation in Vernon presents significant impacts to the people in Vernon, including the 55,000 in employees who work there every day, service personnel serving the industrial areas and the currently small resident population.

Safety Hazards:

This new proposal suggests adding a dangerous at-grade railroad crossing to an area that is already inundated with railroad crossings across almost every street. The specific location of this crossing is an odd angle affecting traffic in several directions and is set right on the middle of a patch of other crossings.



The proposed location for this crossing is 120 feet from another to the south, 170 feet from another to the east, 300 feet from another to the north, and adds a fourth crossing on Seville, a street with already three railroad crossings within a two block distance.

The likelihood of the CPUC approving a new railroad crossing is low. A proponent must meet a "heavy burden" of proof of necessity to gain approval. An applicant must convincingly show two things to receive approval:

- **A separation is impracticable:**
- **Public convenience and necessity absolutely require a crossing at grade:** The applicant must prove that the public's need for the new crossing is so great that it outweighs the inherent dangers.

This is not a great need; it is a private improvement for BNSF. CPUC has been approached regarding installing another at-grade crossing in Vernon and has not been receptive at all. BNSF is now trying to get Metro to fight that battle for them and circumvent the City of Vernon.

Based on 2019 data from FRA, there were 122 roadway/highway-rail grade crossing incidents in Los Angeles County from January 2014 to December 2018. Four of those incidents occurred within the City of Vernon during the time period mentioned above, though none occurred within the Malabar Yard study area (FRA 2018). (pg. 3.14-14)

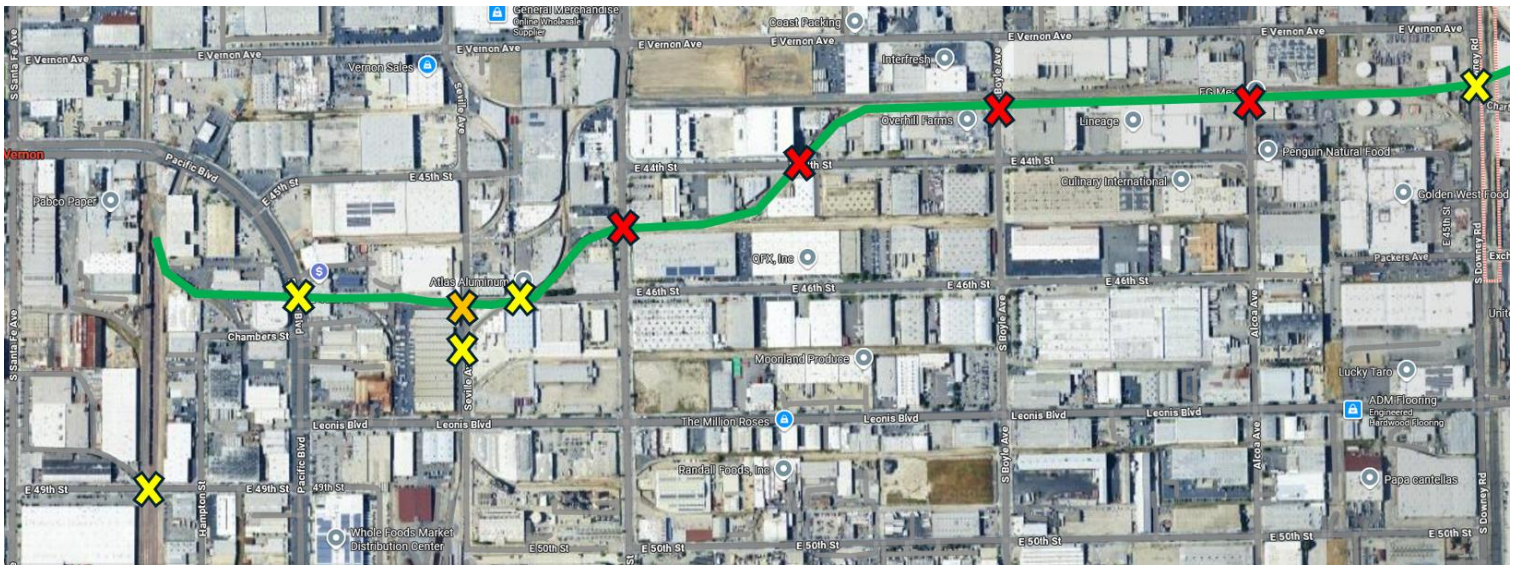
Because of the increased freight traffic at the extension, most of the existing crossings will require upgrades. The following image from the EIS shows the improvements needed at specific crossings, including exits from private businesses onto the street.

Figure 2-3. BNSF Malabar Yard Railroad Improvements (49th Street Closure and 46th Street Connector Design Option 1)



The new track and protections practically box in one industry whose employees will not even be able to enter or exit its own property while a train is moving. The unique angle of the tracks for this 900-foot length will require holding up traffic in this way in six different locations with full gates preventing traffic movement.

What the disclosures on Adverse Effects to Safety do not reveal is the chain of crossings across the city that currently have no rail traffic at all. These have been passive crossings with no trains over them for many years. Most drivers in the area likely cannot remember seeing a train cross. Regardless of the fact that these are "active" crossings in BNSF's system, adding four daily trains to this route would effectively be like installing four additional new at-grade crossings (red X's).



The yellow X's are the only crossings reported on in the EIS. The EIS claims that it is not "required" to include delays from railroad crossings in its analysis, but only did so based on discussions with shipper stakeholders (Vernon businesses). The EIS therefore included delays from the six noted crossings, including the orange X, the new crossing proposed for Seville St.

However, with the changed traffic profiles for many of these crossings, many of them may require new protections. That is, with the increased vehicle traffic since these crossings were last assessed and the planned new railroad traffic, they may all now require active protections: gates, flashing lights, medians, etc. The study should include a much more thorough traffic analysis so that the FRA and CPUC can assess these safety concerns. These studies will have to be done anyway to get FRA and CPUC approvals, but Vernon should require they be completed prior to moving forward versus after the fact when choice have been diminished.

Air Quality:

It is understandable that when Metro first started this project in 2015, releasing its Notice of Intent in 2016, that it used the current Air Quality guidelines from the most recent National Environmental Protection Agency (NEPA) guidelines, which were from 1978 and 1986. However, this project has now dragged on for almost a decade and clinging to the original Notice of Intent date just to bypass current health and safety codes is ludicrous. Once the entire plan was changed to involve major changes in Vernon with a Notice of Intent dated 2020, the project should have been subject to the updated environmental rules. These rules were effective for any projects started after 2018 and were a long overdue update for the outdated 1978/86 rules. Using environmental regulations that are almost 5 decades old is unacceptable. Any parts of the proposal that affect the City of Vernon should be required to base their studies on the current rules and standards.

It should be very clear that the air quality benefits claimed in the EIS are a general indirect regional benefit and in no way benefit the City of Vernon. NO traffic is moved from truck to rail for this operation, so to imply that is does is grossly misleading. There are minimal air quality benefits to the north in Los Angeles by moving the problem into Vernon; it's the same traffic moving, just consolidated in Vernon yards vs. West Yard.

In fact, the traffic delays in Vernon will have a significant negative impact on air quality due to vehicle idling. The following chart from Department of Energy is the same data used by the IMPLAN program and the EIS. It presents the emissions from an average car idling for one second.

Table 1. Idling Emissions and Fuel Use per Second

NO_x (mg)	THC (mg)	CO (mg)	CO_2 (g)	Fuel (cc)
0.0097	0.266	0.108	0.588	0.279

When applied to the idling vehicles added to the City of Vernon due to increased rail traffic and crossing delays, it reveals the following added emissions at a minimum as an adverse effect:

Minimum Added Emissions	NOx(mg)	THC(mg)	CO(mg)	CO2(g)	Fuel(cc)
DOE emission per second:	0.0097	0.266	0.108	0.588	0.279
Total Daily Delay Seconds					
182661	**1771.808**	**48587.72**	**19727.34**	**107404.4**	**50962.31**

This is an outstanding increase and does not account for the heavier emissions from the multitude of trucks that will be operating

The EIS notes the following sensitive receptors for air quality impacts:

• *Residences at 2415-2427 E 53rd St. (located approximately 1,325 feet [0.25 mile] south from the Malabar Yard railroad improvements).*

• *Vernon City School at 2360 East Vernon Avenue (located approximately 1,350 feet [0.25 mile] northwest from the Malabar Yard railroad improvements).*

• *Residences on Furlong Place located approximately 1,650 feet (0.31 mile northwest from the Malabar Yard railroad improvements).*

It seems odd that the study would cut off the boundary for sensitive receptors literally right on the edge of such receptors. In RII's experience, if a radius is set and sensitive receptors are found to be right on the edge of the radius, they are included in the assessment. The point of the assessment is to protect those sensitive areas, not skirt dealing with them.

Then it is incredulous that Stacy Medical Center was not included as a sensitive receptor. This is the main emergency central for occupational health and injuries for the high industrial city. Stacy Medical Center sits at the center of these operations, both during construction and operations, at the northeast corner of Pacific Bl. and 46th St. at 4580 Pacific Bl.

The map on the following page from the EIS shows how the buffer zone for air quality concerns cuts off exactly at the sensitive receptors. Stacy Medical Center has been added to the map to show its location within the buffer zone and proximity to the proposed construction.

Figure 3.5-1. Sensitive Receptors Closest to Malabar Yard Railroad Improvements



The EIS claims that air quality impacts for these operations will be beneficial.

Direct Effects – Operations

As shown in Table 3.5-6, any combination of design options for the Malabar Yard railroad improvements would result in a net reduction in regional CO2 emissions because it would reduce train miles for empty intermodal railcars and reduce truck VMT. Direct effects would be beneficial.

This made no sense whatsoever since there is less than a mile difference in distance between how the cars are handled now, how they would be handled out of Malabar Yard or how they are proposed to be handled between Malabar and LA Jct.

West Yard = 2.95 rail miles between closest points of West Yard and Hobart Yard

Malabar Yard = 2.41 rail miles between closest points of Malabar to Hobart Yard via north connection

Malabar Yard = 1.47 rail miles between Malabar Yard and LA Jct. A-Yard via 46th St. connector

Then we realize that the air quality assessment is comparing Barstow as the alternative, as if BNSF would ever store the orphaned trainset that far. It would never happen. BNSF would sooner repair tracks in Vernon to park the cars than transport them that far and back in. It is understood that capacity within the city is strained during peak time, but manipulating the figures with this kind of hyperbole is misleading and false.

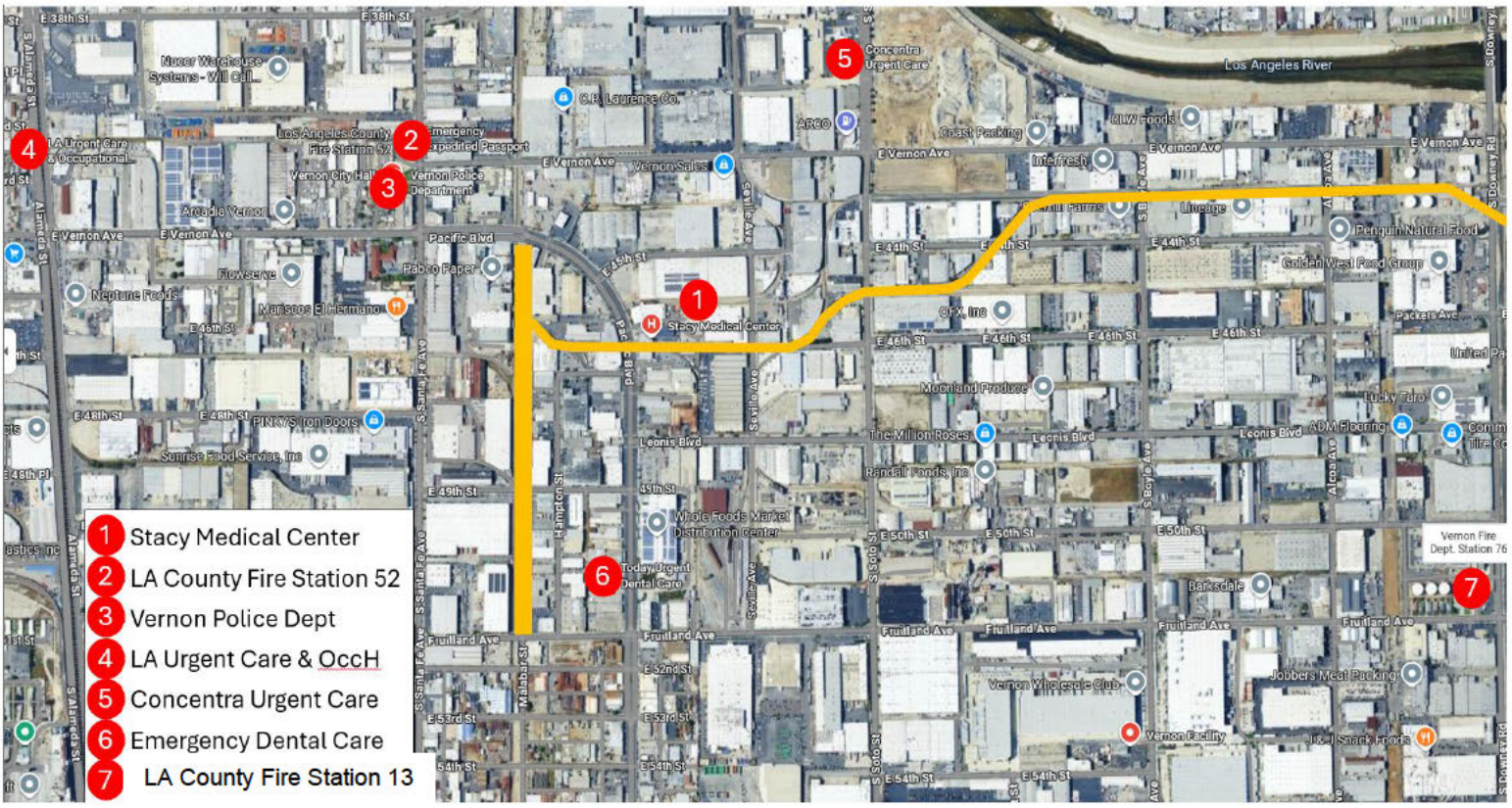
Also, NO trucks would take this freight; it will still move by rail no matter where BNSF parks the trainset. Lastly, as stated, any air quality benefits, if indeed there are actually any, would be spread out over the southern half of the state, while Vernon takes the brunt of the significant negative local air quality impacts.

The EIS is actually not clear on how it arrived at the air quality savings figures. It would help to know the exact parameters they used for comparison, such as origin and destination point in Hobart for distance, number of cars estimated and projected for the conversion rate, and exactly how they calculated it. If it was IMPLAN's calculation based on number of trucks moved to railcar, the above statements hold true that the cars would never be stored so far away and would never move to truck.

Our assessment shows that there are several options for storing the cars within the immediate vicinity.

Emergency Services:

The proposed services effectively cut off half the city from the other half whenever a train is running. The traffic delays shown for the intersections will have a compounded effect for the emergency services within the city.



1. Stacy Medical Center is a hospital located literally right next to the proposed extension. This is the primary emergency facility for work injuries in this highly industrial manufacturing city with 40,000-50,000 direct employees. While a train is moving, no emergency vehicles can reach the entire south half of the city without waiting or by going all the way up and around Malabar Yard, almost a mile out of the way.

2. LA County Fire Dept 52 works in conjunction with #7 LA County Fire Station 13 (formerly Vernon Fire Dept 76). These two Fire Stations protect the City of Vernon west of the LA River, with the closest station responding to emergencies. With a train bisecting the city, the closest fire station will not be able to reach everything in its jurisdiction in a timely manner. For example, an incident at Pacific and Leonis, only 2000 feet away from Fire Station 52, would need to be served by Station 13, over a mile away.

3. Vernon Police Dept. has the same issue reaching the entire south half of the city in an emergency whenever a train is present.

4. LA Urgent Care and Occupational Health and the Concentra Urgent Care are both located north of the proposed bisection and the south half of Vernon would be delayed in reaching these emergency facilities.

5. Concentra Urgent Care – see #4 above

6. Emergency Dental Care facility may seem like a rare type pf emergency, but because of the heavily industrial area, injuries can be to the extent requiring these services more often than general commercial areas, which is the reason the facility is located in Vernon. Similarly to the urgent care centers north of the bisection, injured people would face delays from trains or long traffic diversions to get around the trains to this facility south of the bisection.

7. LA County Fire Dept 13 – see #2 above

The vehicle traffic delays expanded in the traffic section of this chapter escalate the concerns for these services where seconds make the difference between life and death.

Hazardous Materials

The following statement in the EIS describes the risks from haz-mat in the city:

Direct Effects – Operations

The routine transport, storage, use, or disposal of hazardous materials and wastes during operations of the Malabar Yard railroad improvements could result in accidental releases from improper handling of hazardous materials and wastes. However, the volume of hazardous materials and wastes to be transported, used, or disposed of during operations would not be substantially different than the existing condition in the vicinity of Malabar Yard. Freight storage would be accommodated at Malabar yard, which could potentially increase the quantity of hazardous materials on site but would not substantially increase the risk of accidental release. The limited potential for release of hazardous materials and wastes during the routine transport, use, storage, and disposal of such substances used during operation of any combination of design options would not create substantial hazards to the public or the environment. BNSF facilities already in operation would continue to provide areas for safe storage, containment, and disposal of chemicals and hazardous materials during operations, including waste materials, in compliance with existing regulations and legislation governing the safe handling and disposal of hazardous materials. Therefore, no direct adverse effect would occur. (Page 3.10-18)

However, Metro and BNSF are not asking to continue storing haz-mat railcars in the yards, they are asking to transport it daily through the city. How is that not an increased risk to Vernon? It increases the area of risk and risks to the number citizens, businesses, visitors and employees of Vernon. Then again on page 3.10-21, stating that general railroad operations involve the risk of *"hazardous materials and wastes, such as gasoline, brake fluids, and coolants that could be subject to accidental releases"*, but since there are already heavy rail operations "in the immediate surrounding area," the rest of Vernon will just have to accept it. "*No adverse effect*." Reliance on compliance with regulations is not helpful for Vernon in this case.

Water Quality

The effect of the increased trains by the river was acknowledged as an adverse effect. However, the best mitigation offered is to make BNSF comply with "Best Management Practices" to minimize water degradation. Railroad operations automatically produce said chemicals, metals and pollutants, and BNSF will be free to operate any way they wish once started, so BMPs are a false mitigation. The point is that the impact to Vernon's water quality, which is negative, and no mitigation has been offered for this new pollutant of increased trains or risks of contamination.

Future Development

The City of Vernon has its own vision of development within its boundaries. Vernon began formulating new development ideas and concepts in 2015. These plans include diversifying development with new mixed use areas and open spaces, increasing the population and voter numbers by adding more housing options, diversifying the economy by bringing in new modern industries while still supporting its manufacturing base, expanding transportation options with trails, bicycle paths and transit routes, and supporting cleaner energy with electric charging stations for heavy trucks, hydrogen generation energy facility and making its own natural gas-fired power generation facility available for new industries.

Vernon has come a long way in the last decade. It is a small city in comparison to Los Angeles, but it has unique qualities and resources that make it stand out. Vernon has been working hard to capitalize on those special qualities rather than be dismissed as the dirty industrial area that is taken for granted. As a self-governing and responsible authority, the City of Vernon has a right to self-determination as far as its development and activities within its boundaries go.

The EIS Plan is referencing outdated City of Vernon Plans from 2007 and 2015 in order to deem the effects of its proposed modifications as "Consistent" with their plans. The following excerpt and tables from the EIS state that there are no residential units in the study area, when the Vernon West Side Specific Plan absolutely shows residential units in the area.

3.15, Socioeconomics and Communities Affected • Local Gov't Services (Schools/ Libraries) o Schools – The Malabar Yard railroad improvements do not include residential development that would directly generate population growth. As no residential units are proposed, there would not be an increase in the number of school-age children in the area, and thus, no new demand for educational services would be generated. The schools located in the vicinity of the Malabar Yard study area would not be physically impacted or altered in a way that would cause relocation or need for new facilities. No effect would occur.

Table 3.2-2. Consistency with Applicable Plans, Policies, and Local Land Use Controls

Policy/Goal	Malabar Yard Railroad Improvements
Federal	
Partnership for Sustainable Communities Livability Principles	
Principle 1. Provide more transportation choices. Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.	**Consistent.** Any combination of design options for the Malabar Yard railroad improvements would provide for efficient rail service that minimizes impacts on the local street system.

State	
California Transportation Plan 2050 (2021)	
Goal 1: Safety. Provide a safe and secure transportation system. Goal 8. Infrastructure. Maintain a high-quality, resilient transportation system.	**Consistent.** Implementation of any combination of design options would support physical railroad improvements and operational modifications capable of maintaining BNSF's operations and preserving the current levels of freight rail operations and regional goods movement. All Malabar Yard railroad improvements would be designed and constructed to comply with FRA and CPUC standards and specifications to maximize safety for both motorized and non-motorized forms of transportation. Safety improvements at identified at-grade crossing locations would be implemented to minimize potential safety concerns between motor vehicles, pedestrians, bicyclists, and freight trains.
Smart Mobility Framework (2010)	
Smart Mobility Principles: Reliable Mobility. Manage, reduce, and avoid congestion by emphasizing multimodal options and network management through operational improvements and other strategies. Provide predictability and capacity increases focused on travel that supports economic productivity. Robust Economy. Invest in transportation improvements – including operational improvements – that support the	**Consistent.** As the Malabar Yard railroad improvements are associated with the Link US Project, the railroad improvements would contribute to enhancing rail yard capacity for regional and intercity rail trains, and providing interconnectivity to the planned HSR system, making it an attractive alternative to congested highways.

economic health of the state and local governments, the competitiveness of California's businesses, and the welfare of California residents.

This is simply a canned generic railroad response assuming that every railcar equals cars off roads and improves freight for all. This project moves no cars off roads and benefits only BNSF, hiding behind the benefits to Metro and general freight at the expense of Vernon health and prospects. Metro needs to wrangle these side-deals with BNSF using its own assets or at least for communities who can benefit from them.

All claims to be "Consistent" with City of Vernon's plans are false and misleading, relying on old documents. City of Vernon rejects this plan as it is NOT consistent with its city plans and vision of the future.

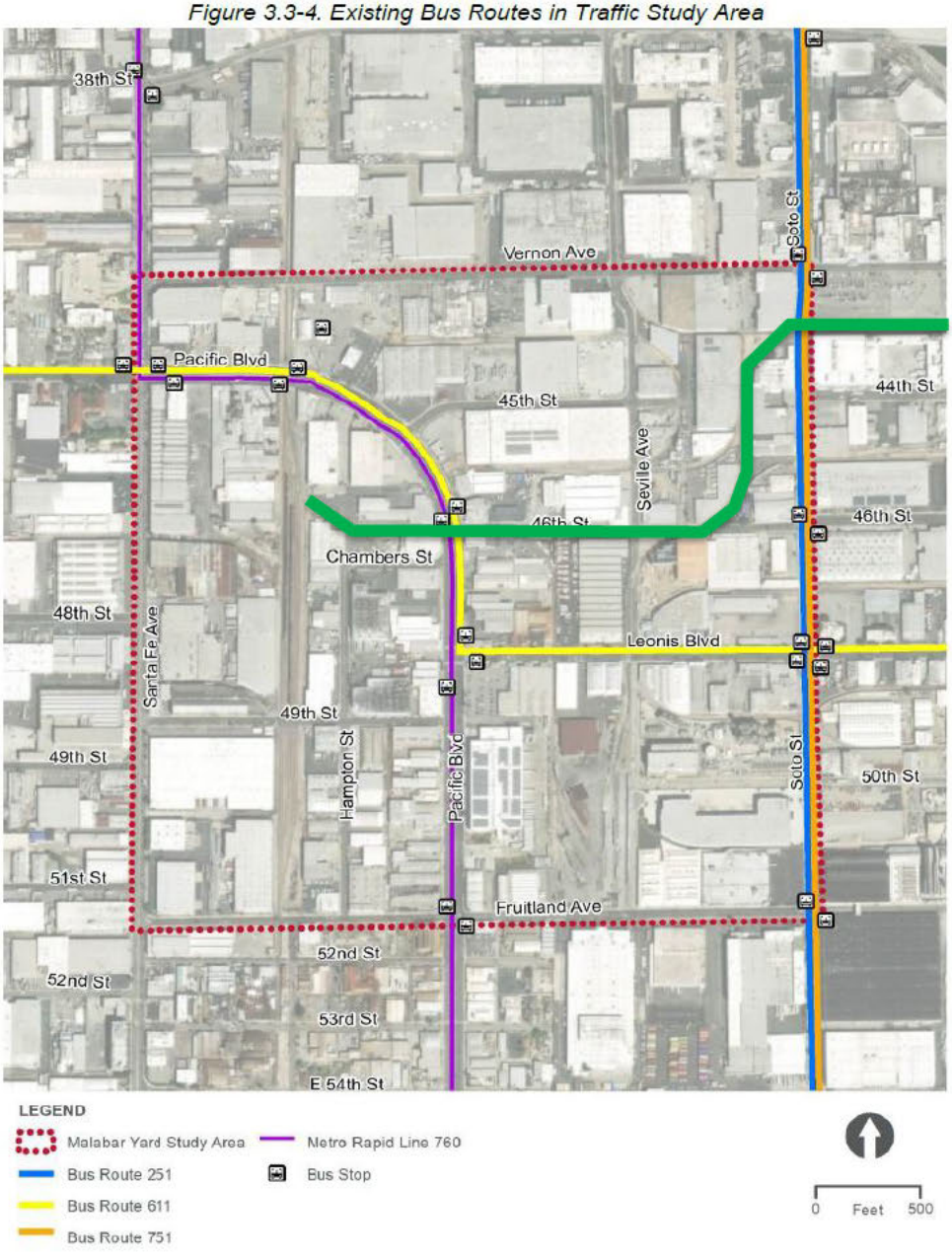
Mobility and Transportation Diversity

Availability of public transit is strongly linked to the growth and success of cities. It makes the city more attractive to workers, makes jobs more accessible, expands the workforce options for employers and allows businesses to be more competitive. The City of Vernon likely does not need to express to Metro the importance of reliable transit lanes serving the city. Yet, this proposed freight rail expansion would bisect all four public transit routes currently serving Vernon. This map from the EIS has been overlayed with the freight rail route in green.

The EIS acknowledges that the proposed operations would likely impact these transit routes, and yet the only mitigations offered are "further coordination with CPUC and City of Vernon."

The mitigation strategies for TR-3-6 only attempt to preserve compliance, without actually addressing impacts to the systems in Vernon. Just because a mitigation brings a negative impact into compliance, does not mean that Vernon did not still suffer a decline.

Figure 3.3-4. Existing Bus Routes in Traffic Study Area



The City of Vernon has been planning a bicycle system since 2016. It has been measuring traffic on key streets to determine which lanes can support an extra bicycle lane, and vehicle traffic and capacity are the key determining factors for the planning and success of any Vernon bicycle program. This chart shows how the city examined traffic in 2016 to show which traffic lanes could support addition of a bike lane without putting intersections into the “F” level of service category.

Table 5-1: Intersection Volume/Capacity and LOS for 2016 Base Conditions and Lane Reduction Alternatives for Bikeways

Intersection	2016 - No Build	Alternative 1	Alternative 2	Alternative 3
Alameda St & Slauson Ave LOS (AM/PM)	B/B	B/B		
Santa Fe Ave & 25th/26th St LOS (AM/PM)	C/D	-1 SBT F/F		
Santa Fe Ave & Vernon Ave/Pacific Blvd LOS (AM/PM)	C/D	-1 NBT F/F		
Pacific Blvd & Leonis Blvd * HCM 2000 LOS (AM/PM)	B*/C*	B*/C*		
Soto St & 26th St LOS (AM/PM)	C/C	-1 SBT F/F		
Soto St & 37th St/Bandini Blvd LOS (AM/PM)	E/E	-1 SBT F/F		
Soto St & Leonis Blvd LOS (AM/PM)	D/C	-1 SBT & -1 EBT E/F	-1 EBT D/D	-1 SBT E/F
Boyle Ave & Leonis Blvd LOS (AM/PM)	B/B	-1 EBT B/C		
Boyle Ave & Slauson Ave LOS (AM/PM)	E/E	-1 SBT & -1 EBT F/F	-1 SBT E/F	-1 EBT F/F

Cost to Economic Development

An economic impact study by Hymel examined traffic congestion and employment growth in 85 metropolitan areas between 1990 and 2003 and found evidence of rising regional traffic congestion choking employment growth. For example, a 50 percent reduction in congestion could boost employment by 10 to 30 percent in America's top 10 most congested cities. For Los Angeles, the most congested city in the U.S. in several measurement categories according to the Texas Transportation Institute, a 10 percent increase in regional congestion reduced employment growth by 4 percent, according to Hymel's estimates. By contrast, 10 percent reduction in travel times could boost production of goods and services by 1%.

This project would negatively affect the competitiveness of Vernon's businesses in numerous ways:

1. Diminished workforce because employees only look for work that they can reach within a certain amount of time
2. Downtime for delayed employee arrivals
3. Rescheduling deliveries and pickups to miss traffic/train times
4. Lost productivity
5. Extra fuel and labor costs for shipping

The EIS states: *Overall, it is estimated that the ROW acquisitions required would displace approximately 48,872 square feet of building space. These ROW acquisitions may result in some property tax losses to the county and city as well as job losses. Specifically, it is expected that up to 46 jobs2 could be displaced and property taxes would decrease by $61,001 approximately every year.*

Yet, it proceeds to conclude that this results in *"No adverse effects."* This makes no sense and is by definition an adverse effect for the city. It does not even include the adverse effects of the trains running through town and their adverse traffic effects.

A 2019 study by American Road and Transportation builders Association measured the cost to the economy per hour for traffic congestion for cities across the United States. It reported that the average cost per hour for traffic congestion in Los Angeles on streets near Vernon (Cesar Chavez Ave. and Azusa Ave.) to be $420. This equates to a cost of almost $7.8 million annually to the City of Vernon in economic development opportunity if the proposed trains were running, not counting indirect and induced costs.

Daily Hours Delays	Annual Hours Delays	Cost per Hour	Annual Hours Delays
50.74	18519.75	$ 420	$ 7,778,297

Alternatives

The EIS appears to have explored alternatives to Malabar Yard for storage of the intermodal cars, but it did not examine them very closely. There was no examination of traffic, projections, yard capacity, distances, etc. It appears that BNSF was consulted regarding which location(s) would work and provided its wish list. The reasons for eliminating the other prospects are broad and vague. It appears as if the alternatives were only examined through confirmation bias with the goal of Malabar Yard being the only option, and all studies ploughed forward with this assumption as if it was the only option.

Both via historical aerial imagery and through RII's inspections in September and October 2025, there appear to be several alternative options to replace 5,500 feet of storage capacity, or even 3,350 as the EIS stated would be enough to maintain "… *BNSF's ability to stage and store empty bare tables from BNSF Hobart/Commerce Intermodal Yards and nearby ports …" (Appendix Q – Alternatives page 1.1-12).*

Hobart Yard, Commerce Yard, LA Jct. Yard and even Pico Rivera have numerous tracks that are rarely ever full and could easily serve as storage for the needed empty train sets. In addition, there were numerous unused tracks in the area owned by both Metro and BNSF, from sidings and unused industry tracks to leads and other abandoned rights of way that could be upgraded. Many of these have space to build additional tracks if necessary. It is up to Metro and/or BNSF to give better evidence and study as to why any and all of these options are not viable. The explanations in the EIS for eliminating these options are vague and give no measured evidence or reasons other than broad generalization about them being at 100% capacity, have too many other facilities and would take too much property acquisition and reconfiguration to consider. The City of Vernon has pointed out much more to "consider" for the Malabar Yard option, so perhaps these things should also be considered for the other options.

Even Malabar Yard itself as an option could be utilized more to compensate for the lost storage capacity without the proposed enhancements. The key is that all Metro has to accomplish with BNSF for this project is replacing the car storage being lost – nothing more. The alternatives were not looked at closely, the obstacles to the few that were identified have been exaggerated and there are numerous options available.

Malabar Yard Alternatives

There are numerous options for using Malabar Yard as it is without the purported changes of the proposal:

Existing Malabar Tracks:

BNSF could simply use the existing tracks in Malabar when necessary for intermodal overflow. Malabar Yard is currently rarely full and there is space for extra empty intermodal flat cars on a given day. RII has demonstrated on Page 14 that there is substantial space available in Malabar Yard today if needed. Since the EIS was not clear on whether the 3,350 spaces it said would be available if 49th Street crossing was removed, we cannot be certain whether that included the Metro track through the yard (westernmost track). If it did not, Metro should allow it as an example of it giving up something through its negotiations versus expecting Vernon to give so much up with no benefits. That track alone is 2,330 feet of car storage space.

Malabar Yard	With 49th St. Crossing in Place															With 49th St. Crossing Removed	
in Feet	South End	Storage	Capacity	By ft road clearance		North End	Storage	Capacity	By ft road clearance		Total Yard	Storage	Capacity	By ft road clearance		Total Track	Storage
Track	Total Track	150ft	100ft	50ft	20ft	Total Track	150ft	100ft	50ft	20ft	Total Track	150ft	100ft	50ft	20ft		Capacity
Through Track	960	700	750	800	830	1680	1370	1420	1470	1500	2640	2070	2170	2270	2330	2700	2430
Yard Track 1	870	595	645	695	725	1550	1300	1350	1400	1430	2420	1895	1995	2095	2155	2470	2245
Yard Track 2	780	530	580	630	660	1485	1240	1290	1340	1370	2265	1770	1870	1970	2030	2300	2105
Yard Track 3	690	450	500	550	580	1400	1150	1200	1250	1280	2090	1600	1700	1800	1860	2215	2025
Yard Track 4	615	370	420	470	500	1345	951	1001	1051	1081	1960	1321	1421	1521	1581	2020	1681
Yard Track 5	545	290	340	390	420	1120	875	925	975	1005	1665	1165	1265	1365	1425	1720	1520
Yard Track 6	440	280	330	380	410	1020	864	914	964	994	1460	1144	1244	1344	1404	1510	1494
Access Tracks	1044					700					1744					1744	
Totals:	**5944**	**3215**	**3565**	**3915**	**4125**	**10300**	**7750**	**8100**	**8450**	**8660**	**16244**	**10965**	**11665**	**12365**	**12785**	**16679**	**13500**

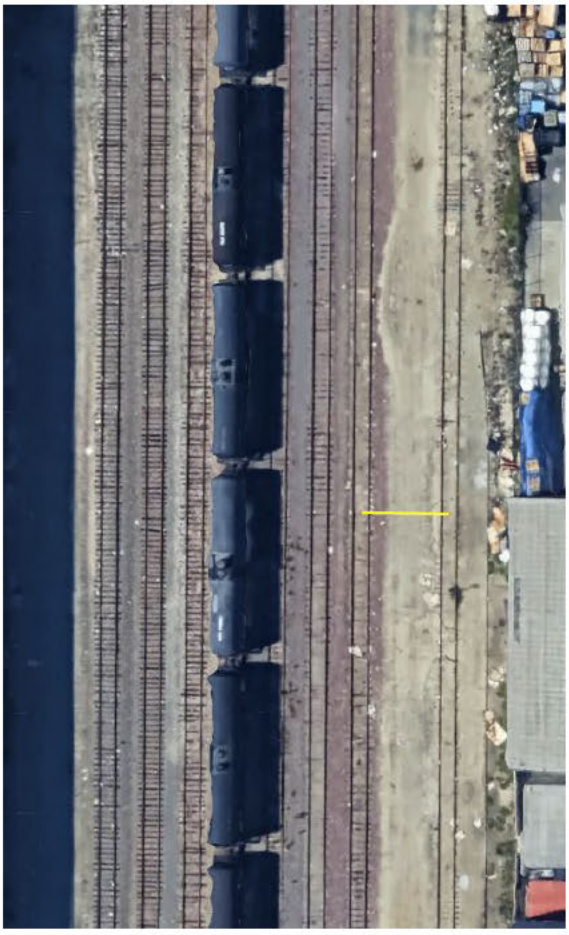
*Access Track includes paved track in crossing, lead track to access each track and crossovers.

*Storage capacity deducts switch clearances and roadways clearances.

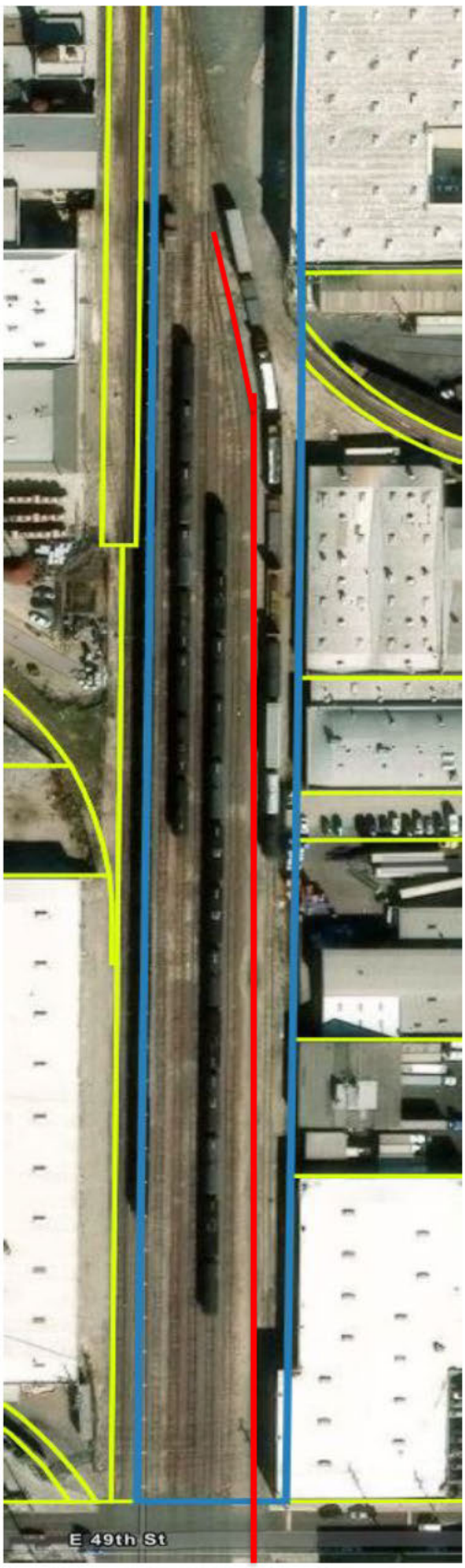
*Does not count industry tracks branching off from the yard.

Build One More Track in Malabar:

BNSF could build one more track in Malabar along the east side off the lead track on BNSF property. Parcel lines show BNSF owns this property and there is enough space for exactly one more track to maintain the 13 feet distance from the centerline of any other track in the yard. There is enough space to add a track over 1,700 feet long.

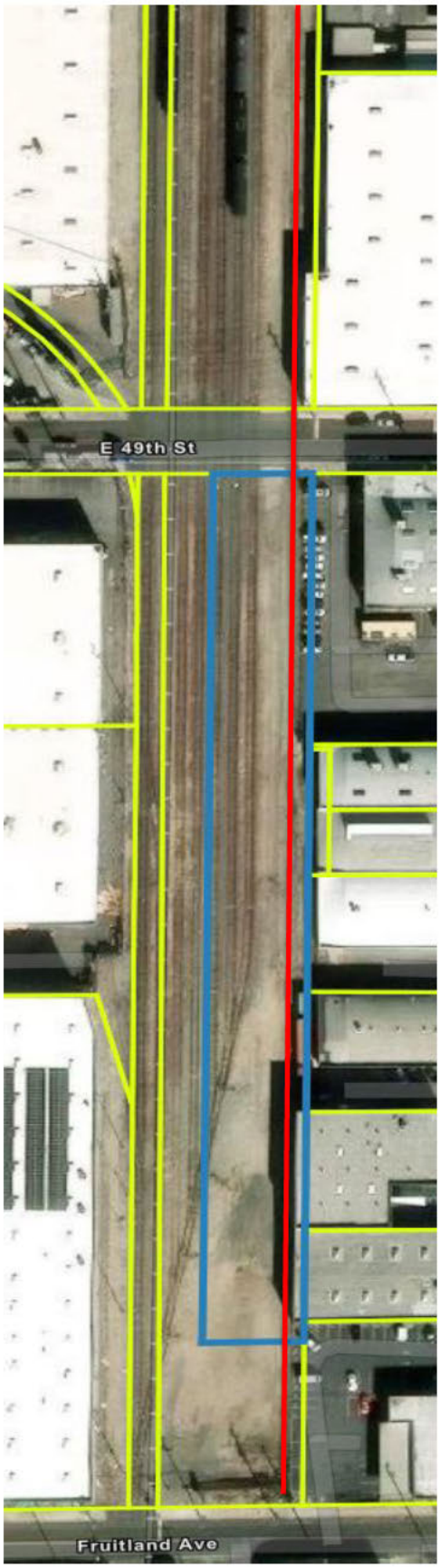


The blue and yellow lines show the parcel lines, with BNSF owning the blue parcel. The narrow strip along the west side is the Metro-owned track. The red line denotes where the new track could be constructed within the existing yard, parallel to existing tracks.



Rehabilitate the Siding in Malabar Yard:

Also, property records show BNSF owns the property all the way up to the buildings along the east side. There are two existing tracks running behind those buildings within the yard, with one running the entire length of the yard along the back of the buildings that has not been used in a long time. These tracks were not included in the overall Malabar Yard measurements for storage capacity. Rehabilitate one or both of these existing tracks to handle additional storage on property already owned and controlled by BNSF.



The red line to the right is an existing track within the yard running along the back of the buildings. This is railroad property and BNSF could use it for storage if it was truly needed. This track begins as two tracks on the north side of the yard with one track ending in the north yard. Aerials show random cars are placed on these tracks sometimes.

The other track extends all the way across 49th Street, through the south end of the yard to Fruitland Ave. Both tracks together total 2,900 feet of potential storage space.

The key point is that there is space in Malabar Yard to replace the lost storage space at West Yard without closing 49th Street.

Construct additional Track = 1,700 feet

Rehabilitate existing eastern tracks = 2,900 feet

Fully utilize the south end of the yard, observing a 20-foot clearance from 49th Street as is the current clearance practiced = 4,125 feet

LA Junction Alternatives

LA Jct. Railroad has numerous options throughout its 64-mile system for railcar storage. None of these appeared to be explored; only broad general dismissals about “no land area available,” “too many industries around it,” “the river is a barrier,” and again, “any reconfiguration would require….” None of these are true for many of the options.

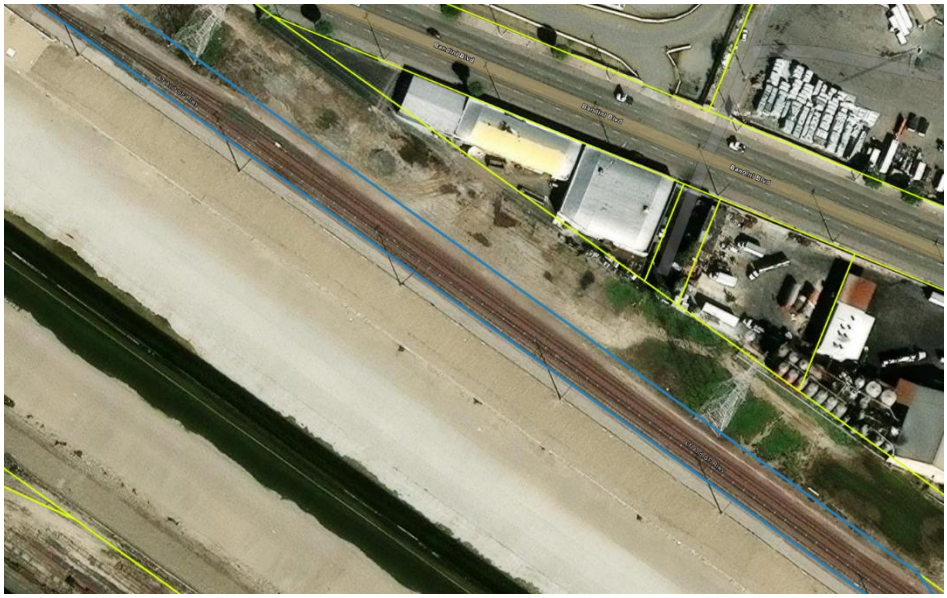
LA JCT. A- Yard:

We find it hard to believe that not a single track in the main LA Jct. Yard can be dedicated to intermodal storage. If the closest track to the river were dedicated, easily pulled across the bridge to Hobart, it would add 2,200 feet of storage capacity. Property lines also indicate there is room for one more track to be constructed along the south side for another 1,300 feet, if needed.

More important are the three tracks located right across the river. These tracks are usually empty based on historical aerial images. They are used for overflow traffic when either intermodal or manifest traffic is heavy. The northern/easternmost track is used to serve two industries off the yard, but most of the tracks on those leads have been pulled up, although BNSF still owns the right of way.

By not even touching the outer track to those industries and using only the two tracks nearest the river, there is over 7,000 feet of storage capacity. If the industry were accessed only from the south/east end (where the bridge is anyway), another 2,000 feet of storage capacity could be dedicated on the north/west end of that track. This is all on existing track rarely used today.

The property line for BNSF also extends well to the north of the tracks, allowing enough room for one more track to be constructed if needed, for another 2,000+ feet of storage.



LA Jct. B Yard:

This yard appeared to be quite busy, and investigation shows that it indeed appears to have no land available for additional tracks. It is bound by the river, industries and other leads. Perhaps this is the LA Jct. Yard that was being described in the EIS. It fits the description of why it is not a candidate for storage capacity. Its situation is unique from the other locations on the LA Jct. railroad, however.

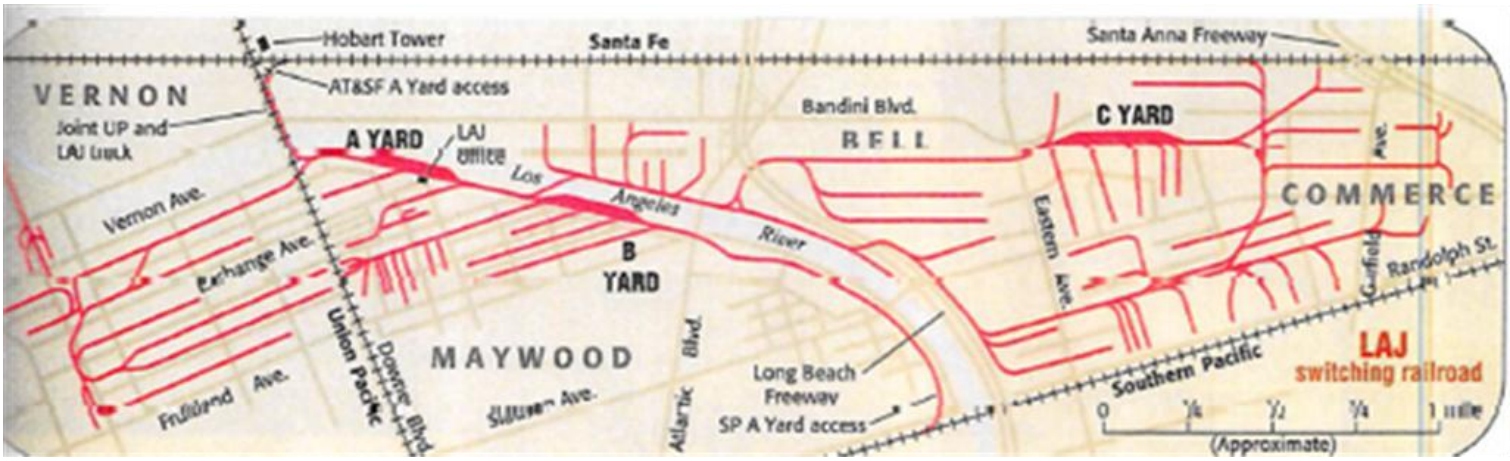
LA Jct. C-Yard:

This is a 15.58-acre parcel located in the City of Commerce behind the industries between Bandini Bl. And Rickenbacker Rd.; it already stores empty intermodal trainsets, is ideally located for easy transport to and from Hobart and Commerce Yards, and has room to add more tracks. Without moving anything else in the yard and attaching to existing tracks, there is room to add 5,500 feet of storage capacity. By cleaning up and consolidating (or even relocating) the track materials located at this site, even more tracks could be put in. Track materials and equipment have many more options for storage than railcars and the tracks for them. There is no need to waste long parcels like this if they are truly needed for intermodal storage, especially at the expense of other stakeholders like Vernon who otherwise have negative impacts.



LA Jct. Unused Right of Way:

LA Jct. has 64 miles of track running through Vernon, Bell, Maywood and Commerce, most of it unused. The following map from 1992 illustrates the numerous spurs branching out all of the small area. Although BNSF has sold off some of these rights of way, it still owns many of them, with track pulled up or sitting idle.



This report has highlighted numerous specific spots where tracks could be reconstructed or rehabilitated on BNSF owned right of way that has been left to deteriorate. Many are long corridors and leads ideal for storage. Even in corridors where BNSF still has current operations, often the right of way is wide enough for more than one track and excess tracks could be used for storage.

BNSF could utilize any of this property to store railcars as needed. Existing properties of BNSF and Metro should be the priority here.

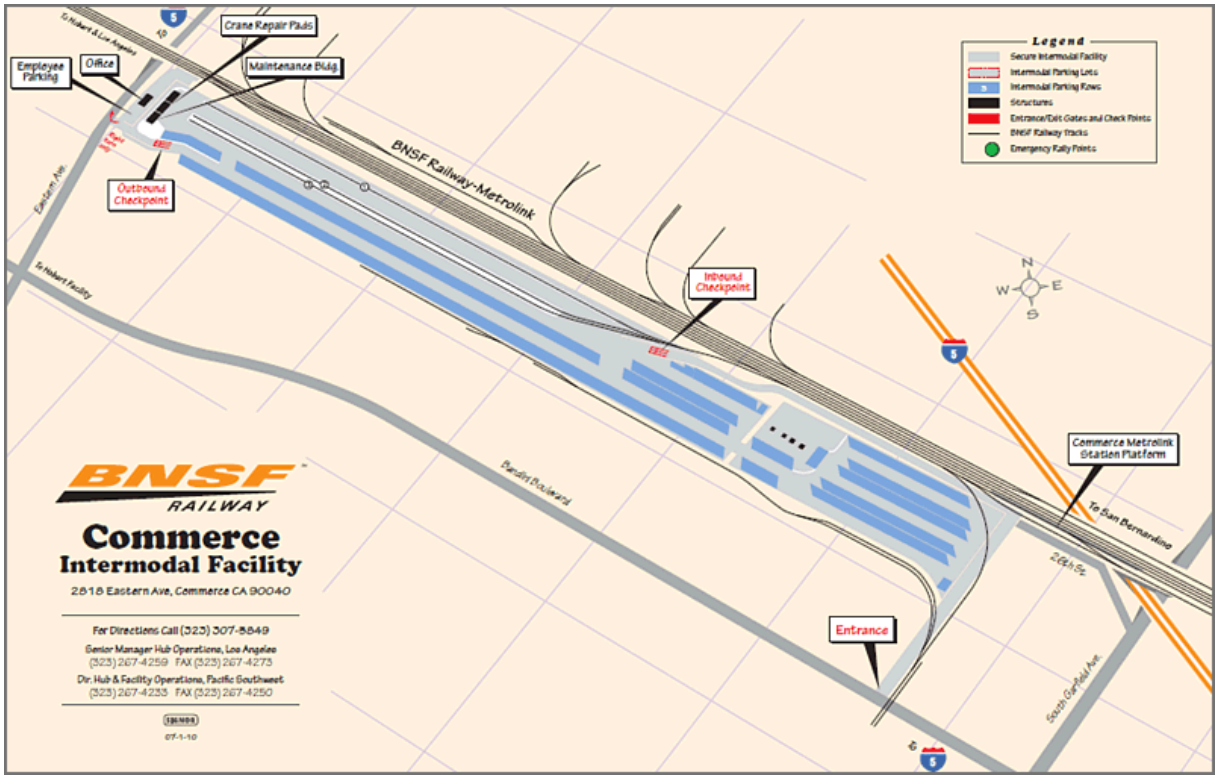
Commerce Yard Alternatives

Commerce Yard was eliminated by noting a long list of arduous things that would need to be done without locating them, explaining measurements and impediments, comparing costs and stakeholders, etc.

Only broad generalizations were given as reasons, such as:

"Any change to the existing intermodal facilities at BNSF Commerce Yard would impact the shared passenger/freight rail network in the region and BNSF's ability to maintain current levels of freight rail operations and regional goods movement".

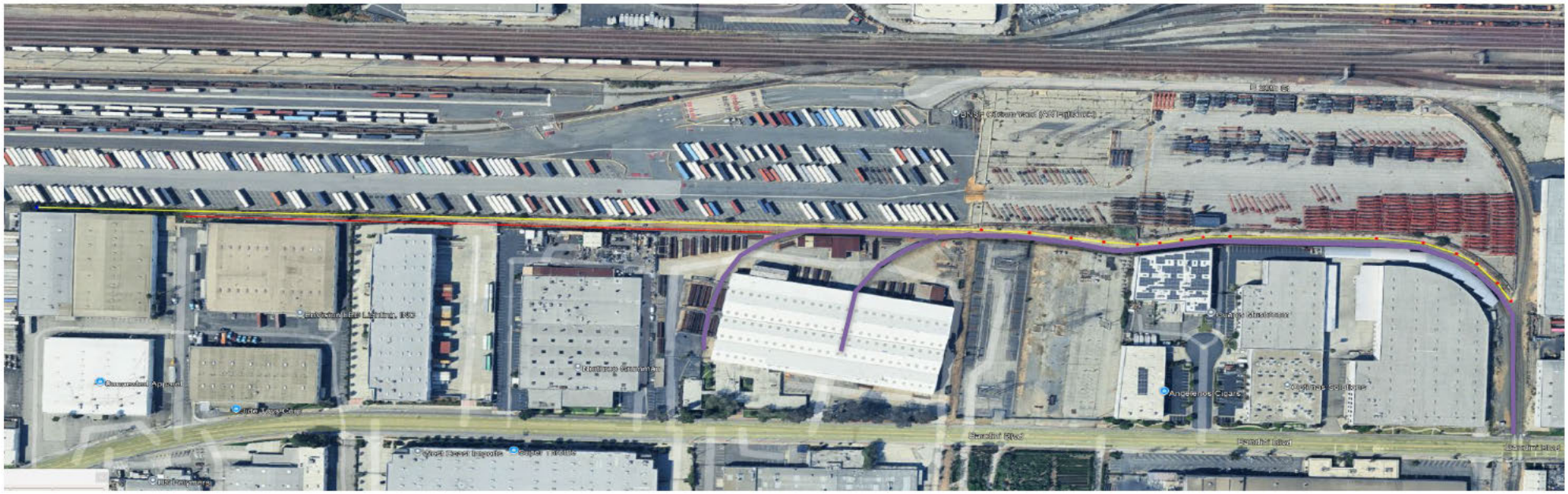
This statement is simply untrue. There are options that do not touch any passenger operation and options that maintain BNSF's current level of capacity and efficiency.



Claims that any reconfiguration would have negative impacts on other operations are dismissed since this is exactly what the City of Vernon is being pressured to do – adjust its own operations to accommodate this major infrastructure and traffic impediment. If BNSF and Metro want to work out a deal, they may have to reconfigure their own operations.

South Industry Lead:

Without moving any existing infrastructure, BNSF could make better use of the land it already owns. This is an industry lead running along the southern border of Commerce Yard.



The purple line is the existing track in use serving the industries on the south. The track is not in use beyond the customer in the middle, so the red line indicates existing out-of-service track in poor condition. The right of way in this location is owned by BNSF and is wide enough for two tracks (it appears that two tracks went through here at one point and there are switches and branches where the track curved to other industries in the past). While maintaining the tracks currently used for the existing industries, BNSF could construct/rehabilitate the right of way to support two complete tracks, adding 4,700 feet of storage capacity between the two tracks.

Relocate Truck Entrance:

This more ambitious option allows at least three tracks to be constructed where trucks currently enter Commerce Yard. The current layout wastes space along an entire street that could be used as well as wasting significant space in the equipment storage yard. A minimum of three tracks could be constructed along the northern fence line of Commerce Yard of approximately 1,900 feet each, adding 5,700 feet of storage. The 26th Street closure would have no impact since this BNSF facility is the only thing it accesses.

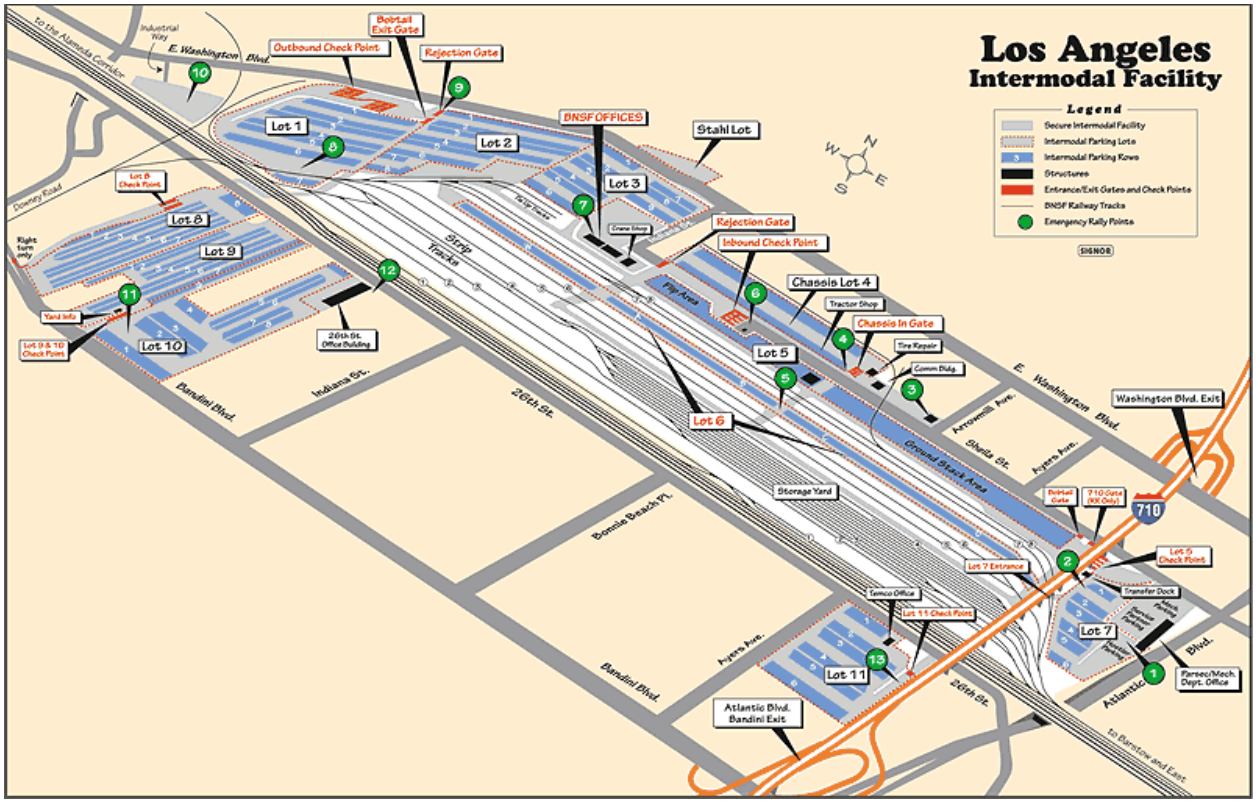


This option would require relocating the existing truck entrance, but there is space to place this entrance on the east side of the facility. It would then simply require rearranging some equipment and restriping lanes for the trucks, all on BNSF property. This reconfiguration does not affect passenger traffic in any way, any industries, nor any other property except the City of Commerce. The property on the east side is owned by the City of Commerce (in blue) and serves no purpose at this time. Utilizing this parcel for the truck entrance and cul-de-sac for trucks to turn around (orange) would not impact the surrounding parcels or land uses, and the rest of 26th Street would remain intact for industries to use. The same trucks entering Commerce Yard today already use this parcel to traverse to the strip of 26th St. that enters Commerce.

This option would need to be presented to the City of Commerce for feedback and concerns the same way the City of Vernon should have been consulted about Malabar Yard.

Hobart Yard

Hobart Yard is the busiest intermodal and unit train yard and appears to be boxed in on all sides against further growth. There is no open or unused space that could be feasibly repurposed that would allow a new track of at least 1,000 feet.



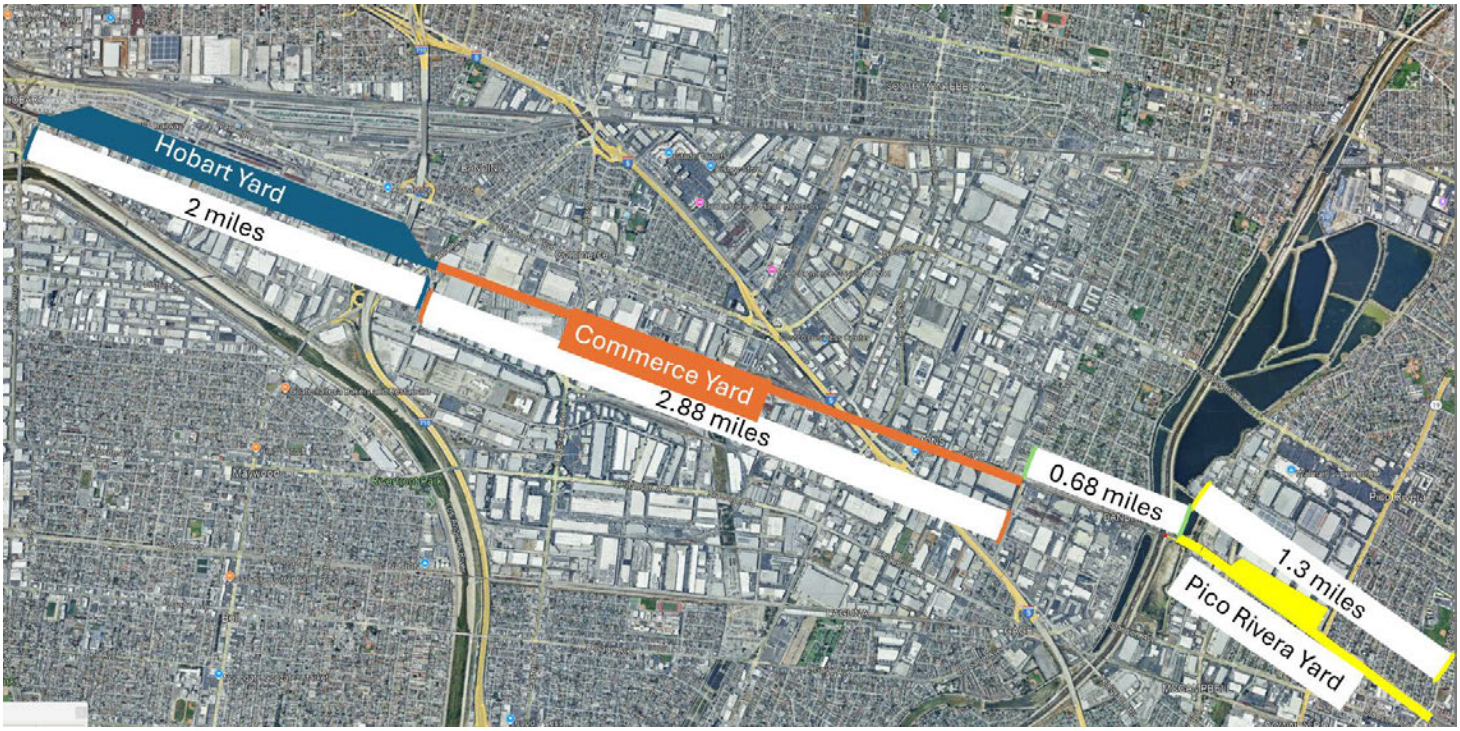
Out of all of the options addressed in the EIS, the following statements appear to be true for Hobart Yard:

BNSF Hobart Yard does not have enough available land area to accommodate additional storage track capacity for empty bare tables in its current configuration because all space available at BNSF Hobart Yard is occupied by site-specific facilities associated with intermodal operations (i.e., intermodal tracks, buildings, operation centers, maintenance buildings and storage/mechanical workshops, drive aisles, truck parking, truck maintenance docks, chassis/crane parking, and chassis/crane maintenance areas). The existing footprint of BNSF Hobart Yard is at full capacity.

Pico Rivera Yard

This option has been misrepresented as being 5 miles away from the intermodal yards of Hobart and Commerce in order to eliminate it quickly. By measuring the distance from the farthest points of Hobart Yard to the farthest of Pico Rivera Yard, the EIS has given the impression that Pico Rivera Yard is too far away to be considered. This is a gross misrepresentation since proximity to these yards is the greatest factor in determining the most efficient option, and Pico Rivera Yards starts just 3,500 feet from where Commerce Yard ends.

The yards themselves are over a mile long each. The yard limits are measured from where the triple track of the main line splits into at least four or more tracks, even though there may be additional shorter tracks in a wider section of the yard, matching BNSF's yard limits in its timetables. (Hobart Yard limits may extend farther than noted here, shortening Commerce Yard, but wherever Hobert ends, Commerce begins). This illustrates the fact of how close Pico Rivera Yard is to these intermodal hubs, less than a mile, or only 3,500 feet. It should therefore be considered one of the best options, even greater than Malabar.



Pico Rivera is already used to assist intermodal operations. The EIS stated that Pico Rivera Yard was used for merchandise cars and mixed freight, but failed to mention works well for intermodal as well. Aerial images show intermodal trains parked on Pico Rivera's long tracks at certain points as necessary.

It will be important for Metro to provide the studies requested by the City of Vernon before moving forward with this plan. The proposed modifications to the City of Vernon's infrastructure are permanent and will have a major impact on its future development. The challenges brought up by the City of Vernon must be addressed before any more time is wasted on studies using old or incomplete data, not consulting all stakeholders for ongoing input and trying to push for a specific alternative instead of honestly exploring others.

BNSF Perspective

BNSF acquired the LA Jct. assets in 1928 under its predecessor Atchinson Topeka and Santa Fe Railway (ATSF). This terminal railroad remained one of the busiest railroads serving 400 factories on almost 64 miles of track within a 2,800-acre industrial district for the next 65 years. During the last 35 years, many factories have closed or relocated outside of the congested area and BNSF allowed many of the spur tracks interlaced throughout the area to be abandoned. Some of the property was sold off to non-rail businesses in the city and others remain owned railroad right of way with pulled up or deteriorated track conditions. The city has grown up around the derelict spur tracks.

As intermodal freight from the ports grew substantially during the last two decades, BNSF has wanted to reconnect Malabar Yard to LA Jct. to improve its own operations. It would have done this long ago if it could have, but the City of Vernon no longer welcomed the idea of trains running directly through town that has grown and developed without such dependence on rail. In addition, connecting the two yards would require installing yet another at-grade crossing in an already dangerous area, for which the CPUC has continuously denied permits for good reason.

BNSF is a successful, financially responsible private company. It is well-versed in how to make the most of its assets and benefit from rationalization and track and liquidation of assets when the timing is valuable. BNSF benefitted by allowing the spurs to languish and eventually dissolved access to them by not having to spend maintenance and operational costs on spurs that did not generate enough revenue. BNSF also benefited from the real estate values of the spur property it sold over the years.

In most cases where a freight movements are presented as a benefit, the location where the freight is moving is usually the beneficiary of the project, i.e. the city where the project is located would reap the benefits of the new rail traffic, new industries, new jobs, new tax base, new economic development. New customers for the railroad usually means

economic growth for the community. However, in this case, Vernon receives none of these things. BNSF simply gets to move existing traffic more cheaply and bring intermodal cars into Vernon with no benefit to Vernon, just the substantial negative impacts mentioned in this report. BNSF does not market rail services to the industries in Vernon, contributing to the decline in rail-served industries over the last three decades. Vernon has been proceeding with its development plans with that understanding. To state that these “improvements” in Vernon are “Beneficial for freight movements” is an extreme reach since the same freight is moving between Exxon and Hobart Yard and could continue as it does today without negative impacts to anyone. To state that it is “Necessary” to replace the storage capacity lost in West Yard is a blatant gross misrepresentation.

This proposal is a way for BNSF to have Metro abuse its eminent domain authority to try and force the issue on the City of Vernon for them. There is no doubt in anyone’s mind that this connection would be beneficial for BNSF. It reduces its operational costs, streamlines its operations for Exxon and opens capacity for growth in Exxon traffic and intermodal traffic. It also makes better utilization of BNSF property assets in the area. Exxon is the prime generator for the rail traffic on this side of Vernon. They are a key customer for BNSF, and BNSF will continue to serve them regardless of whether this project goes in or not. No action at Malabar Yard will not harm Vernon’s industry nor BNSF’s existing service.

However, BNSF is a private company attempting a wise strategy of utilizing the negotiations with the public entity, Metro, to gain leverage and costs covered for an infrastructure improvement that will greatly benefit it. If Metro were offering concessions that affected itself in a balanced trade off, it could offer whatever it wished. Metro and BNSF share numerous overlaps and agreements across their systems to work out benefits for each other in a situation like this. Instead, they are attempting to trade something at the expense of the City of Vernon, an innocent bystander in this deal. Vernon is receiving no benefits at all for shouldering the burden of this proposed relocation.

The infrastructure and operational changes in Vernon are not “necessary” for the removal of the tracks at West Yard. BNSF does not need all of these changes to replace 5,500 feet of intermodal storage capacity. It may never even use Malabar Yard for the proposed single trains set to be stored there. Vernon should not be held responsible for this ulterior motive of BNSF to connect its east and west yard by railroading the city.

Current Data and Regulations

For any consideration to be given to this proposal, the impacts of the trains running through Vernon must be studied with the same vigor as the original study examined construction at Malabar Yard and train traffic for the Metro LUS.

Current traffic data must be collected for the City of Vernon. Traffic in the EIS for Vernon was collected in 2020 (during COVID shutdowns) and supplemented with 2015 data. Vernon has grown considerably during the last decade. It is a misrepresentation to imply that because Vernon's resident population is so low that its traffic is also low when it hosts over 55,000 employees commuting every day. Since Vernon is in a quickly changing growth spurt, any update should account for the current year's growth in traffic, employees and population, whatever that year ends up being.

BNSF will need to provide its current and projected train schedules and traffic volumes. On the one hand, it says that train volumes will be light and traffic impacts will be negligible, but on the other hand, it is saying that it needs all of this capacity enhancement for expected heavy volumes. If such volumes materialize, then the traffic impacts to Vernon will be compounded. If the traffic impacts to Vernon remain negligible, then why does BNSF need any enhancements at all? We can acknowledge that even though rail traffic is low at the moment, it could pick up any time. Although many of the yards appear empty and underutilized right now, rail traffic ebbs and flows and the capacity will likely be necessary later. Therefore, we need these expected volumes from BNSF.

All possible options for alternatives must be thoroughly examined and every exception should be documented and reported. No broad generalized rejections of options should be accepted and Malabar Yard should not be assumed as the best option until all other options are equally studied.

It is also our opinion that the study be updated for current environmental standards. Just because the EIS has taken so long to draft does not mean that the City of Vernon (not anyone in California) should be subject to standards that were developed in 1978 and 1986. The environmental standards were updated in 2018 and 2022 for a reason and those should be the standards by which this project is developed.

Future Study

It is clear that if Metro insists on pursuing this option, further study must be completed in order to cover details and areas that were neglected, omitted or skewed.

It is recommended that any updated studies related to assets and resources within the City of Vernon be performed by researchers jointly chosen by Metro and the City of Vernon. Metro must pay for the studies and City of Vernon should be involved in all research, discussions, selection panels and decisions regarding any actions within Vernon.

The ESI approach, language and conclusions were greatly skewed to push forward a predetermined agenda. This was misleading and full of bias. The only way to mitigate this behavior is for the City of Vernon to be involved in selecting the scope, requirements and researchers chosen to perform these studies. The studies should be independent, fact-based, balanced and well-supported, honest and thorough, not assuming a foregone conclusion. This is the only way to ensure a non-biased study to determine the true impacts to the study of Vernon, if they can be mitigated acceptably for the City or if alternatives can or must be examined.

RII recommends a future study require a modeling component to show the impacts of trains actually moving to account for train speeds, train lengths and train schedules. None of these were examined in the EIS, making its analysis incomplete, to say the least and grossly inaccurate to be honest.

Metro and BNSF need to prove the following before any action can be taken:

A. That the car storage capacity is actually needed
B. That there are truly no alternatives in the entire area that could be used instead of Malabar Yard
C. That the City of Vernon is truly receiving benefits for this trade off (not general benefits that the whole region enjoys on the shoulders of Vernon)
D. That any and all negative impacts are completely identified thoroughly
E. That any and all negative impacts are mitigated proportionate to the impact
F. That the benefits to Vernon are Net Positive in spite of any negative impacts

Conclusions

Metro is working creatively with BNSF to work out its obligations regarding the new LUS and the EIS appears to be solid related to the station itself in Los Angeles. However, using Malabar Yard to mitigate BNSF's loss of storage was abruptly tacked on to the overall plan after the fact. The studies appear to have been an after-thought with a predetermined goal in sight. This will not work for the City of Vernon for good cause.

Review of the Draft EIS:

1. The train volumes through the City of Vernon were not examined at all.
    a. Only impacts during construction and closing of 49th Street at Malabar Yard were examined in detail, versus the trains that will impact every intersection between Malabar and LA Jct. Yards.
    b. Trains were misrepresented as "number of trains" to imply there would be little to no change when the fact that the same number of trains will be 10 times longer or more. The length of the trains has a direct impact on the traffic delays and safety concerns.
    c. The higher carload volumes running through the city causing more traffic delays affect not only the livelihoods of the 55,000 employees, service workers, carriers and 1800 businesses working in the city, but also the health and safety, air quality, water quality and access to emergency services.

2. The EIS is based upon outdated environmental standards, outdated traffic data for the City of Vernon, outdated development plans for the City of Vernon and insufficient details from BNSF regarding its traffic, operations and facilities in the area.

3. Alternatives were not thoroughly examined to determine if they could be acceptable alternatives to replace the car storage.
    a. Numerous other options were overlooked or dismissed frivolously.
    b. Options that require reconfigurations were excluded as options, yet that is exactly what the City of Vernon is being asked to do.

4. Alternatives were misrepresented in order to easily exclude them and focus on the pre-determined preferred option.
    a. Pico Rivera Yard misrepresented as being 5 miles away from the other alternatives when it is 3,500 feet away.
    b. Malabar Yard is misrepresented as an equal trade for BNSF's lost 5,500 feet of storage capacity. If 3,350 in replaced storage capacity truly is sufficient for BNSF as the EIS states, then the EIS misrepresents in several

places that 5,500 is required. It has the effect of inappropriately dismissing alternatives if the full 5,500 is not needed.

c. Malabar Yard also does not support 8,000-foot long trains as one track in West Yard could. That West Yard could support 9,000-foot trains or that all four tracks could support even 8,000-foot trains is false. If Malabar is an option with a maximum storage capacity of 2,430 on its longest track, then many other options are opened up throughout the area.
d. LA Jct. was misrepresented as having no land for additional tracks when it appears that this is true only for B – Yard. LA Jct, has multiple yards and support tracks available, both in existing yards, yards with extra space and rights of way with space and/or old tracks that can be reconstructed or rehabilitated.

5. This entire mitigation program greatly benefits Metro and BNSF, while giving the City of Vernon nothing but negative impacts.
    a. The negative impacts have been understated at a minimum, and grossly ignored in some cases, possibly even intentionally.
    b. Vernon needs to receive benefits in excess of any negative impacts

<u>Suggested Next Steps</u>:

1. Require that Vernon be included from the beginning in any discussions, including brainstorming, new ideas, potential alternatives, impacts and negotiations with any party regarding any property or operation within or affecting the City of Vernon.
2. Metro and BNSF need to prove that there is no other option available, omitting nothing and being honest about what BNSF can do with its extensive assets throughout the region – without guiding the results to support the operational enhancement it desires.
3. Vernon can simply reject the plan and make Metro and BNSF sort out the issue themselves with their own assets and leave Vernon's resources out of it.
4. For anything to move forward, Metro would need to prove benefits directly for the City of Vernon, including mitigating any negative impacts for a net positive impact for Vernon.

Hopefully, Metro and BNSF can work together to come up with creative negotiations that benefit the City of Vernon as much as they each stand to benefit from this project.

Appendix A – Abbreviations and Resources

Abbreviations:

Abbreviation	Description
ATSF	Atchison, Topeka and Santa Fe Railway - predecessor railroad of BNSF
Ave.	Avenue
Bl.	Boulevard
BNSF	BNSF Railway and any/all subsidiary companies - Class I railroad
CHSRA	California High Speed Rail Authority
CPUC	California Public Utilities Commission - CA agencywith authority over new railroad crossings
Dept	Department - government agency
EIS	Environmental Impact Statement
FRA	Federal Railroad Administration - federal railroad oversight agency
ft	Feet-12 inches
IMPLAN	Impact Analysis forPlanning software program that measures development impacts
LA Jct	Los Angeles Junction - terminal railroad owned by BNSF operating several Yards in Vernon
LOS	Level of Service - used to rate intersection congestion
LUS	Link Union Station
Metro	Los Angeles Metropolitan Transit Authority
mph	miles per hour
NEPA	National Environmental Protection Agency
Rd.	Road
RII	Railroad Industries Incorporated - railroad consultant
St.	Street
V/C	Volume divided by Capacity - score for intersection congestion

Resources:

Link US Draft Environmental Impact Statement Supplemental Environmental Impact Report
Appendix G - Air Quality and Global Climate Change Assessment and Health Risks Assessment
Appendix D - Community Impact Assessment
Appendix E - Traffic Impact Assessment
Appendix F - Visual Impact Assessment
Appendix H - Noise and Vibration Study
Appendix O - Economic and Fiscal Impact Assessment
Appendix Q - Environmental Evaluation of Malabar Yard Mitigation
Appendix R - Coordination and Outreach Plans
CalTrans website
City of Vernon Bicycle Master Plan, December 2017
City of Vernon Notice of Preparation Draft Environmental Impact Report and Public Scoping Meeting for Vernon Wsetside Specific Plan April 20, 2022
City of Vernon Website
eCode360 website (Vernon Code of Ordinances)
Gridlock and Growth , a 2009 study published by Reason Foundation and University of North Carolina at Charlotte, Professor David Hartgen
Huntngton Digital Library; Bandini: Map of the Los Angeles junction railway - Original 1940/notes through 1968
Journal of Urban Economics "Does traffic congestion reduce employment growth?" By Kent Hymel, Volume 65, Issue 2, March 2009, Pages 127-135
Link Union Station Project - City of Vernon Coordination Meeting March, 6, 2025
Link Union Station Website
Los Angeles Almanac website
Los Angeles County Assessor parcel maps
Los Angeles Times, "Long Haul on Short Line : Transportation: The longest trip on the Los Angeles Junction Railway is just a few miles. But the line provides crucial service at a busy freight hub." By Bob Pool, July 10, 1992
OperatingSessions.com - Model Railroading website, Bob Calichia
Pinky's Iron Doors website, Blogs: "Vernon California - Past & Future"
Reason Foundatiion, Traffic Congestion and the Economic Decline of Cities-How traffic is costing people jobs and stifling economic growth, By Samuel Staley, January 5, 2012
Revised Notice of Intent To Prepare an Environmental Impact Statement for the Link Union Station Project, Los Angeles, CA, Federal Register / Vol. 85, No. 181 / Thursday, September 17, 2020 / Notices
Transportation Research Interdisciplinary Perspectives, Volume 19, May 2023, "How does transportation facilitate regional economic development" By Ramesh Pokharel, Luca Bertolini and Marco te Brömmelstroet
US Department of Transportation, federal Highway Administration, Highway Capacity Field Manual 2000
Vernon Westside Specific Plan - Stakeholder Presentation 5, Catalytic Development September 28, 2021

EXHIBIT "B"

City Letter to BNSF Railway

VERNON
CALIFORNIA
INDUSTRY | COMMUNITY | INNOVATION

October 6, 2025

Lena Kent
General Director, Public Affairs
BNSF Railway
Lena.kent@bnsf.com

Subject: Request for Information: Malabar Yard Expansion in Support of Metro's LINK US Project

Dear Ms. Kent,

The City of Vernon respectfully requests additional information from BNSF Railway regarding the proposed expansion and reconfiguration of the Malabar Yard and extension of rail on 46th Street in support of Metro's LINK US project. The City seeks to understand how these proposed changes in rail infrastructure will affect existing and future rail operations in Vernon, as well as its potential impacts on local businesses and the City's industrial community.

It is our understanding that BNSF currently has the ability to serve customers in Vernon using existing infrastructure and that the proposed Malabar Yard expansion primarily supports regional train storage rather than improving direct service to Vernon industries and businesses. To evaluate the project's implications, the City requests BNSF's response to the following items:

1. Current and Proposed Rail Operations

- Please provide current train schedules serving Vernon, including service times, train lengths, crew sizes, and the number of locomotives used.
- Provide corresponding information for the proposed post-expansion operations.
- Identify any changes in frequency, timing, train lengths, and routing of trains that would directly affect rail movements through or within the City of Vernon. Please provide information regarding maximum frequency, train lengths, and usage of the Malabar Yard, both from LA Junction and other BNSF facilities, if the project is approved and implemented.

2. Switching and Customer Service Activity

- How much time does BNSF currently spend actively switching customers in Vernon on a typical day or week?
- How many customers are presently served by BNSF within Vernon's boundaries?
- Will the proposed changes alter switching frequency, duration, or routing for these customers? If yes, please elaborate.

3. Yard Operations and Purpose

- Please describe the current operational uses of the Malabar Yard, including storage, classification, and interchange functions.
- Describe how the yard will be used following the proposed expansion, and how this differs from existing operations.
- What is the operational rationale or specific benefit for BNSF in connecting 46th Street to the Los Angeles Junction (LA JCT) line?

4. Impacts on Local and Regional Rail Service

- Does BNSF anticipate any increase or decrease in rail traffic serving Vernon customers as a result of the project? Please explain the basis for this projection.
- Does BNSF currently market, or plan to market, rail service to customers in Vernon as part of this project or BNSF's broader service strategy?

5. Intermodal and Storage Capacity

- Can the existing Malabar Yard currently be used to store intermodal cars?
- Given BNSF's multiple facilities throughout the Los Angeles region, are there alternative sites available to accommodate intermodal storage or staging operations without expanding Malabar Yard? Please explain.

The City of Vernon appreciates BNSF's cooperation in providing this information. These details will assist the City in evaluating potential operational and economic impacts of the proposed project on Vernon's business community and industrial base.

Please provide your response at your earliest convenience, but in no case later than October 15, 2025, so that the City can evaluate the information in advance of Metro's October 23, 2025 Board meeting where it will consider action on the project. If answers to these questions are not received by that date, the City will have no choice but to demand that Metro defer action on the LINK US project given the lack of evidence needed to support Metro's environmental finding under CEQA. Should you have any questions, feel free to contact me at (323) 583-8811 ext 305 or via email at dwall@cityofvernonca.gov

Sincerely,



Daniel S. Wall, P.E.
Director of Public Works-City Engineer
City of Vernon

EXHIBIT "C"

Malabar Yard Railroad Improvement Air Quality Impact Analysis Peer Review

DATE: October 10, 2025
TO: Travis Kaya, Richards, Watson & Gershon
FROM: Haseeb Qureshi, Michael Tirohn, Urban Crossroads, Inc.
JOB NO: 16830-03 Peer Review Memo

SUBJECT: MALABAR YARDS RAILROAD IMPROVEMENT AIR QUALITY IMPACT ANALYSIS PEER REVIEW

Urban Crossroads, Inc. is pleased to provide the following Air Quality Impact Analysis Peer Review for the BNSF Malabar Yards Railroad Improvement Project, which is located in the City of Vernon primarily on 46th and 49th Streets between Santa Fe Avenue and Soto Street. The focus of this peer review is related to the *Link Union Station Draft Environmental Evaluation of Malabar Yard Mitigation* (DEIS/SEIR), dated June 2024, and the respective Air Quality and Global Climate Change sections.

PROJECT OVERVIEW

The proposed Project proposes the closure of the at-grade railroad crossing at 49th Street, which would accommodate storage at the BNSF Malabar Yard. Additionally, the Project proposes to construct an approximately 1,000-foot segment of new track between two existing track segments in order to provide a dedicated connection between the BNSF Malabar Yard and BNSF's Los Angeles Junction.

MALABAR YARDS RAILROAD IMPROVEMENT PEER REVIEW

Urban Crossroads has reviewed the document and offers the following comments.

REGIONAL AND LOCALIZED SIGNIFICANCE

While the DEIS/SEIR presents a comparison of the estimated construction and operational emissions against General Conformity *De Minimis* thresholds in tons per year, the analysis does not include a comparison of the Project's maximum daily construction or operational emissions against the South Coast Air Quality Management District (SCAQMD) regional significance thresholds. As such, the analysis fails to identify potentially significant impacts and identify potential mitigation measures to reduce potential impacts to less than significant levels.

Additionally, the DEIS/SEIR fails to evaluate the potential significance of the Project's localized construction emissions. SCAQMD requires that localized emissions be compared to localized significance thresholds to determine whether Project construction activities would potentially result in a significant impact. If the schedule includes overlapping activities (e.g., track removal and grading), the worst-case day should be modeled to verify that concurrent operation of multiple pieces of equipment would not result in a significant localized impact for nearby receptors, including worker receptors. In addition, the localized emissions analysis should account for haul truck emissions particularly along 46th Street, 49th Street and Soto Street and other local roads, as Project construction activities include significant hauling activities which may result in significant localized

pollutant concentrations. Localized emissions modeling should be provided to demonstrate that localized pollutant emissions remain below significance thresholds.

It is standard practice for Project's subject to CEQA to prepare a regional and localized air quality modeling to determine the ground level concentration and nearby sensitive receptors in the vicinity of a project or proposed action. Since the DEIS/SEIR does not include such an analysis, a localized and regional air quality analysis should be prepared where emissions are compared to appropriate thresholds established by the SCAQMD.

A thorough review of the DEIS/SEIR including the Malabar Yard Construction CalEEMod outputs included clearly show that only annual emissions have been quantified and disclosed. In order to ensure completeness and to provide the public and decisionmakers with sufficient information, the DEIS/SEIR should be amended to disclose regional and localized air quality emissions and associated impacts.

If the analysis determines mitigation is required to reduce regional or localized impacts, the DEIS/SEIR should evaluate the feasibility of advanced technologies to reduce emissions, including the use of advanced engine tiers during construction and zero-emission operational rail yard equipment.

Evaluation of Potential Health Risks

The DEIS/SEIR fails to adequately evaluate whether emissions associated with Project construction and operational activities would result in a significant impact for nearby receptors, including worker receptors.

The Office of Environmental Health Hazard Assessment (OEHHA) states that a risk assessment should be prepared for construction activities that last more than 2 months (see Page 8-18 of the *Air Toxics Hot Spots Program Guidance Manual, February 2015*). Construction activities have the potential to result in significant diesel particulate matter (DPM) emissions with the potential to result in significant health impacts for nearby receptors. As described in the DEIS/SEIR and CalEEMod model outputs, construction activities are anticipated to last approximately 18 months and utilize up to 13 pieces of construction equipment during any given phase. Additionally, construction would require substantial hauling activities, including 2,000 total hauling trips for the Utility Relocation phase alone. Given that the nearest sensitive receptors are located approximately a quarter mile from the Project site and numerous potential worker receptors located adjacent to construction activities, it is recommended that modeling be performed to evaluate localized construction emissions and that construction health risk assessment be prepared for full disclosure purposes to evaluate the potential risk to nearby receptors.

During operation of the Project, locomotives and other equipment utilized in the Malabar Yard would result in potentially significant quantities of DPM emissions. Although the Project may result in a net reduction in emissions at the regional level, it appears that at the local level emissions may be concentrated in a smaller area, potentially increasing the health risk for receptors. Specifically, the Project proposes to remove the at-grade crossing at 49th Street in order to expand the train car storage capabilities of the Malabar Yard. However, it is unclear if this action would lead to additional rail traffic in the Malabar Yard, as well as rail car switching activities that may result in an increase in localized emissions and increased diesel particulate matter at nearby sensitive receptors. As such, it is recommended that localized construction and operational emissions be quantified and modeled

along with a health risk assessment to ensure that the proposed Project would not result in any significant localized impacts for nearby receptors, including nearby worker receptors.

As such, a health risk assessment should be prepared to demonstrate that the Project's operational emissions would remain below the applicable significance thresholds.

Receptor Identification

The Project vicinity was evaluated to ensure the analysis accounts for all potential sensitive receptors. This review identified the Stacy Medical Center, located at 4580 Pacific Boulevard, approximately 200 feet from construction activities that would occur along 46th Street. As such, it is recommended to consider evaluating this location as a sensitive receptor or worker receptor, as previously discussed.

The DEIS/SEIR notes that the nearest sensitive receptors are located approximately a quarter mile from the proposed Project, however there are several potential worker locations in close proximity to the Project where workers are likely to be present for one to eight hours per day. The SCAQMD's definition of a sensitive receptor is a location where an individual could remain for one to eight hours or longer – this is due to the fact that there are one- and eight-hour averaging times for criteria pollutant emissions standards. As such, it is recommended that localized emissions modeling and a health risk assessment be prepared in order to determine the significance of any impacts that may result from construction or operation of the proposed Project.

Underestimation of Distance to Receptors and Idling Emissions

Although the DEIS/SEIR asserts that no sensitive receptors are within a quarter mile of the Project site, it appears that the analysis underestimates the potential distance between sensitive receptors and increased train traffic activity that would occur through implementation of the Project. In particular, due to the layout of the tracks, it appears as though any trains utilizing the 46th Street connection would be required to travel north on tracks and then reverse south onto a rail siding in the Malabar Yard. The train tracks in the location where this would presumably occur is located approximately 750 feet east of Vernon City School, along the same route that trains currently travel on from the Hobart Yard under the existing condition. Given an identical number of daily trains anticipated under the existing conditions, if trains are required to travel north, stop, and reverse direction to travel south on a siding in the Malabar Yard, the Project may result in increased emissions occurring in close proximity to the Vernon City School, compared to the existing condition where trains traveling to/from the Hobart Yard would not be required to change directions.

Additionally, the analysis does not consider an increase in locomotive idling that would be expected with the increased usage of the Malabar Yard for rail car storage purposes. Idling would occur in the situations described above, where locomotives enter Malabar Yard and are required to switch tracks, which would often occur at a distance of less than a quarter mile from sensitive receptors. Idling would also be expected to occur when trains exit the Malabar Yard or when rail cars are moved to different tracks. As such, the DEIS/SEIR should account for potentially increased idling of locomotives in close proximity to sensitive receptors in preparing a localized significance threshold analysis and health risk assessment.

CUMULATIVE ANALYSIS

The Project site is located in a heavily industrial area, with sensitive receptors surrounded by industrial uses. As previously discussed, even if the proposed Project has the potential to reduce overall emissions in the region, it also has the potential to result in increased rail travel in closer proximity to sensitive receptors compared to current conditions and may result in significant exposures to DPM at these receptor locations, particularly when cumulative conditions are considered. As such, it is recommended that the DEIS/SEIR evaluate potential cumulative health risk from the proposed Project as well as other industrial, rail, and truck travel in the area.

USE OF OUTDATED EMISSIONS MODEL

The DEIR text indicates that construction emissions were modeled using CalEEMod Version 2016.3.2, but the model outputs provided in Appendix D indicate that the modeling was performed using CalEEMod Version 2020.4.0. It is recommended that the DEIR text be updated to reference the correct version of the model that was used.

Additionally, CalEEMod Version 2022 was available at the time that the modeling was performed. While technically not required given the NOP date of May 2016, it may be useful to run CalEEMod 2022 to determine whether any substantively different impacts may occur. CalEEMod 2022 includes several refinements, and as such may indicate higher emissions, particularly VOC and CO, compared to previous versions of the model.

CONCLUSION

Our review of the DEIR suggests that the analysis may be incomplete and requires further clarification and potentially additional analysis. These changes are recommended to ensure the DEIS/SEIR fully complies with CEQA and NEPA requirements and provides transparency to the public regarding potential air quality impacts. The recommendations herein should not be construed as specific requirements and the ultimate decision on the updates should be made by the lead agency.

If you have any questions or comments, I can be reached at hqureshi@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.





Haseeb Qureshi

Principal

Michael Tirohn

Senior Environmental Scientist

EXHIBIT "D"

Memo re: Technical Adequacy of Link US FSEIR Responses to City of Vernon Transportation Comments

Lochner

1100 Corporate Center Drive, Suite 201 • Monterey Park, CA 91754
OFFICE 323.260.4703 • hwlochner.com

Date: October 22, 2025

To: Travis M. Kaya, RICHARD WATSON GERSHON, Attorneys for the City of Vernon

From: George Rhyner, P.E., Project Manager, Lochner Company

Subject: **Technical Adequacy of Link US FSEIR Responses to City of Vernon Transportation Comments**

Lochner was retained to carefully review the *Link Union Station Final Supplemental Environmental Impact Report* (FSEIR - State Clearinghouse No. 2016051071) dated October 2025. The purpose of our review was to assess whether Los Angeles County Metropolitan Transportation Authority's (Metro) adequately addressed the issues that were raised by the City of Vernon (the "City") in their Responses to Comments. The City submitted comment letters from Judith Menlo, Mayor and Daniel S. Wall, P.E., Director of Public Works, both dated August 6, 2024. Our review was on the automobile, truck, pedestrian, and bicycle transportation comments and the responses. We did not review the numerous comments on other environmental issues. Note that the comments focused on the impacts to the City of Vernon where the Malabar Yard and its access is to be reconstructed to accommodate activities being displaced from the Burlington Northern Santa Fe (BNSF) West Bank Yard where storage track is to be removed (Mitigation Measure TR-3). Below are the results of our review.

PROJECT UNDERSTANDING

The Malabar Yard is located between Santa Fe Avenue and Pacific Boulevard in the City of Vernon. The yard contains up to seven parallel tracks and merge sections that extend from the Fruitland Avenue crossing approximately 2700 feet north to the Pacific Boulevard crossing. Tracks extend north and south from Malabar Yard. The project Option 2 (the preferred option) illustrated in the Link Union Station Final Evaluation of Malabar Yard Mitigation (presumably the reference final version of the DSEIR Appendix Q as it has the same title (except for the word Draft being replaced by Final and the same table of contents, but is not labeled as such) is shown below:



That track extension is to be accomplished by a closure of the 49th Street crossing. Additionally, the rail line along 46th Street is to be reconstructed and extended. An overview of the mitigation is shown below as provided in the Link Union Station Final Evaluation of Malabar Yard Mitigation:



MALABAR YARD IMPROVEMENTS INTENDED PURPOSE

The purpose of the modifications to the Malabar Yard are stated in the FSEIR as:

> *Mitigation Measure TR-3 would minimize the adverse effect by offsetting the loss of storage tracks at the BNSF West Bank Yard. Impacts to the BNSF West Bank Yard are different than a typical brick and mortar commercial/industrial business because the BNSF West Bank Yard is along the National Good Movement corridor and provides space for critical freight operations that support local, state, and national commerce. Project related effects on freight would result in loss of storage track capacity that would create operational inefficiencies or increased congestion on the shared passenger/freight rail network in the region.*

The above text is from AGE 5-1 – the first response to Mayor Merlo. As it sets forward, the intended purpose of the Malabar Yard Improvement project is to allow for the relocation of storage capacity and operations from the BNSF West

Bank Yard to Malabar Yard, where they will no longer be efficiently accommodated.

What those operations include is not discussed in the Link Union Station Final Evaluation of Malabar Yard Mitigation report. The 46th street connector is discussed as allowing for a more direct connection between the Los Angeles Junction and Malabar Yard/the Seville Avenue east and west side tracks. A shift of the West Bank Yard activities to the 46th Street Connector, Malabar Yand, Los Angeles Junction and Seville Avenue east and west side tracks is not discussed, but for the 46th Street connector to be part of Mitigation Measure TR-3 such a shift in activities is necessary. Additionally, "train building" is discussed in the report. However, it is not discussed as it relates to the storage tracks being no longer available in BNSF West Bank Yard to be a necessary part of "train building". As no other operations are discussed and "train building" requires storge tracks, presumably "train building" in the BNSF West Bank Yard would be relocated to the Malabar Yard, Los Angeles Junction and the Seville Avenue east and west side tracks. Thus, the FSDEIR makes clear that a main purpose of Mitigation Measure TR-3 is to move "train building" from the BNSF West Bank Yard to the Vernon area – Malabar Yard, Los Angeles Junction and the Seville Avenue east and west side tracks.

CITY OF VERNON COMMENT ISSUES

City of Vernon comments included a large variety of subjects, both transportation related and other issues. A major item was the impact of "train building" upon the community. That includes air quality, noise and a variety of other issues. However, this memorandum concentrates on the transportation issues raised by the City. Below are some of the categories of transportation issues raised in the City comments.

TRAIN CROSSING VEHICULAR AND PEDESTRIAN BLOCKAGE

A major impact upon the City will be the increased crossing blockage time from the number, size and activity level associated with "train building" in the City. The increased blockage from more trains at each crossing was brought up by the City Comments. Likewise, the impacts from the longer train size and slower operational speeds were raised. Those train operations modifications will increase both the delay and queuing at the rail crossings in the City of Vernon. This will have an impact on the public at large. Additionally, the impacts on local businesses of having uncertain access both in the near-term and long-term was raised was raised.

TRAIN CROSSING EMERGENCY ACCESS BLOCKAGE

Beyond rail crossing interference blocking traffic for other purposes, it will block emergency access. Fast and reliable safety response needs to be available 24/7, rather than not being available at the crossing times on a particular day. The rail blockage extending for an east-west row of rail crossings across the City will have particular impacts as the blockages cannot be anticipated and the emergency vehicles routed around the blocked rail crossing in advance. The comments also pointed out that longer, slower trains are to be expected with the addition of storage track to Malabar Yard, making the emergency access impacts greater.

INCREASED TRAIN CROSSING SAFETY IMPACTS

The increase in the number and length of trains will have safety impact. This will be greatly impacted by the greater number and length of trains. Longer delays will also have an impact on pedestrian and motorist behavior.

TRAIN LENGTH AND SPEED

The FSEIR does not have consistent train length and speed assumptions for each crossing but rather has a number of lengths and speeds listed for trains at all crossings. The analysis does not consistently evaluate a maximum train length as responded to in AGE 3-11. The general discussion is that trains can be 2,000' to 4,000'. A 3,000' maximum length is used for the delay and queuing analysis, with no speed specified (although a speed of 20-25 MPH can be back engineered from the crossing time assumption of 1.7 minutes). The driveway blockage time calculations assume a 10 MPH speed and

4,000-foot-long train. Other lower speeds of 5 MPH or less are also discussed in the comments and responses.

APPROPRIATENESS OF 2020 DATA IN A 2025 DOCUMENT

Traffic volume adjustments to the 2020 count data were needed in 2020 due to temporary changes in vehicle driver, pedestrian and bicycle activities. Conditions had returned much closer to normal by the time the comments were made by the City in 2024. They requested that actual data be recollected, rather than older data and generalized adjustment factors being used.

THE MALABAR YARD CONSISTENCY WITH THE VERNON GENERAL PLAN

There are a number of land-use issues concerning the consistency of the Malabar Yard Improvement Plan and the City of Vernon General Plan. A large transportation issue is the lack of consistency of the Malabar Yard Improvement Mitigation with the Circulation and Infrastructure Element. The Circulation and Infrastructure Element is supportive of and consistent with the Land Use Element. The Circulation and infrastructure Element contains the paragraph Section 2.1 under Railroads:

> *Many at-grade rail crossings remain in the City. These should gradually decrease as the City encourages rail lines to merge facilities, to abandon spur lines, and to participate in separating streets from remaining railways.*

The General Plan also includes specific policies intended to limit rail yard areas, promote grade separations, and ensure rail service does not impact traffic. The General Plan is internally consistent, and to be consistent with the General Plan, the project, if pursued at all, needs to provide grade-separations to replace the at-grade crossings.

APPROPRIATENESS OF FSEIR RESPONSES

For each issue, we have reviewed the Response in the FSEIR. That included reviewing the Key Issues Responses and added Malabar Yard Mitigation as well as the responses to the individual City comments.

TRAIN CROSSING VEHICULAR AND PEDESTRIAN BLOCKAGE

The FSEIR did not address the central issue of what operations are to be relocated from BNSF West Bank Yard to the Vernon area. The response looked at the delay and queues at crossings assuming all trains were the same – even those at different crossings such as the Pacific Boulevard crossing at 46th Street. The response used "Train Movements" that only included train trips between yards -- not additional trains to and from the expanded track being relocated from BNSF West Bank Yard. The analysis did not include factors such as inclusion of "train building" trips at individual yards using crossings. Malabar Yard including the 49th Street crossing is 2,700' long while the trains are to be 2,000' to 4,000' long, and thus crossings are required to "train build" at Malabar Yard. Further discussions of the train length and speed, and impact of train consolidation on train length and crossing time are below.

TRAIN CROSSING EMERGENCY ACCESS BLOCKAGE

The emergency access analysis was based on the assumptions that the number of train crossings would decrease, the train length would not be affected by the project, and that train speed would remain the same with the additional storage track. Those are invalid assumptions. Additionally, a train crossing time of 1.7 minutes was assumed for all crossings at all times. However, a 4,000' long train with a 10 MPH speed was assumed at the crossing on Pacific Boulevard at 46th Street for the driveway blockage analysis. At that speed and length, just the train crossing the centerline of the roadway would require 4.55 minutes. When advance warning signal are considered, the gates closing in advance of the train and the gates not reopening until the train is well cleared from the centerline, the train crossing traffic disruption time is much longer. Added closures of up to 5 minutes each will make emergency response times greater. Therefore, not including the added "train building" activities result in the analysis reaching a false conclusion for the emergency access issue.

INCREASED TRAIN CROSSING SAFETY IMPACTS

The response did not address that the project will result in major revisions to the infrastructure and operations at Malabar Yard. Therefore, past operational experiences cannot be relied upon to predict substantially changed with project operational conditions.

TRAIN LENGTH AND SPEED

The delay and queuing analysis in the response had unreasonable assumptions. The response ignored the part of comment regarding the inconsistent train length assumptions elsewhere. It repeated the delay and crossing assumptions, were based on existing Malabar Yard area data – ignoring the earlier statements that the purpose of the project is to move operations from the BNSF West Bank Yard to Malabar Yard. Thus, data from the BNSF West Bank Yard should have been collected on train length and speed. Utilizing the 1.7 minutes for a 3,000 long train assumption, the train needs to be traveling at 20 MPH. When advance warning, gate closing, train roadway crossing and gate opening times are subtracted from the 1.7 minutes, a speed of 25 MPH is calculated for 1.31 minutes. Those speeds are unreasonable for a "train building" area, especially within a city. Further, it should be noted that the response also ignored that the Malabar Yard Improvements is assumed to result in a consolidation of trains, and that will length those trains. Thus, the analysis assumptions fail to properly reflect the proposed Malabar Yard Improvements.

APPROPRIATENESS OF 2020 DATA IN A 2025 DOCUMENT

It was necessary to adjust 2020 data, if that was the best information available. The response to the City only repeats the procedures used in 2020. The responses do not address whether better data is now available and should now be used. As the queueing analysis shows demand near, and in one case exceeding, the supply (even with the train crossing time heavily understated), using the best available data is crucial to being able to make an informed decision.

THE MALABAR YARD CONSISTENCY WITH THE VERNON GENERAL PLAN

The FSEIR is required to make a finding regarding consistency with the City of Vernon General Plan. It was pointed out in City comments that the Malabar Yard Improvement Mitigation is not compliant with numerous non-transportation elements. The Malabar Yard Improvements Mitigation is also not consistent with the City's Circulation and Infrastructure Element. That General Plan element calls for a reduction in the number of at-grade crossings. Closing the roadway and leaving the railroad tracks was not one of the methods specified in the General Plan. Further, increasing access to and use of sidetracks (such as those along Seville Avenue) is contrary to the General Plan measures. However, implementation of grade separations is called for in the General Plan Circulation and Infrastructure Element but not addressed in the FSEIR. Thus, setting aside other inconsistencies with the General Plan for a moment, the Malabar Yard Improvements are not consistent with the Circulation and Infrastructure Element of the General Plan.

CONCLUSIONS

The FSEIR responses do not address the comments, and the added analysis has poor assumptions. The largest initial assumption is that despite the opening statement about the Malabar Yard Improvements being a necessary mitigation to replace the removed track in the BNSF West Bank Yard, no activities are analyzed as being shifted to the Vernon area in the FSEIR. That alone results in the FSEIR not containing an analysis of the actual transportation impacts on Vernon. Using what is referred to as Train Movements is a poor variable for determining the train crossing delays and queuing impacts. Rather, "train building" being transferred from BNSF West Bank to the Vernon area has major implications, and train length and speed need to be accounted for in the analysis.

The inconsistency in the assumed train length and speed with no limit mechanism exacerbates the shortcomings of the FSEIR. The approximately 5-minute delay assumed in the driveway blockage calculation is more realistic and would have

severe emergency response and delay/queuing implications. Thus, the internal inconsistencies regarding worst case train length and speed in the FSEIR analysis need to be rectified without reducing the train building crossing times.

The inconsistency with the General Plan Circulation and Infrastructure Element also cannot be ignored as it currently is in the FSEIR. The General Plan does contain measures to reduce the railroad crossing impacts. Use of grade separation to eliminate grade crossings is an important measure in the Circulation and Infrastructure Element that is used throughout Southern California but not addressed in the FSEIR. This measure is especially important for emergency access given the long potential time for grade crossings being blocked.

Given the above discussion, the FSEIR fails to address important impacts pointed out in the City of Vernon comments, contains new analyses based on poor assumptions, and does not consider the mitigation measures that are listed in the General Plan.

EXHIBIT "E"

Environmental Evaluation For Malabar Yard Railroad Improvements -
Noise Section 3rd Party Review

TECHNICAL MEMORANDUM

DATE: October 20, 2025
TO: Travis M. Kaya, RWG Law
FROM: Bill Maddux, Urban Crossroads, Inc.
JOB NO: 16830-03

SUBJECT: ENVIRONMENTAL EVALUATION FOR MALABAR YARD RAILROAD IMPROVEMENTS - NOISE SECTION 3RD PARTY REVIEW

Urban Crossroads, Inc. is pleased to provide the third-party review of the Environmental Evaluation for Malabar Yard Railroad Improvements - Noise Section, prepared by the Los Angeles County Metropolitan Transportation Authority, June 2024. The Project Malabar Yard railroad improvements are located in the vicinity of Malabar Yard, primarily on 46th Street and 49th Street, between Santa Fe Avenue and Soto Street, City of Vernon, CA.

The Project involves the closure of the at-grade railroad crossing at 49th Street to increase storage capacity at the Burlington Northern Santa Fe (BNSF) Malabar Yard by approximately 3,350 track feet. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. Additionally, an approximate 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction. The purpose of this 3rd Part Review is to establish technical adequacy and identify any relevant revisions.

FINDINGS

- The noise section analyzes noise and vibration impacts related to both temporary construction activity and long-term operation of the project.
- The noise analysis states the nearest residences are located over 1,000 feet from the Project boundary.
- Construction phases would include demolition, site preparation, grading, building construction, paving, and architectural coatings.
- The dominant source of noise in the Project site vicinity is vehicular traffic from local roadways.
- The noise and vibration analysis relies on the FHWA Roadway Construction Noise Model (RCNM) inputs and the Federal Transit Authority (FTA) methodologies.
- Due to the absence of noise-sensitive receivers within 1,000 feet of the Project boundaries, a detailed analysis of noise impacts was not required based on FTA methodologies.
- The analysis provided a qualitative assessment of operational noise and vibration impacts and a partially quantitative analysis of construction noise and vibration impacts.

SPECIFIC COMMENTS

1. **Project limits –** It appears the Project boundaries are based only on the construction activity and ignores the operational changes within the Malabar Yard. This appears to be to limit the identification of noise sensitive receivers within the City of Vernon. Since the Project would affect the operations within the Malabar Yard the yard should be included as part of the Project area. If the Malabar Yard were included in the Project area, all identified receivers would be within the 1,000-foot buffer distance used to limit the analysis of noise impacts. Urban Crossroads recommends that the analysis be revised to include the Malabar Yard within the Project boundary and the analysis revised to evaluate noise impacts at all receivers within the 1,000-foot buffer.
2. **Construction Scenario Assumptions** – It appears the construction scenarios are based on air quality model inputs, which have a different focus and purpose than noise impact analysis. Air quality models are focused on emissions from engines, not the noise generated by the operation of the equipment; thus, the model does not include some of the louder and more impactful noise sources associated with demolition and construction activities, such as handheld jackhammers, backhoe-mounted impact-hammers, and pile drivers. This may indicate construction noise levels were under-estimated. Urban Crossroads recommends that the analysis be revised to include these sources during building and roadway demolition phases at a minimum.
3. **Long-Term Malabar Yard Operational Impacts** – The operational noise analysis of the Malabar Yard improvements does not evaluate the operational impacts of the Project; rather, it states that either alternative would result in the same impact. The analysis states the Project, "would create additional storage capacity and operational efficiency but would not result in a change to the track alignment or in how the yard or trains using the yard operate." However, wouldn't the additional track that allows the additional storage be a "change to the track alignment" or at least the usable track area? Also, how are the additional activities in the yard during the delivery and removal of stored train cars not a change in "how the yard or trains using the yard operate"? This analysis seems to lack an evaluation of the impacts from the change from the existing condition as required by the California Environmental Quality Act (CEQA). The analysis should be revised to include an analysis disclosing the changes in noise levels compared to the existing condition, not just the differences between the alternatives.
4. **Long-Term 46th Street Connector Operational Impacts** – The operational noise analysis of the 46th Street connector improvements does not evaluate the operational impacts of the Project; rather, it states that either alternative would result in the same impact. The analysis states "the 46th Street connector would be located between two active rail lines. Therefore, there would be no perceptible change in operational noise under either design option." However, as with the analysis of the Malabar Yard improvements, what is the effect on the existing condition of adding the new track connecting the two existing tracks? Again, this analysis seems to lack an evaluation of the impacts from the change from the existing condition as required by CEQA. The analysis should be revised to include an analysis disclosing the changes in noise levels compared to the existing condition, not just the differences between the alternatives.

CONCLUSIONS:

Our review of the Environmental Evaluation for Malabar Yard Railroad Improvements - Noise Section suggests that the analysis of construction is generally acceptable; however, the operational analysis does not adequately evaluate the impacts resulting from changes to the existing condition, as required by CEQA. Additionally, since the analysis fails to disclose these changes, it seems to fall short of the National Environmental Policy Act (NEPA) requirements to disclose the environmental impacts of the Project or Action. If you have any questions, please contact me directly at (619) 788-1971.

EXHIBIT "F"

Email between Kevin Wilson and BNSF Project Engineer Greg Rousseau,
dated September 27, 2006

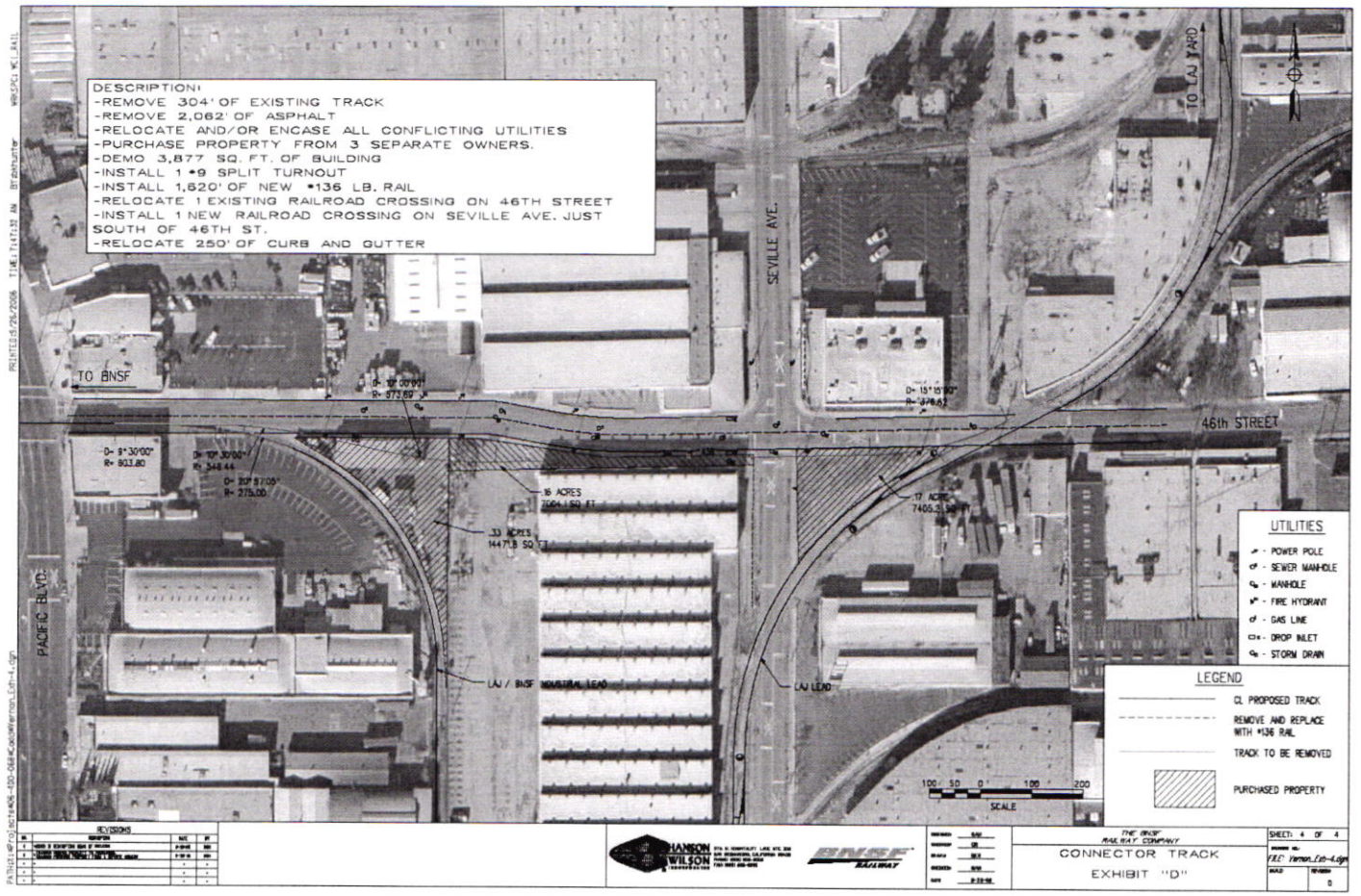
Wilson, Kevin

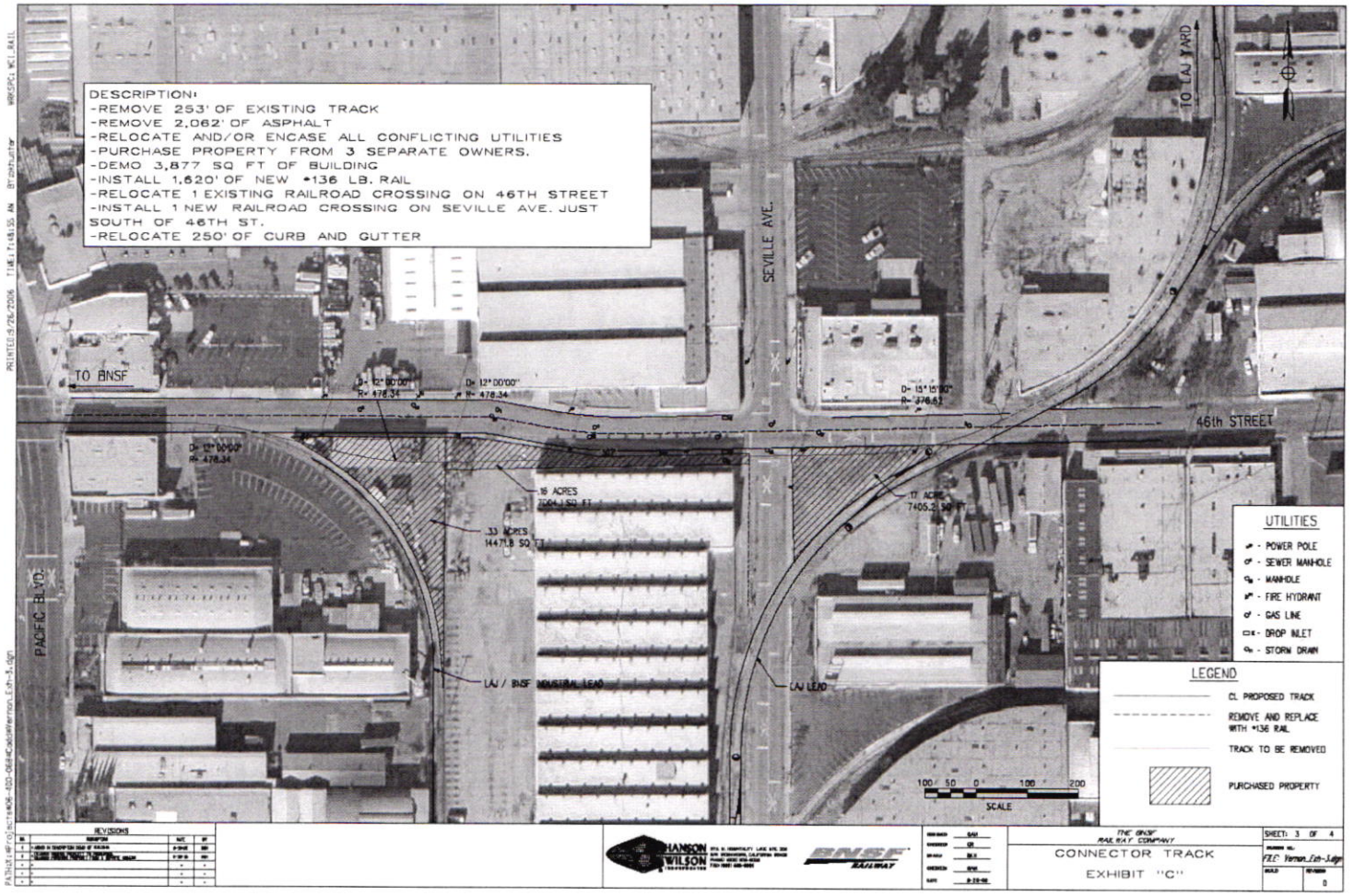
From: Montoya, Garrett A. [Garrett.Montoya@wilsonco.com]
Sent: Wednesday, September 27, 2006 8:22 AM
To: Jardine, Laurie M
Cc: Rousseau, Greg J; Hunter, Brenna K.; Brendza, Bob E
Subject: Jpg
Attachments: alternate.jpg; Vernon_Exh-1.jpg; Vernon_Exh-2.jpg; Vernon_Exh-3.jpg; Vernon_Exh-4.jpg

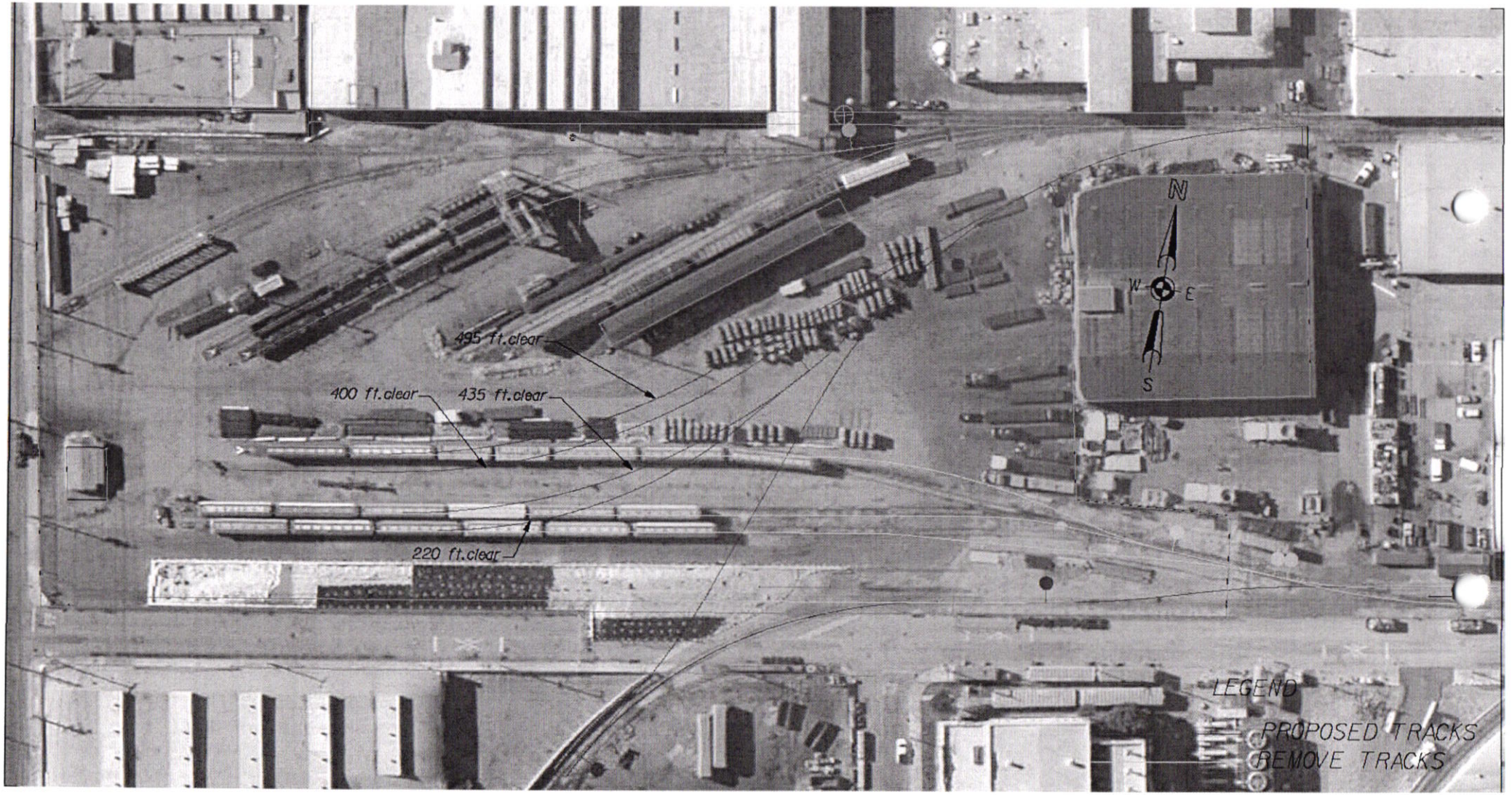
Laurie,

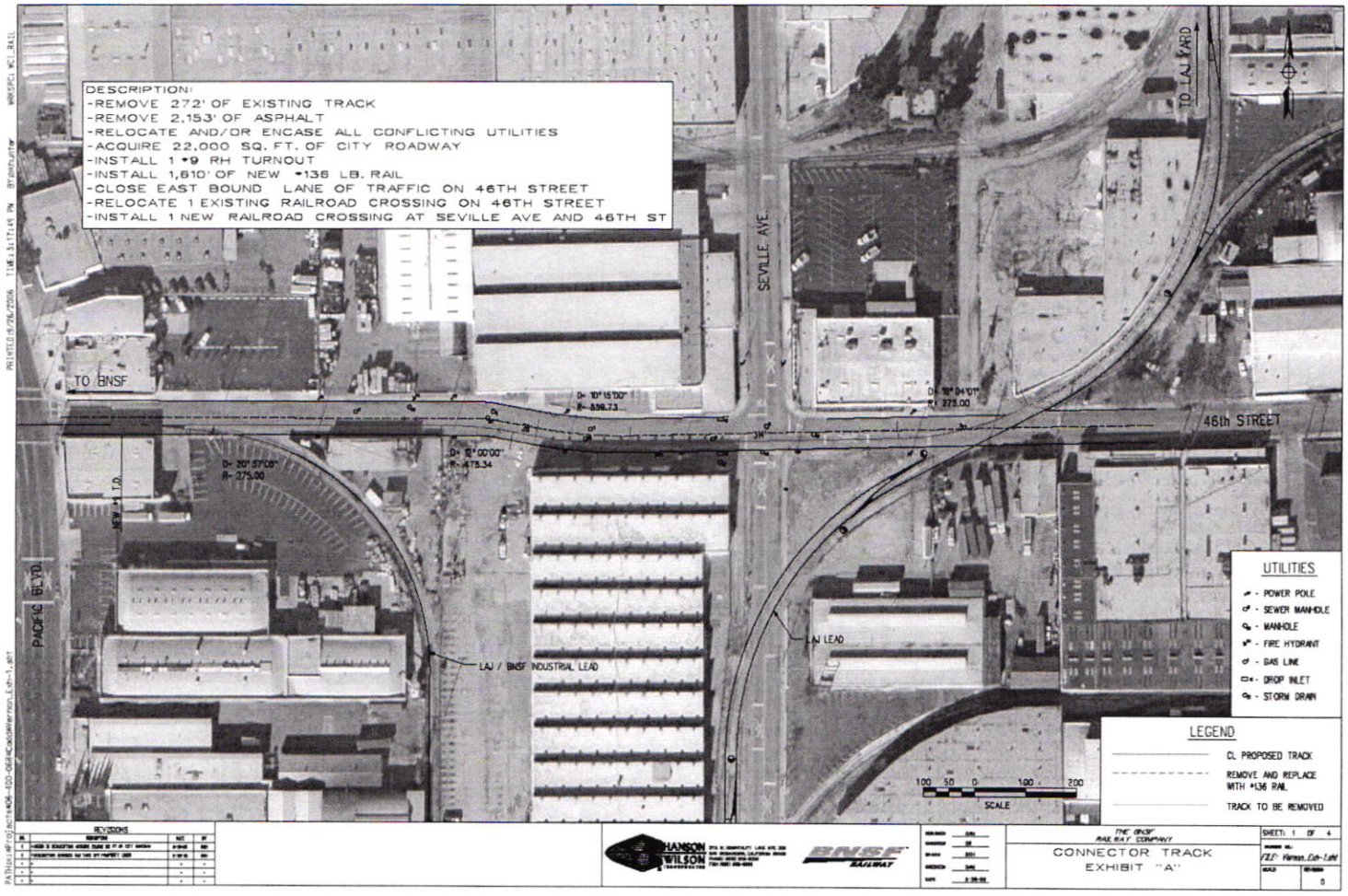
Attached are clearer jpg's for your use. Please call if you have any other questions.

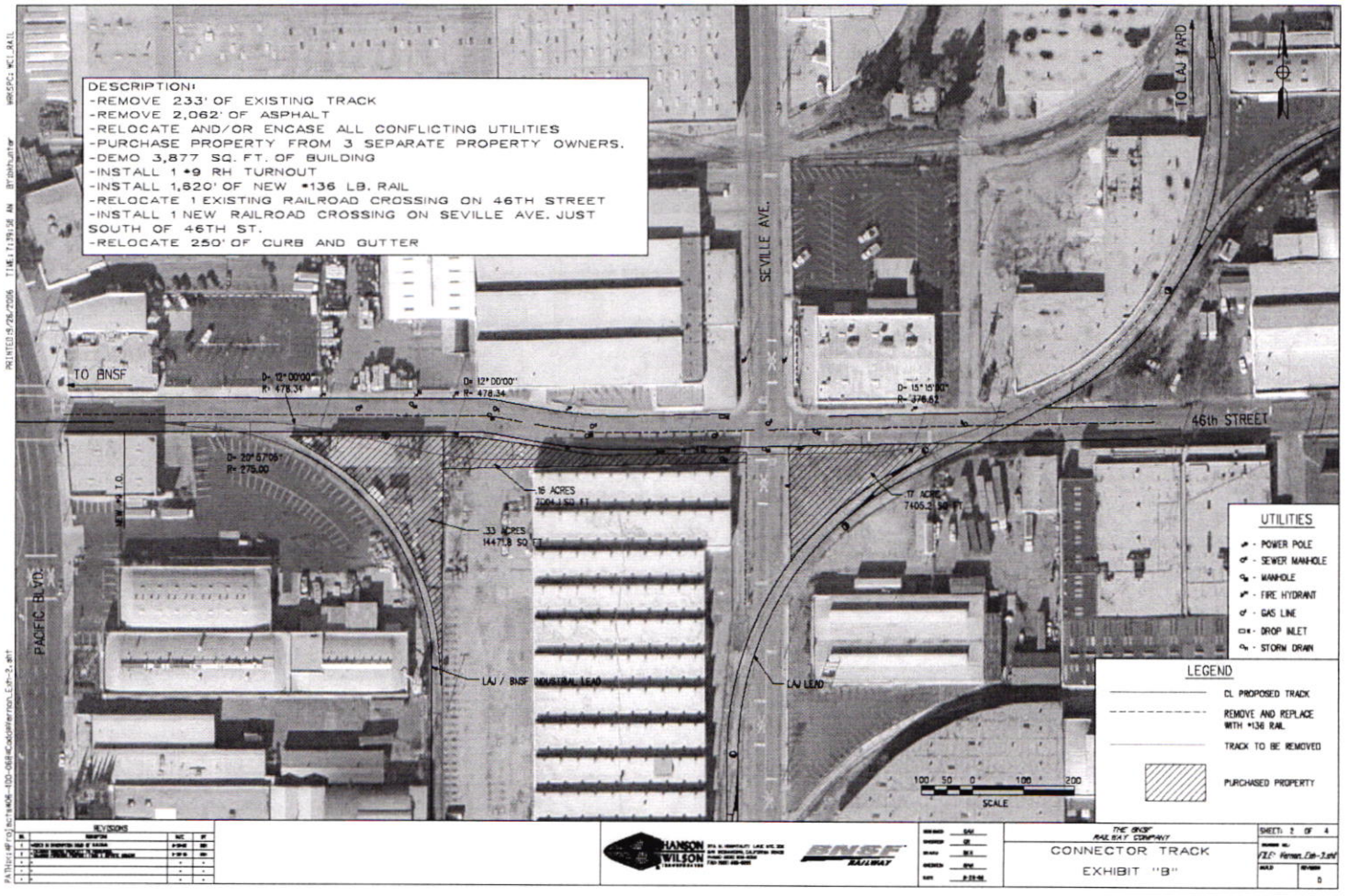
Garrett Montoya
Project Manager
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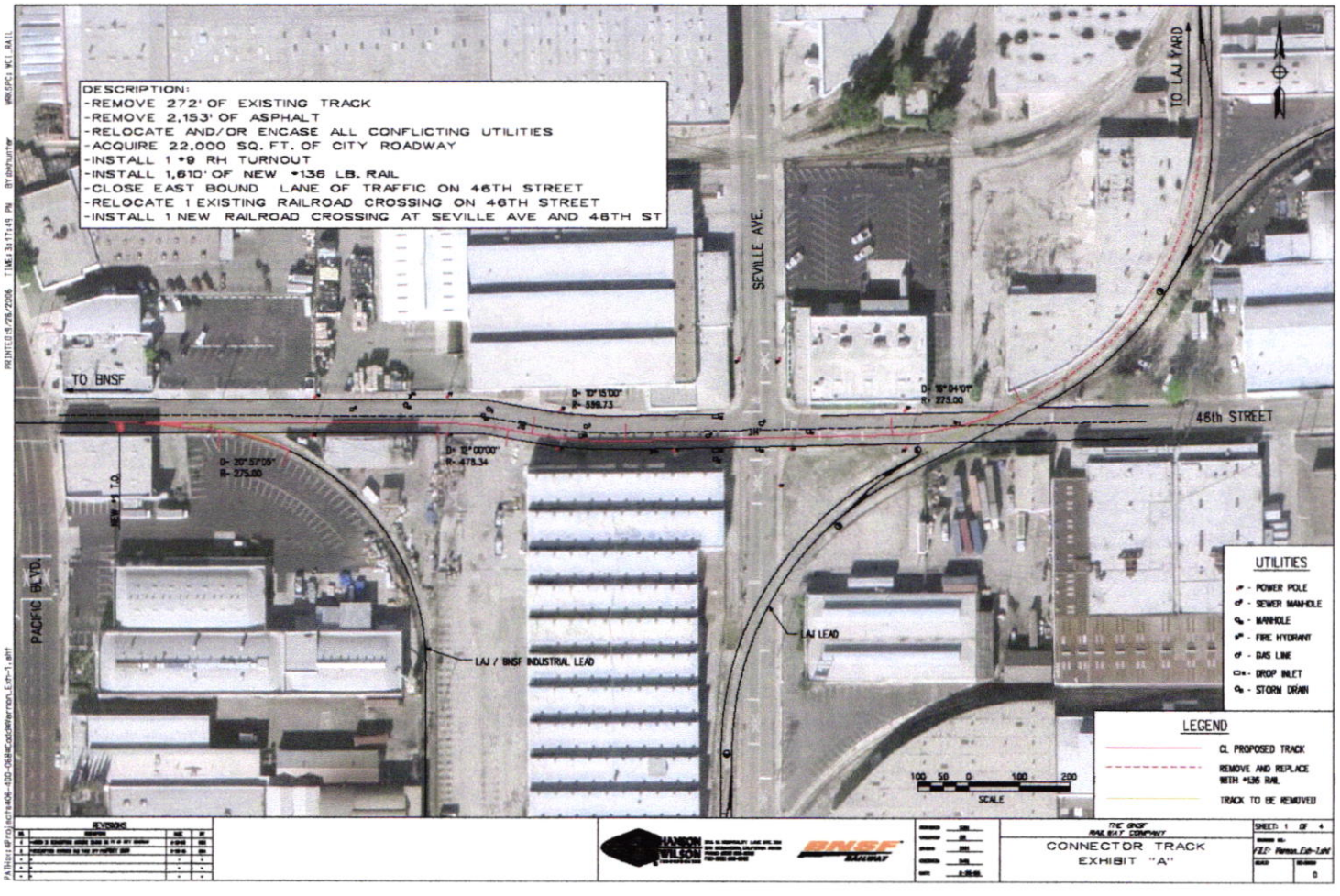

DESCRIPTION:
-REMOVE 304' OF EXISTING TRACK
-REMOVE 2,062' OF ASPHALT
-RELOCATE AND/OR ENCASE ALL CONFLICTING UTILITIES
-PURCHASE PROPERTY FROM 3 SEPARATE OWNERS.
-DEMO 3,877 SQ. FT. OF BUILDING
-INSTALL 1 #9 SPLIT TURNOUT
-INSTALL 1,620' OF NEW #136 LB. RAIL
-RELOCATE 1 EXISTING RAILROAD CROSSING ON 46TH STREET
-INSTALL 1 NEW RAILROAD CROSSING ON SEVILLE AVE. JUST SOUTH OF 46TH ST.
-RELOCATE 250' OF CURB AND GUTTER
TO LAJ YARD
SEVILLE AVE.
TO BNSF
46th STREET
PACIFIC BLVD.
.16 ACRES
7004.1 SQ. FT.
.33 ACRES
14471.8 SQ. FT.
.17 ACRES
7405.2 SQ. FT.
LAJ / BNSF INDUSTRIAL LEAD
LAJ LEAD
UTILITIES
POWER POLE
SEWER MANHOLE
MANHOLE
FIRE HYDRANT
GAS LINE
DROP INLET
STORM DRAIN
LEGEND
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REMOVE AND REPLACE WITH #136 RAIL
TRACK TO BE REMOVED
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HANSON WILSON
BNSF RAILWAY
THE BNSF RAILWAY COMPANY
CONNECTOR TRACK
EXHIBIT "D"
SHEET: 4 OF 4

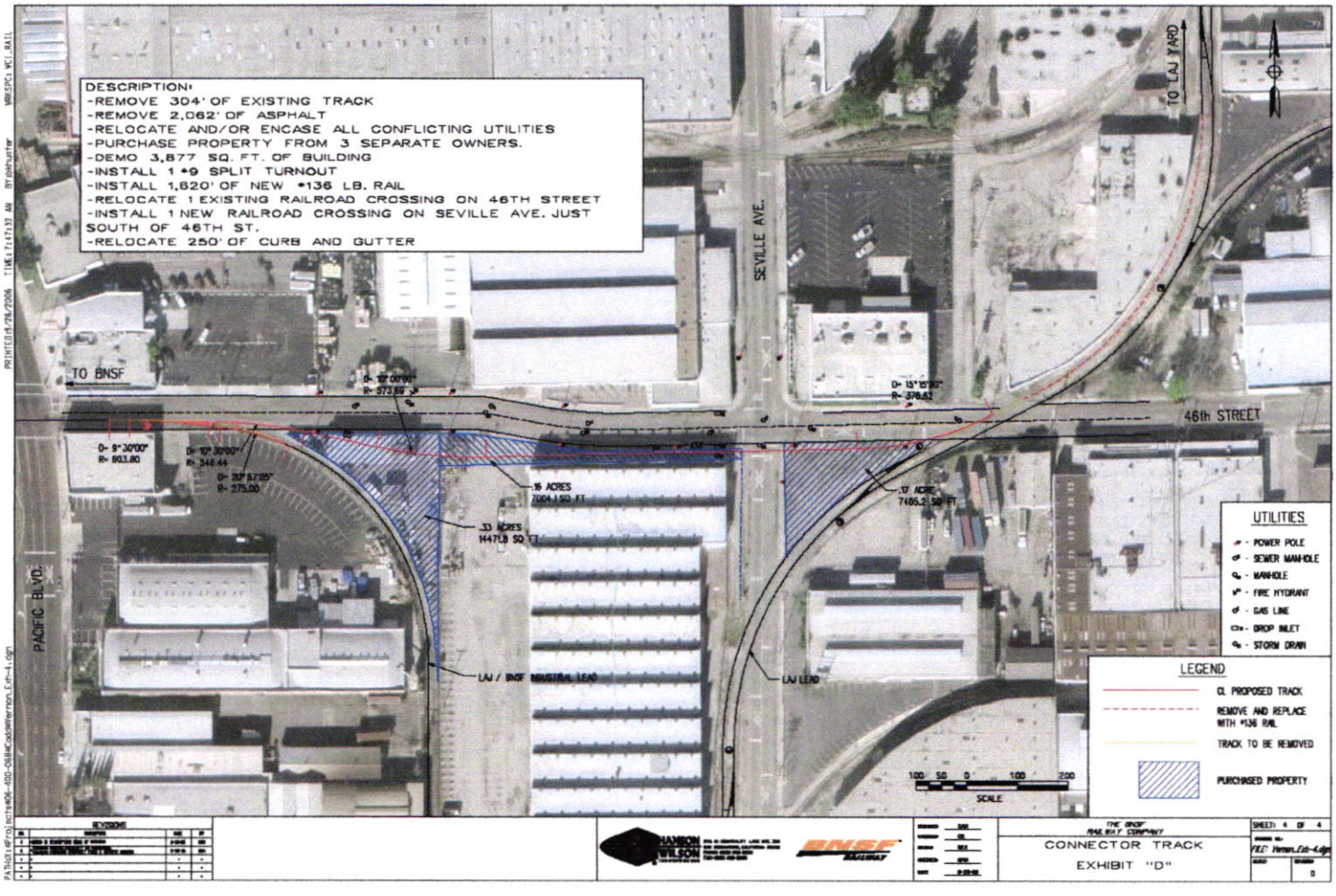

DESCRIPTION:
-REMOVE 253' OF EXISTING TRACK
-REMOVE 2,062' OF ASPHALT
-RELOCATE AND/OR ENCASE ALL CONFLICTING UTILITIES
-PURCHASE PROPERTY FROM 3 SEPARATE OWNERS.
-DEMO 3,877 SQ FT OF BUILDING
-INSTALL 1,620' OF NEW #136 LB. RAIL
-RELOCATE 1 EXISTING RAILROAD CROSSING ON 46TH STREET
-INSTALL 1 NEW RAILROAD CROSSING ON SEVILLE AVE. JUST SOUTH OF 46TH ST.
-RELOCATE 250' OF CURB AND GUTTER
TO BNSF
TO LAJ YARD
SEVILLE AVE.
46th STREET
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D= 12°00'00"
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- FIRE HYDRANT
- GAS LINE
- DROP INLET
- STORM DRAIN
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TRACK TO BE REMOVED
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CONNECTOR TRACK
EXHIBIT "C"
SHEET: 3 OF 4
FILE: Vernon_Loc-3.dgn
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PROPOSED TRACKS
REMOVE TRACKS

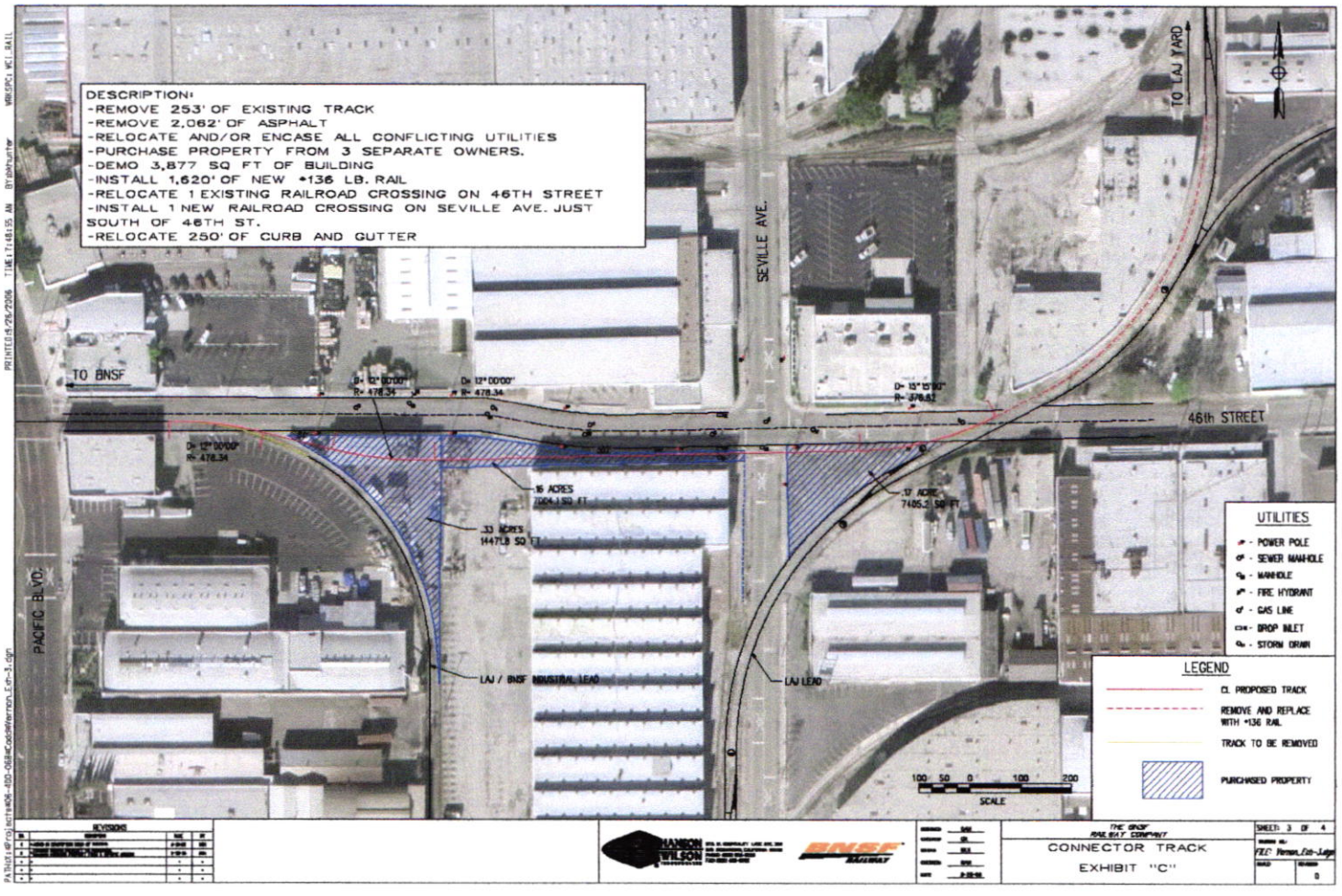

DESCRIPTION:
-REMOVE 272' OF EXISTING TRACK
-REMOVE 2,153' OF ASPHALT
-RELOCATE AND/OR ENCASE ALL CONFLICTING UTILITIES
-ACQUIRE 22,000 SQ. FT. OF CITY ROADWAY
-INSTALL 1 #9 RH TURNOUT
-INSTALL 1,610' OF NEW #136 LB. RAIL
-CLOSE EAST BOUND LANE OF TRAFFIC ON 46TH STREET
-RELOCATE 1 EXISTING RAILROAD CROSSING ON 46TH STREET
-INSTALL 1 NEW RAILROAD CROSSING AT SEVILLE AVE AND 46TH ST
TO BNSF
TO LAJ YARD
SEVILLE AVE.
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LAJ / BNSF INDUSTRIAL LEAD
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EXHIBIT "A"
SHEET: 1 OF 4

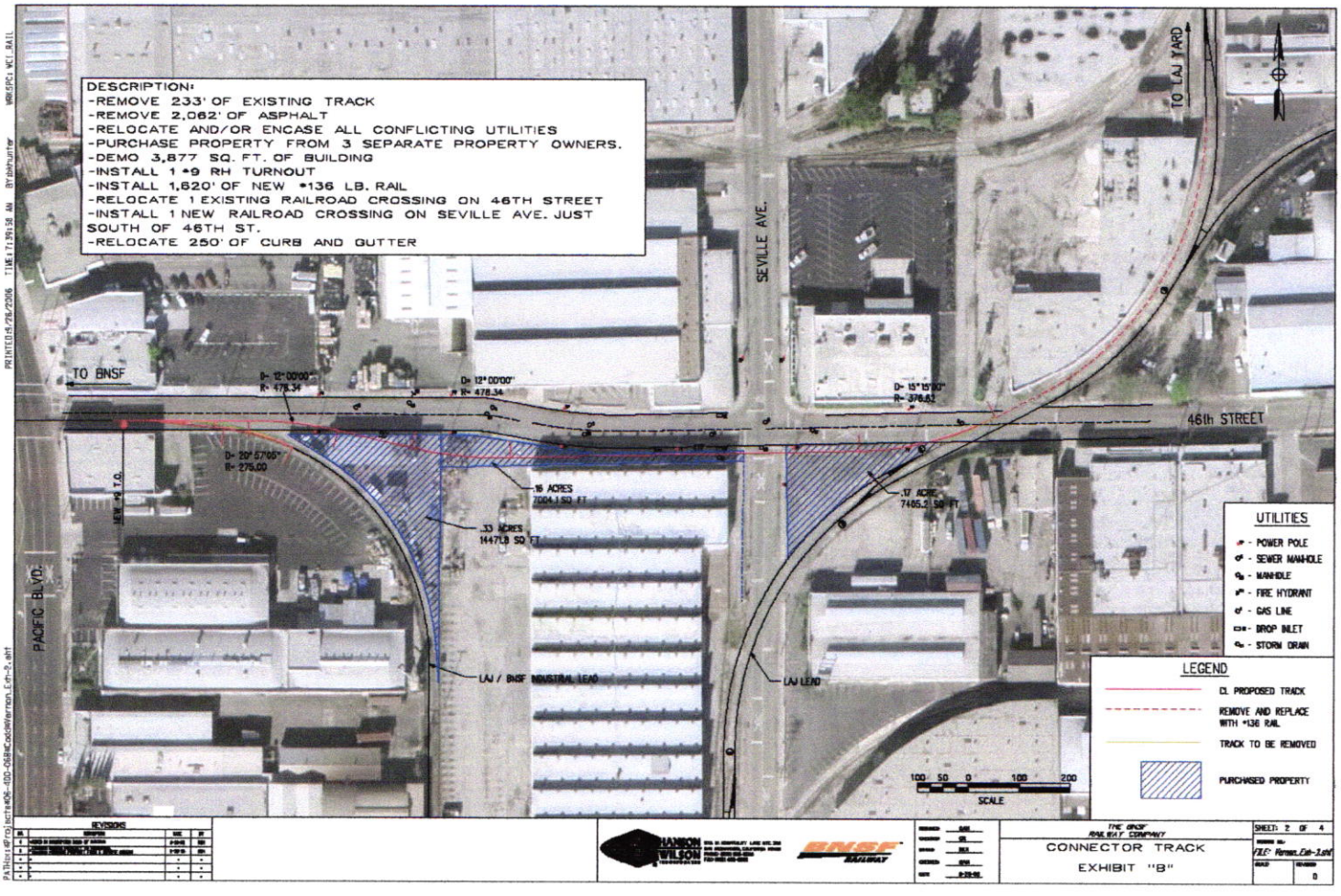

DESCRIPTION:
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-REMOVE 2,062' OF ASPHALT
-RELOCATE AND/OR ENCASE ALL CONFLICTING UTILITIES
-PURCHASE PROPERTY FROM 3 SEPARATE PROPERTY OWNERS.
-DEMO 3,877 SQ. FT. OF BUILDING
-INSTALL 1 #9 RH TURNOUT
-INSTALL 1,620' OF NEW #136 LB. RAIL
-RELOCATE 1 EXISTING RAILROAD CROSSING ON 46TH STREET
-INSTALL 1 NEW RAILROAD CROSSING ON SEVILLE AVE. JUST SOUTH OF 46TH ST.
-RELOCATE 250' OF CURB AND GUTTER
TO BNSF
TO LAJ YARD
SEVILLE AVE.
46th STREET
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LAJ / BNSF INDUSTRIAL LEAD
LAJ LEAD
UTILITIES
- POWER POLE
- SEWER MANHOLE
- MANHOLE
- FIRE HYDRANT
- GAS LINE
- DROP INLET
- STORM DRAIN
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REMOVE AND REPLACE WITH #136 RAIL
TRACK TO BE REMOVED
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HANSON WILSON
BNSF RAILWAY
THE BNSF RAILWAY COMPANY
CONNECTOR TRACK
EXHIBIT "B"
SHEET: 2 OF 4


DESCRIPTION:
-REMOVE 272' OF EXISTING TRACK
-REMOVE 2,153' OF ASPHALT
-RELOCATE AND/OR ENCASE ALL CONFLICTING UTILITIES
-ACQUIRE 22,000 SQ. FT. OF CITY ROADWAY
-INSTALL 1 #9 RH TURNOUT
-INSTALL 1,610' OF NEW #136 LB. RAIL
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-RELOCATE 1 EXISTING RAILROAD CROSSING ON 46TH STREET
-INSTALL 1 NEW RAILROAD CROSSING AT SEVILLE AVE AND 46TH ST
TO LAJ YARD
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LAJ / BNSF INDUSTRIAL LEAD
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CONNECTOR TRACK
EXHIBIT "A"
SHEET: 1 OF 4
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DESCRIPTION:
-REMOVE 304' OF EXISTING TRACK
-REMOVE 2,062' OF ASPHALT
-RELOCATE AND/OR ENCASE ALL CONFLICTING UTILITIES
-PURCHASE PROPERTY FROM 3 SEPARATE OWNERS.
-DEMO 3,877 SQ. FT. OF BUILDING
-INSTALL 1 #9 SPLIT TURNOUT
-INSTALL 1,620' OF NEW #136 LB. RAIL
-RELOCATE 1 EXISTING RAILROAD CROSSING ON 46TH STREET
-INSTALL 1 NEW RAILROAD CROSSING ON SEVILLE AVE. JUST SOUTH OF 46TH ST.
-RELOCATE 250' OF CURB AND GUTTER
TO BNSF
TO LAJ YARD
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SHEET: 4 OF 4
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PROPOSED TRACKS
REMOVE TRACKS


DESCRIPTION:
-REMOVE 253' OF EXISTING TRACK
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FIRE HYDRANT
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SHEET 3 OF 4
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REVISIONS

NO.	DESCRIPTION	DATE	BY
1	ADDED 20' EASEMENT SOUTH OF BUILDING	2-20-06	MH
2	ADDED PROPERTY LINE & REMOVED BUILDING	3-2-06	BH
3		-	-
4		-	-
5		-	-
6		-	-

HANSON WILSON

BNSF RAILWAY

THE BNSF RAILWAY COMPANY

CONNECTOR TRACK

EXHIBIT "B"

SHEET: 2 OF 4

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PATH: I:\EPD\projects\408-010\Cad\Vernon_Exh-2.dgn PRINTED: 4/28/2006 TIME: 7:39:58 AM BY: bkhunter WBUSPC1 WC1_RAIL

Wilson, Kevin

From: Rousseau, Greg J [Greg.Rousseau@bnsf.com]
Sent: Thursday, October 19, 2006 11:17 PM
To: Wilson, Kevin
Cc: Palomino, Miguel
Subject: RE: THREE TRACK CONCEPTS FOR LAJ -49TH ST.
Attachments: Jpg

<<Jpg>>
Mr. Wilson,

At the request of Miguel Palomino I am forwarding our various concepts for track alignments for the connections from BNSF to the L.A.J. railway.

A couple them are fairly similar so feel free to call me if you have any questions.

Greg Rousseau

Greg Rousseau

Project Engineer
BNSF Railway CO.
740 E. Carnegie Dr.
San Bernardino, CA
92408

909.386.4079 Ph.
909.386.4479 Fx.
mailto:greg.rousseau@bnsf.com

-----Original Message-----
From: Palomino, Miguel
Sent: Wednesday, October 11, 2006 4:14 PM
To: Rousseau, Greg J
Subject: THREE TRACK CONCEPTS FOR LAJ -49TH ST.

Greg,

Please send via email the three concepts to

Kevin wilson -city of vernon, kwilson@ci.vernon.ca.us

THANKS,

MIGUEL PALOMINO
BNSF-Manager of Engineering
Off. 909-386-4250
Cell. 909-841-0040

improvements on behalf and for the benefit of BNSF at the expense of the City of Vernon.

24. The 46th Street connection project proposes raised medians in 46th Street and Seville Avenue. It does not appear trucks will be able to make right turns with these medians in place. A redesign is required.

25. If the project is approved. What is the preferred alternative (option) for the 49th street closure and 46th Street connection. The City should have the final determination.

26. A new residential complex has been permitted for construction near the Malabar yard. Why were the impacts on the future residents (sensitive receptors) not evaluated?

27. Since the use of Malabar yard does not gain BNSF any new real property, it appears that Metro will in fact will be purchasing the West Bank yard adjacent to the LA River from BNSF contrary to what Metro has advised.

28. It appears that BNSF was given veto power over where the storage yard could be located by requiring the replacement yard to be located west of the Hobard yard. A thorough analysis of all alternative sites must be performed to ensure that the option with the least amount of environmental impacts is chosen as the preferred alternative. The railroad operations should be only one component of this analysis.

29. There are numerous largescale projects proposed in and around the City of Vernon, including the California High Speed Rail, Eco Rapid transit and the widening of the I-710 freeway. Why were the cumulative impacts of these projects not analyzed in Appendix Q of the EIR/EIS.

Given the above stated issues and concerns it is my opinion that the Malabar yard and 46th Street connector projects in the City of Vernon should be eliminated from the Link Union Station project. Thank you for the opportunity to provide these comments.

Sincerely,

Samuel Kevin Wilson

PABCO® Paper

4460 Pacific Boulevard
Vernon, CA 90058-2206
(323) 581-6113

October 22, 2025

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

Dear Board Members:

I am writing on behalf of PABCO Paper located on Pacific Boulevard in Vernon, CA to express our serious concerns regarding the proposed expansion of Malabar Yard adjacent to our facility. As a business operating 24 hours a day, 7 days a week, with a workforce of 85 employees and a logistics operation involving 200 inbound/outbound tractor trailers each week, the proposed development poses significant risks to both our people and our operations.

Our property shares a border with the proposed yard for approximately 40% of its total length, yet Metro has not acknowledged our site, or our employees as impacted. This oversight is deeply troubling given the direct and immediate consequences we anticipate:

- **Health and Welfare Risks**: The increased diesel emissions from increased locomotive activity in the proposed BNSF rail yard will degrade air quality in the area. Our employees, many of whom work long shifts and rely on outdoor access, will be exposed to elevated levels of pollutants that pose serious health risks.
- **Employee Access and Safety**: Our round-the-clock operation depends on reliable access to our facility. Increased train activity and traffic disruptions will make it more difficult and potentially hazardous for employees to reach work and go home.
- **Operational Disruption**: We manage a high-volume logistics flow supplying local gypsum wallboard plants, box plants, and corrugators plants with paper that we manufacture on our site. Our customers collectively employ over 500 people in California. Any interference with traffic patterns, access routes, or staging areas will directly impact our ability to receive raw materials and deliver finished products to our customers, threatening our business continuity.

We urge Metro Board to omit the Malabar Yard from the Link Union Station Project. We strongly support the Link Union Station Project and in no way want to restrict BNSF's current use of the Malabar Yard. But we do feel that the proposed expansion to Malabar significantly hampers the City of Vernon and the businesses of Vernon.

Thank you for your attention to this matter. We look forward to your response.

Sincerely,

Brian Bailey
Plant Manager

VERNON
CALIFORNIA
INDUSTRY | COMMUNITY | INNOVATION

October 22, 2025

Office of Board Administration
LA Metro Board of Directors
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

Via email:
BoardClerk@metro.net

Subject: Agenda Item No. 10 – AGAINST. The City of Vernon has significant concerns over impacts on our community and opposes the Link US Project as long as it includes the expansion of the Malabar Yard in Vernon.

Dear Chair Dutra and Metro Board of Directors:

On behalf of the City of Vernon, I am submitting written comment regarding Board of Directors Item No. 10. The City shares Metro's broader goals for the LINK Union Station project and understands its regional importance. We are open to collaborating with Metro and BNSF Railway on limited, clearly defined improvements at the Malabar Yard. However, as currently proposed, the project raises serious concerns for our community.

We have repeatedly heard Metro's presentations and assumptions about the benefits this project will bring to our community. But not once has Metro or BNSF provided Vernon with any commitment or assurances on the extent and frequency of road closures and train traffic. The City of Vernon asked BNSF to consider an operational agreement and Metro staff were present at the meeting when BNSF refused. Metro's proposal would grant BNSF, a private corporation, significant operational and economic benefits while shifting all environmental, health, and safety burdens onto the City of Vernon. That outcome is neither equitable nor consistent with sound public policy.

The Malabar Yard Mitigation includes a hard, permanent closure at 49th Street and significant new closures caused by 1,000 feet of new track and crossing infrastructure at 46th Street. Over the last 15-20 years, and separate from any proposed Link US project, BNSF has sought the City's approval to implement the operational changes that make up the Malabar Yard Mitigation. Dating back to 2006, Vernon has repeatedly denied BNSF's request because of the project's well-known impacts, particularly on traffic. Conveniently, this major operational change is now being presented as necessary "mitigation" for BNSF's loss of rail storage at West Bank Yard. We are informed that BNSF

has told the City of Vernon and Metro staff that it will not enter into any contractual agreement setting parameters on the length and frequency of trains in Vernon as a result of the proposed changes. However, BNSF has never once sat at the table with Vernon to negotiate the terms of such an agreement.

This is a two-way street. Vernon must approve the closure at 49th Street and the crossing at 46th Street. But no rational public agency would agree to overhaul its already congested traffic system without such assurances and based upon a flawed traffic study taken during the height of the COVID-19 shutdown. Thus, the proposed "mitigation" to offset BNSF's purported loss of storage space is infeasible and cannot be implemented without the City's required approvals. With this important point in mind, **the City urges Metro to either defer action on the Link Union Station project or remove the Malabar Yard mitigation measure from the EIR and identify a feasible BNSF storage option that omits Malabar Yard.**

Mischaracterization of "Mitigation"

The rationale for the proposed Malabar Yard expansion is fundamentally flawed and contrary to the goals of CEQA and NEPA. Metro's environmental review characterizes the Malabar Yard improvements as a "mitigation measure" for the potential loss of storage capacity at the West Bank Yard. However, the loss of private rail storage is not an environmental impact under CEQA or NEPA and does not require mitigation. The vague and generic planning policies in the Los Angeles Mobility Plan, which the Malabar Yard is intended to address, are simply irrelevant and do not raise environmental impacts (e.g., "Identify and implement strategies to facilitate the flow of freight traffic."). Framing the proposal as necessary mitigation is a misrepresentation that grants BNSF an operational advantage at the expense of our community. In truth, the project itself creates new and significant environmental impacts.

Traffic and Safety Concerns

Metro's presentation and environmental documents include several inaccurate and incomplete assumptions. The overall message presented by Metro staff is that the Malabar Yard expansion will reduce train trips and traffic congestion citywide and reduce emergency response times by five minutes, but there is no analysis of the impact of additional vehicle queuing and traffic triggered by the proposed closure of 49th Street and connector on 46th Street. The Metro analysis did not even consider additional train movements going east from the Malabar Yard, creating potential delays in emergency response times on key arterial streets that the Vernon Police Department utilize running north and south (Seville Avenue, Soto Street, Boyle Avenue, Alcoa Avenue, and Downey Road – See enclosed map).

Further, Metro's own documentation acknowledges that the proposed rail crossing at Seville Avenue and 46th Street could cause vehicle backups and safety hazards, even with Metro's proposed mitigation measures. Additional train movements to and from the

Los Angeles Junction Railway will compound congestion, delay emergency response, and increase air emissions throughout the City.

During meetings about this project, Vernon Police Department staff also emphasized the need for Metro to consult with the Los Angeles County Fire Department to address potential impacts on their response times, considering their need to maneuver large firefighting vehicles; to our knowledge, those meetings never took place.

Environmental and Community Impacts
The burden of this project would fall entirely on Vernon and its neighboring SELA communities. The affected area includes not only industrial zones but also nearby homes (less than 550 feet from the Malabar Yard), a church serving the Deaf community, Stacy Medical Center (our only 24/7 medical clinic) and the Vernon City School, which serves elementary students from disadvantaged communities. Contrary to the environmental review's claims, the school is located less than 700 feet from the Malabar Yard, not more than a quarter mile away. The resulting increases in noise, pollution, and traffic will directly impact these children and other sensitive populations.

The proposed closure of 49th Street and new rail connector on 46th Street would also impact bus transit services running through the City (Metro bus lines 60,105, 251, 611, 751, and 760). Each day, approximately 50,000 workers from the SELA communities and beyond travel to Vernon to earn a living; many of them rely on Metro's buses to get to their jobs on time. Delays in transit services due to increased traffic could jeopardize jobs for the thousands of workers in our communities who support the regional economy and depend on their jobs to support their families.

Lack of Transparency and Unanswered Questions
Before this project can move forward, BNSF and Metro must provide clear answers to basic operational questions, including:

- How many trains currently use the Yard, and how many are anticipated after the project?
- What will be the length and frequency of those trains?
- How many customers in Vernon are currently served by BNSF?
- Can displaced storage be distributed across multiple existing yards rather than concentrated in Vernon?
- Will BNSF enter into an operational agreement that enforces limits on the volume and type of train traffic at the Malabar Yard?

Misconception of Community Benefits
Metro documents include community benefits estimated at $24.5 million worth of improvements to the City of Vernon that include train detection cameras, high visibility crosswalks, new bus shelters, road restriping and AI-based traffic control systems. These are not additional benefits that the City is going to receive, but rather necessary mitigations that are needed to address the significant environmental impacts that the

proposed Malabar Yard improvements have on the City and surrounding community. A benefit to the Vernon community would be to not move forward with the proposed Malabar Yard improvements and to seek other alternatives. Additionally, the City does not agree with the data/methods utilized by Metro in drawing its conclusions with regards to reduced train trips as there has been no data or cap on train trips confirmed to the City by BNSF, traffic delays as initial studies took place during the COVID-19 pandemic, and improvement to emergency response times as the City's response time for Priority 1 emergency calls is currently 3.5 minutes.

Insufficient Time to Review Final SEIR

The City has not been allowed sufficient time to review the Final SEIR documents or Metro's responses to the City's written comments. Given the magnitude of the Link US project related improvements proposed for Vernon and the City's expressed concerns for public safety and community impacts, the City cannot rush through the voluminous documents and data recently released by Metro as follows:

- October 10, 2025 – Metro response to City's written comments (160 pages).
- October 13, 2025 – Final Supplemental Environmental Impact Report (SEIR) (Environmental Evaluation of Malabar Yard Mitigation alone is 762 pages and includes new information).

This timeline allowed the City only one (1) day to review the Final SEIR prior to Metro's Planning and Programming Committee Meeting held on October 15, 2025, only two (2) days before the Executive Management Committee Meeting held on October 16, 2025, and only ten (10) days to review the documents prior to the Metro Board Meeting scheduled for October 23, 2025.

This is wholly insufficient. We respectfully request at least a thirty (30) day review period to allow meaningful participation by the City, residents, and affected businesses, and to bring BNSF to the table. Without an operational agreement with BNSF, we do not see a path forward.

Approval of SEIR Without Malabar Yard Mitigation

Based on the City's understanding of the CEQA process, we believe that inclusion of the proposed Malabar Yard improvements in the Final SEIR is not necessary for Metro to move forward with the Link US Project. Metro staff has cited impacts to funding opportunities as the reason for the rushed timeline for approval of the Final SEIR. Removing the Malabar Yard Mitigation entirely from the Project, would address this concern, as the Board would then be able to certify the Final SEIR on October 23, 2025, without opposition from the City. Subsequently, the City would be amenable to ongoing discussions with Metro and BNSF regarding desired changes in Vernon, including a written three-party operational agreement between Metro, BNSF, and the City of Vernon that establishes clear parameters regarding the frequency, length, and train activity associated with any such changes.

VERNON
CALIFORNIA

City Authority and Next Steps
The Malabar Yard improvements cannot proceed without the City's cooperation. The project requires City approvals for at-grade crossings, right-of-way vacations, and various permits. These approvals are not suggestions, they are required by mitigation measures in the project's own EIS/SIER (MY TR-6). At this time, the Vernon City Council has directed staff to oppose the Malabar Yard proposal until these issues are fully addressed and the environmental review is corrected.

Request to the Metro Board of Directors
The City recognizes the regionwide importance of the Link US Project but has consistently expressed its concerns regarding the impact of the proposed Malabar Yard improvements. **Accordingly, we request that the Board consider taking the following action:**

- **Remove the proposed Malabar Yard improvements (Mitigation Measure TR-3), and Appendix Q of the Draft SEIR from the Final SEIR, and certify the Final SEIR omitting any and all proposed changes in Vernon.**

Vernon is prepared to consider other options that would both protect the City and allow the larger Link US Project to move forward, so long as the Malabar Yard is not a part of the Metro Board's approval.

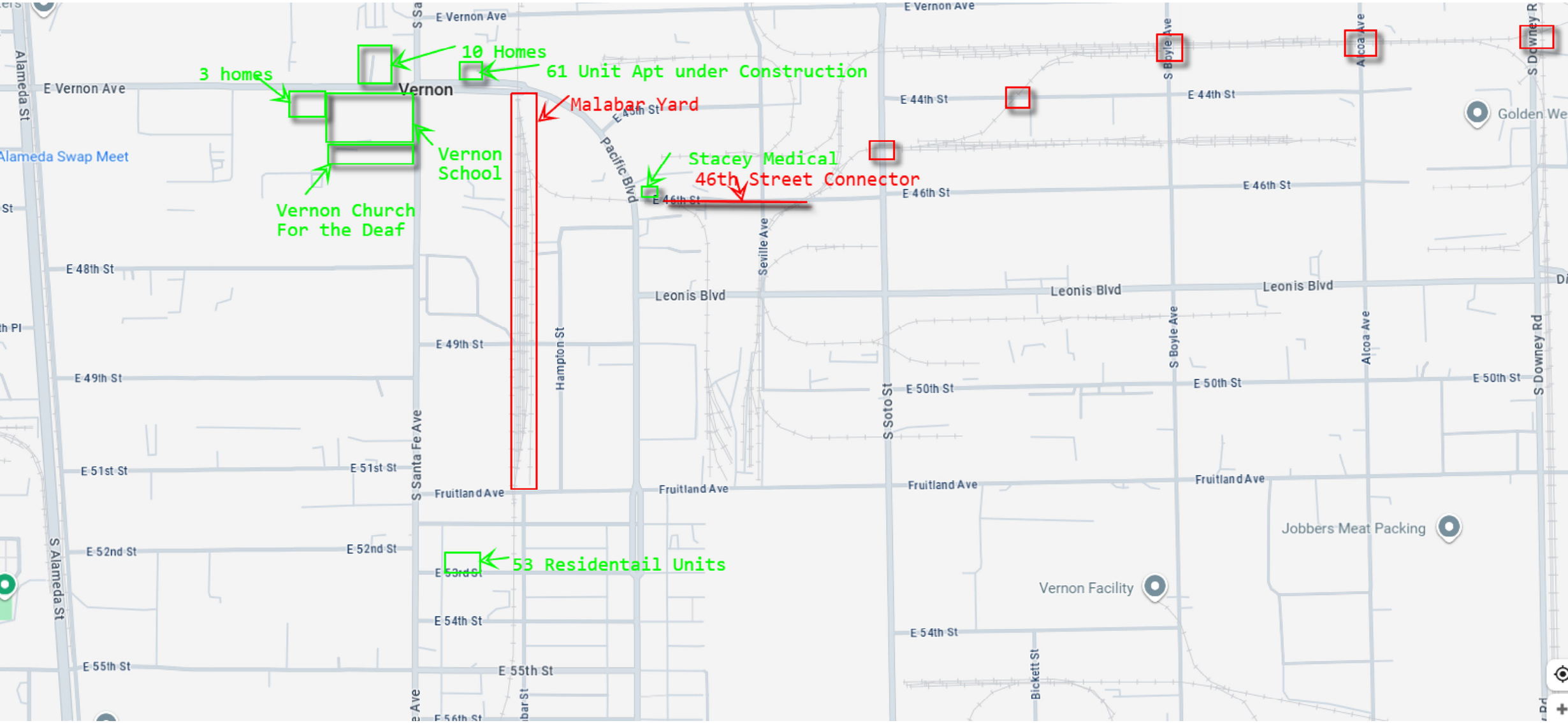
Conclusion
The City of Vernon stands ready to engage in good-faith discussions with Metro and BNSF to achieve a balanced, transparent, and equitable outcome. However, if approval of the Final SEIR proceeds as proposed with the Malabar Yard Mitigation, the City will have no choice but to pursue all available legal remedies to protect our community.

Thank you for your attention and for your continued support of environmental justice and responsible regional planning.

Sincerely,

Leticia Lopez
Mayor
City of Vernon

Attachment: Map of Sites Impacted by Proposed Malabar Yard Improvements


3 homes
10 Homes
61 Unit Apt under Construction
Malabar Yard
Vernon School
Vernon Church For the Deaf
Stacey Medical
46th Street Connector
53 Residentail Units
Vernon
E Vernon Ave
Alameda Swap Meet
Pacific Blvd
Seville Ave
Hampton St
S Santa Fe Ave
S Soto St
S Boyle Ave
Alcoa Ave
S Downey Rd
Leonis Blvd
Fruitland Ave
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Vernon Facility
Bickett St
S Alameda St

From: Dennis Berman
To: Board Clerk
Subject: (EXTERNAL) 1 minute opposition to Malabar Project Meeting 10/23/25
Date: Wednesday, October 22, 2025 3:52:12 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.

Dennis Berman

Majority Shareholder Bandwagon/WPS Fresh (Wholesale Produce Company)

Deleni Boys LLC. 4550 Seville (Property Owner)

In business since 1988

Employees - 40

Vendors-300+

Customers-78+

Hours of Operation: Monday-Saturday 2am-6pm

Daily out going tractor trailer shipment- 25-30

Daily incoming shipment tractor trailer shipments-30-40

At the eye of the storm at 46th and Seville, the train will be crossing my driveway entrance and creating what was once access from all direction, to no access due to traffic congestion from the train crossing and blocking Seville and 46th street. Between construction of the 46th St. thoroughfare and unrestricted, forecasted usage upon completion, both my vendors/suppliers and customers will not make deliveries or pickups if their trucks can't access my facility to load in a timely fashion. We will lose both our customers and supply chain and, ultimately, our well established business of 37 years! Our employees will be late for work and will not frequent surrounding businesses during their breaks, they could also seek employment elsewhere if travel time and access becomes a problem. Livelihoods are at risk, YOU MUST NOT ALLOW THIS PROJECT TO GO FORWARD!!

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From: Kurt Canfield
To: Board Clerk
Subject: (EXTERNAL) 10/23 Board Meeting Agenda Item 10: FOR
Date: Monday, October 20, 2025 4:24:19 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.

Good afternoon,

On behalf of Car-Lite Long Beach, a grassroots community based organization advocating for safe streets and alternative transport modes, we are glad to see the Link Union Station project moving forward. Despite funding setbacks, hostile federal administration, and rising construction costs, we believe that allowing trains to through-run LA Union Station will fundamentally improve access, train frequency, and service all in one project. Rather than time very tight transfers, through-running could enable people to remain on the same train as they head from the Valley to Irvine. Reduced transit time is yet another benefit as through-running will cut down on the time required to run trains through the throat of the Union Station rail yard twice.

We ask the board to show their support for this project and vote to certify the FEIR.

Best,

Kurt Canfield
Organizer
Car-Lite Long Beach

From: Alex Gabriel
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 4:15:49 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.

Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

I write in support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems.

Link US will also create shorter wait times, accommodate future demand, and enhance mobility options for walking, cycling, scootering, and other non-vehicular modes.
Link US will create an estimated 4,500 temporary jobs per year over a five-year period, along with 200+ permanent jobs. This project has already created hundreds of jobs in planning, design, and demolition in preparation for construction.

Link US promises community benefits for the City of Vernon that will reduce train impacts and improve community safety while also creating passenger benefits at Union Station including a new concourse, retail and other amenities, and new expanded platforms.
Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Alex Gabriel
[redacted]

From: Alex Gabriel
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 4:15:49 PM

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Yours,

Alex Gabriel
[redacted]

From: Miriam Bar-Zemer
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 10:58:45 AM

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Yours,

Miriam Bar-Zemer
[redacted]

From: Christian Flores
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 4:10:04 PM

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Yours,
Christian

Christian Flores
[redacted]

From: Christian Flores
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 4:10:04 PM

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Yours,
Christian

Christian Flores
[redacted]

From: Melissa Granados
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 10:43:23 AM

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Yours,

Melissa Granados
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 3:42:54 PM

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Yours,
Perias Pillay

[redacted]

From: Joshua Puterbaugh
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 10:29:23 AM

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Yours,

Josh Puterbaugh

[redacted]

From: Nathan Markquart
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 3:29:42 PM

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Yours,
Nate Markquart

[redacted]

From: Alec Aguilera
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 10:26:19 AM

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Yours,

Alec Aguilera

[redacted]

From: Connor Maduzia
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 2:56:48 PM

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Yours,
Connor Maduzia

[redacted]

From: Kristin Marino
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 10:20:35 AM

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Board Clerk,

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Thank you,
Kristin Marino

Kristin Marino

[redacted]

From: Kathleen Howe
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 2:35:03 PM

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Yours,

Kathleen Howe
[redacted]

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To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 2:35:03 PM

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Yours,

Kathleen Howe
[redacted]

From: David Tran
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 10:19:55 AM

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Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Best regards,

David Tran
[redacted]

From: Brian Pomp
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 2:23:51 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.

Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

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Yours,

Brian Pomp
[redacted]

From: Jefferson Seidl
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 10:18:22 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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Yours,

Jefferson Seidl
[redacted]

From: Caden Ziegler
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 1:36:55 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.

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Yours,

Caden Ziegler
[redacted]

From: Jonathan Diaz
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 10:17:05 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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Yours,

Jonathan Diaz
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 1:22:50 PM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

I live a 5 minute drive from the LAUS. I'm wiring in strong support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

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Yours,

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 1:22:50 PM

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Yours,

[redacted]

From: Michael Bennett
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 10:02:43 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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Yours,
Michael

Michael Bennett
[redacted]

From: evon freeman
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 1:20:05 PM

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Yours,
Evon Freeman

evon freeman
[redacted]

From: Shanil Jiwani
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 9:59:49 AM

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Yours,

Shanil Jiwani
[redacted]

From: Alexander Pullin
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 1:07:23 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.

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Yours,
Alexander Pullin

Alexander Pullin
[redacted]

From: Matthew Harnden
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 9:56:47 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.

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Yours,

Matthew Harnden
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 9:53:11 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.

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Best,

[redacted]

From: Miles Kluth
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 12:55:04 PM

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Yours,

Miles Kluth
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 9:50:32 AM

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Yours,

[redacted]

From: Rachel Weeks
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 12:48:34 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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Yours,

Rachel Weeks
[redacted]

From: Spencer Wejrowski
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 9:46:27 AM

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Yours,

Spencer Wejrowski

[redacted]

From: William Frankenfeld
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 12:30:40 PM

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William Frankenfeld, 90807

William Frankenfeld
[redacted]

From: Erik Larsen
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 9:23:32 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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LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems.

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Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Erik Larsen

[redacted]

From: Sean Choo
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 12:26:58 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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Yours,

Sean Choo
[redacted]

From: Adriana Rizzo
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 12:18:04 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.

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Yours,

Adriana Rizzo
[redacted]

From: Alexander Przybyla
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 9:18:20 AM

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Yours,

Alexander Przybyla
[redacted]

From: Alistair Hewlitt
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 12:06:26 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.

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Yours,

Alistair Hewlitt
[redacted]

From: Erin Hoops
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 9:13:02 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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Yours,

Erin Hoops
[redacted]

From: George Tong
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 8:39:38 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.

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Yours,
George Tong

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 11:57:12 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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Yours,

[redacted]

From: Jonathan West
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 8:34:52 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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Jonathan West
[redacted]

From: David Pontious
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 11:54:26 AM

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Yours,

David Pontious
[redacted]

From: Colin Nangle
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 11:50:47 AM

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Yours,

Colin Nangle

Colin Nangle
[redacted]

From: Sumner LeVeque
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 8:19:18 AM

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Yours,

Sumner LeVeque
[redacted]

From: Joaquin Domingo
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 11:49:55 AM

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Yours,
Joaquin Domingo

[redacted]

From: Lindsey Larsen
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 8:17:23 AM

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I live in the San Fernando Valley car free so transportation hubs like LA Union Station are vital.

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Yours,

Lindsey Larsen
[redacted]

From: Lauren Dellapa
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 11:33:09 AM

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Yours,
Lauren

Lauren Dellapa
[redacted]

From: Brad Valtman
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 7:12:57 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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Thank you,
Brad Valtman

Brad Valtman
[redacted]

From: Alan Cheam
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 11:22:24 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.

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Yours,
Alan Cheam

Alan Cheam
[redacted]

From: Edward Taylor
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 7:10:38 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.

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Edward Taylor
[redacted]

From: alex hager
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 11:20:37 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.

Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

Enough time has been wasted. Get this built already.

I write in support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems.

Link US will also create shorter wait times, accommodate future demand, and enhance mobility options for walking, cycling, scootering, and other non-vehicular modes.
Link US will create an estimated 4,500 temporary jobs per year over a five-year period, along with 200+ permanent jobs. This project has already created hundreds of jobs in planning, design, and demolition in preparation for construction.

Link US promises community benefits for the City of Vernon that will reduce train impacts and improve community safety while also creating passenger benefits at Union Station including a new concourse, retail and other amenities, and new expanded platforms.
Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

alex hager
[redacted]

From: Tyler Sinness
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 4:40:51 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.

Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

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Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Tyler Sinness

Tyler Sinness
[redacted]

From: Wes Reutimann
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 3:42:00 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.

Board Clerk,

As a long time resident of LA County and supporter of a more transit-friendly region, I write in support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems.

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Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Wes Reutimann
[redacted]

From: Christiana Kyrillou
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 1:23:23 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.

Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

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Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,
Christiana Kyrillou

[redacted]

From: Wes Chuang
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 1:20:46 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.

Board Clerk,

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Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Wes Chuang
[redacted]

From: Ren Nagata
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 1:10:56 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.

Board Clerk,

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Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Ren Nagata
[redacted]

From: Amirali Shahkhalili
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 12:45:43 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.

Board Clerk,

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Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Best,

Amirali

[redacted]

From: Eric Loew
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 12:39:33 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.

Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

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Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,
Eric loew

[redacted]

From: Hunter Paolucci
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 12:37:45 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.

Board Clerk,

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Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Hunter Paolucci
[redacted]

From: Vishwajeet Bhosale
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 12:25:43 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.

Board Clerk,

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Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Vishwajeet Bhosale
[redacted]

From: George Gabel
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 12:04:55 AM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

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Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Sincerely,
George Christian Gabel

[redacted]

From: Lennie Siesling
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 11:50:11 PM

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Board Clerk,

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Yours,

Lennie Siesling
[redacted]

From: Andrew Urena
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 11:37:25 PM

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Board Clerk,

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Yours,

Andrew Urena
[redacted]

From: Joseph Botti
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 11:36:26 PM

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Board Clerk,

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Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,
Joseph Botti

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 11:31:22 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.

Board Clerk,

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Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

[redacted]

From: mjovanovic@gmail.com
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 11:29:41 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.

Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

I write in support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

As a professor of urban history, I am intimately aware with what happens to cities when leaders make the wrong decision. Rail is the future of Los Angeles - it is the only system that can move a large amount of people in the space that we have. LA cannot make the leap it needs to make without rail, and our car dependency will ultimately turn the city into a death spiral.

LA Union Station is connects six counties with a combined population of 20 million. Link US is necessary to maintain parity with other world-class transit hubs, is necessary for California HSR, and makes possible single-seat Metrolink routes for faster trips and more service.

There is no sensible opposition to this project, which will reduce waiting times and enhance mobility across the system. It's a job-creator, with proven benefits to the City of Vernon as well.

Do not delay this project. Do not make the mistake of leaving Los Angeles in its 20th century, legacy car-centric form. Support Item 10 today and certify the Final SEIR.

Yours,
Miloš Jovanović

[redacted]

From: Austin Estrada
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 11:20:48 PM

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Board Clerk,

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Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Austin Estrada

[redacted]

From: Dom Versaci
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 11:02:29 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.

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Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Dom Versaci
[redacted]

From: Vladislav Romanovskiy
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 11:01:19 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.

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Yours,
Vladislav Romanovskiy

[redacted]

From: Alberto Leon
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 10:56:01 PM

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Yours,

Alberto Leon
[redacted]

From: Tristen Miller
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 10:46:33 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.

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Yours,

Tristen Miller
[redacted]

From: Giovanni Fernandez
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 10:46:20 PM

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Yours,
Giovanni C. Fernandez



From: Joseph Cohen May
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 10:46:06 PM

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Yours,

Joseph Cohen May
[redacted]

From: Jonathan Chue
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 10:41:18 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.

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Yours,

Jonathan Chue
[redacted]

From: auguste miller
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 10:40:13 PM

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Yours,

auguste miller
[redacted]

From: Matthew Ceja
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 10:32:17 PM

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Yours,

Matthew Ceja
[redacted]

From: Nick Cron-DeVico
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 10:19:10 PM

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Yours,

Nick Cron-DeVico
[redacted]

From: Alexander Park
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 10:02:55 PM

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Yours,

Alexander Park
[redacted]

From: Mike Borisov
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 9:57:39 PM

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Yours,
Mike Borisov

[redacted]

From: Anthony Yang
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 9:36:11 PM

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[redacted]

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To: Board Clerk
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Date: Tuesday, October 21, 2025 9:32:43 PM

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Yours,

Eduardo Maroto Campos

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 9:26:27 PM

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Yours,
Liam Walsh

[redacted]

From: Darren Valenzuela
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 9:15:01 PM

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Yours,

Darren V.

[redacted]

From: JONATHAN FLORES
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 9:09:47 PM

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Yours,

JONATHAN FLORES
[redacted]

From: Jason Mooradian
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 9:06:54 PM

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[redacted]

From: Matthew Lashbrook
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 9:04:35 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.

Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

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LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems.

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Yours,

Matthew Lashbrook
[redacted]

From: Andrew Hernon
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 9:00:23 PM

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Yours,

Andrew Hernon
[redacted]

From: Kevin Yuen
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 8:58:30 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.

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Yours,

Kevin Yuen
[redacted]

From: Andre Dionysian
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 8:58:26 PM

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Yours,
Andre Dionysian

[redacted]

From: Timothy Shen
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 8:52:40 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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Yours,

Timothy Shen
[redacted]

From: Philip Taylor
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 8:37:42 PM

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Yours,
Philip Taylor

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 8:33:43 PM

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Yours,

[redacted]

From: Colin Warn
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 8:24:38 PM

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Yours,

Colin Warn
[redacted]

From: Jacob Wasserman
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 8:19:10 PM

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Yours,

Jacob Wasserman
[redacted]

From: Tahler Thacker
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 8:08:24 PM

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Yours,

Tahler Thacker
[redacted]

From: Leo Shahbazian
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 8:03:35 PM

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Thanks a million,
Leo Shahbazian
Weekly rider and advocate

Leo Shahbazian
[redacted]

From: Dominic Bendinelli
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 7:58:58 PM

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Yours,

Dominic Bendinelli
[redacted]

From: Dempsey Garcia
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 7:52:00 PM

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Yours,

Dempsey Garcia
[redacted]

From: Andrew Graves
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 6:56:08 PM

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Yours,
Andrew Graves

[redacted]

From: Michelle Orengo-McFarlane
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 6:54:10 PM

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Yours,

Michelle Orengo-McFarlane
[redacted]

From: alexandra@kiwa.org
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 6:49:21 PM

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Yours,

[redacted]

From: David Kietzman
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 6:48:46 PM

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Yours,

David Kietzman
[redacted]

From: Sari Klein-Hass
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 6:46:45 PM

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Link US will create an estimated 4,500 temporary jobs per year over a five-year period, along with 200+ permanent jobs. This project has already created hundreds of jobs in planning, design, and demolition in preparation for construction.

Link US promises community benefits for the City of Vernon that will reduce train impacts and improve community safety while also creating passenger benefits at Union Station including a new concourse, retail and other amenities, and new expanded platforms.
Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Sari Klein-Hass
[redacted]

From: Dan Silver
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 6:45:01 PM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

I write in support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems.

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Link US promises community benefits for the City of Vernon that will reduce train impacts and improve community safety while also creating passenger benefits at Union Station including a new concourse, retail and other amenities, and new expanded platforms.
Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Dan Silver
[redacted]

From: Robert Pearsall
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Tuesday, October 21, 2025 2:38:06 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.

Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

On behalf of U.S. High Speed Rail's more than 50 labor organizations, builders, designers, operators, project sponsors, environmental groups, and industry leaders, I write in strong support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub and have multiple benefits including a one-seat ride to key destinations for High-Speed Rail, Metrolink, and Amtrak, while connecting seamlessly to Metro Rail and Bus and municipal bus systems.

Link US will also create shorter wait times, accommodate future demand, and enhance mobility options for walking, cycling, scootering, and other non-vehicular modes.
Link US will create an estimated 4,500 temporary jobs per year over a five-year period, along with 200+ permanent jobs. This project has already created hundreds of jobs in planning, design, and demolition in preparation for construction.

Link US promises community benefits for the City of Vernon that will reduce train impacts and improve community safety while also creating passenger benefits at Union Station including a new concourse, retail and other amenities, and new expanded platforms.
Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Robert Pearsall
California Political Dir.
U.S. High Speed Rail
Washington, DC 20002

[redacted]

From: Eli Lipmen
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Monday, October 20, 2025 10:17:21 PM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

I write in support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub and have multiple benefits including a one-seat ride to key destinations for High Speed Rail, Metrolink, and Amtrak, while connecting seamlessly to Metro Rail and Bus and municipal bus systems.

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Link US will create an estimated 4,500 temporary jobs per year over a five-year period, along with 200+ permanent jobs. This project has already created hundreds of jobs in planning, design, and demolition in preparation for construction.

Link US promises community benefits for the City of Vernon that will reduce train impacts and improve community safety while also creating passenger benefits at Union Station including a new concourse, retail and other amenities, and new expanded platforms.
Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Eli Lipmen
[redacted]

From: Lucas pakele
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 4:21:09 PM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

I write in support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems.

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Link US promises community benefits for the City of Vernon that will reduce train impacts and improve community safety while also creating passenger benefits at Union Station including a new concourse, retail and other amenities, and new expanded platforms.
Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Lucas pakele
[redacted]

From: Jesse Budlong
To: Board Clerk
Subject: (EXTERNAL) Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 11:13:46 AM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

I write in support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems.

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Link US promises community benefits for the City of Vernon that will reduce train impacts and improve community safety while also creating passenger benefits at Union Station including a new concourse, retail and other amenities, and new expanded platforms.
Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,

Jesse Budlong
[redacted]

From:	p brown
To:	Board Clerk
Subject:	(EXTERNAL) Comment - Oct 23 Board Mtg Agenda - Item 10 LINK UNION STATION PROJECT FINAL SUPPLEMENTAL 2025-0805 EIR
Date:	Wednesday, October 22, 2025 12:09:50 AM

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Item 10 LINK UNION STATION PROJECT FINAL SUPPLEMENTAL 2025-0805 EIR

FOR

I support the Link Union Station project and urge support for the EIR. The Link Union Station project will make operations at Union Station world class.

At the same time, I would urge the Board to ensure that that the project design and engineering incorporate the possibility of future electric train operations through LA Union Station, by Amtrak or Metrolink (even if not currently contemplated) and before the possible arrival of operations by the California High Speed Rail. Electrification is essential for long term climate mitigation. The 2040 Vision in the 2018 California State Rail Plan includes a recommendation for electrifying/deploying zero-emission vehicle technologies on as much of the rail network as possible.

In other words, the Link Union Station project design and engineering be done in a way that "future proofs" the project in anticipation of the possible future erection / installation of catenary or third rail electric infrastructure even before the arrival of high speed rail.

So that the taxpayer does not end up having to spend more money in the future on something that should have been part of the original design.

I note that Pages 54-58 of the EIR discuss local rail emissions associated with rail fleet operations before and after mitigation. The Final Rail Planning Technical Memorandum does discuss electrification but does not appear to discuss explicitly recognize the importance of incorporating into the Link Union Station project engineering that would support catenary or third rail electrification.

Paul Brown
Pasadena

From: Nicholas Tatonetti
To: Board Clerk
Subject: (EXTERNAL) Keep Link Union Station Moving Forward — Certify the Final SEIR (Item 10)
Date: Wednesday, October 22, 2025 5:00:32 PM

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Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

I urge you to support Item 10 on the September Regular Board Meeting Agenda and move immediately to certify the Link Union Station Project Final Supplemental Environmental Impact Report so this critical project can proceed without further delay.

Link US will transform Los Angeles Union Station into the true heart of Southern California's transit network — connecting six counties and 20 million people. It will enable High-Speed Rail, streamline Metrolink into faster single-seat rides, and create seamless transfers between regional rail, Metro Rail, and local bus systems.

This project means shorter waits, greater capacity, and better connections for all modes — walking, cycling, and emerging micro-mobility alike. It also represents a major investment in our regional economy, generating roughly 4,500 temporary jobs per year for five years and more than 200 permanent positions, in addition to the hundreds already created through planning and early site work.

Beyond Union Station itself, Link US brings tangible community benefits, from reducing train impacts in Vernon to improving safety, while also delivering new passenger amenities — a modern concourse, expanded platforms, and inviting retail spaces.
Please certify the Final SEIR today and keep this long-awaited project on track.

Sincerely,
Nicholas Tatonetti

[redacted]

From:	Brian Yanity
To:	Board Clerk
Subject:	(EXTERNAL) LA Metro 10/23/2025 Board Meeting, RailPAC comment FOR agenda item #10 (2025-0805) Link US Final SEIR approval
Date:	Wednesday, October 22, 2025 2:27:13 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.

Dear Chair Dutra and members of the LA Metro Board of Directors,

The Rail Passenger Association of California and Nevada (RailPAC) is an all-volunteer non-profit passenger rail advocacy group, founded in 1978.

RailPAC supports certification of the Final Supplemental Environmental Impact Report (Final SEIR) for the Link Union Station (2025-0805), and urges a yes vote.

This long overdue project will bring great benefits to rail passengers all across Southern California, and beyond. RailPAC has long supported run-through tracks at LA Union Station. This project will enable not only much greater levels of service and train frequency, but also efficient run-through direct service between Metrolink destinations such as Palmdale and Irvine or San Bernardino and Ventura.

We commend LA Metro Board and staff for showing leadership on this vital project.

Thank you for your consideration.

--
Best Regards,

Brian Yanity
Vice President-South and Board Member
Rail Passenger Association of California (RailPAC)
www.railpac.org
Fullerton, CA

From: Patrick Lewis
To: Board Clerk
Subject: (EXTERNAL) PLEASE Approve Item 10: Certify the Link Union Station Project Final SEIR
Date: Wednesday, October 22, 2025 10:50:06 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.

Board Clerk,

To the Los Angeles Metropolitan Transportation Authority Board:

I write in support of Item 10 on the September Regular Board Meeting Agenda and ask that you immediately certify the Link Union Station Project Final Supplemental Environmental Impact Report so that this project is not delayed any further.

LA Union Station is a Southern California transportation hub, connecting six counties with a combined population of 20 million. Link US will make LA Union Station a world-class transit hub paving the way for High-Speed Rail while unlocking new single-seat Metrolink routes for faster trips and more service. The transformed regional rail system will connect seamlessly to Metro Rail and Bus and municipal bus systems.

Link US will also create shorter wait times, accommodate future demand, and enhance mobility options for walking, cycling, scootering, and other non-vehicular modes.
Link US will create an estimated 4,500 temporary jobs per year over a five-year period, along with 200+ permanent jobs. This project has already created hundreds of jobs in planning, design, and demolition in preparation for construction.

Link US promises community benefits for the City of Vernon that will reduce train impacts and improve community safety while also creating passenger benefits at Union Station including a new concourse, retail and other amenities, and new expanded platforms.
Do not delay this project. Please support Item 10 today and certify the Final SEIR.

Yours,
Patrick Lewis

Patrick Lewis
[redacted]

From: Bridget Underwood
To: Board Clerk
Subject: (EXTERNAL) Public comment for October 23 Metro General Board Meeting
Date: Monday, October 20, 2025 5:18:36 PM

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Regarding Agenda Item 10: LINK UNION STATION PROJECT FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT CERTIFICATION (2025-0805)

Position: FOR

In regards to the functionality of our rail systems, Link Union Station is one of the most critical infrastructure projects in the state. Without the run through tracks, improved platforms, and increased capacity that this project will provide, Union Station will remain a chokepoint that holds our railways back both locally and statewide. We can't afford to delay it. As a resident of LA, I urge the board to approve the final supplemental EIR so Link Union Station can move forward as swiftly as possible.

Bridget Underwood
they/them

From: Stephanie Sagheb
To: Board Clerk
Subject: (EXTERNAL) FOR Item 10.1 (2025-0931) Malabar Yard Mitigation
Date: Tuesday, October 21, 2025 2:07:30 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.

To Whom It May Concern,

I would like to submit a FOR comment for Item 10.1 (2025-0931) Malabar Yard Mitigation and Continued Collaboration Motion. As a representative of tenants and property owners who will be impacted by the Malabar Yard plan, I think it is crucial to approve this motion by Supervisor Hahn and others to explore alternative solutions. We do not feel that there has been sufficient research into alternatives currently.

Thank you,

Stephanie Sagheb
[redacted]

Metro

MINUTES

Thursday, October 23, 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
James Butts
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

CALLED TO ORDER: 10:04 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 9, ~~11,~~ 12, 17, 18, 19, 21, 22, 24, 27, 28, 29, 30, 31, 32, and 35.

Consent Calendar items were approved by one motion except item 11 which was withdrawn from the agenda.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	A	A	Y	A	Y	Y	Y

Voting Deviations:
Item 17 – the following Director voted no: LH
Item 18 – the following Director was conflicted: IP
Item 21 – the following Director was conflicted: KRB

2. SUBJECT: MINUTES **2025-0924**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held September 25, 2025.

3. SUBJECT: REMARKS BY THE CHAIR **2025-0922**

RECEIVED remarks by the Chair.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
P	P	P	P	P	P	A	A	P	A	P	P	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER **2025-0923**

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	P	P	P	A	P	P	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: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT, AND FIRST/LAST MILE (MAT) PROGRAM UPDATE** **2025-0804**

APPROVED ON CONSENT CALENDAR:

A. REPROGRAMMING of funds to later fiscal years for projects previously approved from Measure M Metro Active Transport, Transit, and First/Last Mile (MAT) Program; and

B. DEOBLIGATING $33,046.99 in cost savings of previously approved MAT funding and returning those funds to the MAT Program.

6. **SUBJECT: STATE ACTIVE TRANSPORTATION PROGRAM** **2025-0814**

APPROVED ON CONSENT CALENDAR:

A. the State Active Transportation Program (ATP) Cycle 8 Grant Assistance priorities;

B. APPROVING the Regional ATP Point Assignment Methodology; and

C. AUTHORIZING the Chief Executive Officer or their designee to assign up to 10 points to projects to be considered for funding in the Southern California Association of Governments (SCAG) Large Metropolitan Planning Organization (MPO) Competition of the ATP.

7. **SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM - GATEWAY CITIES SUBREGION** **2025-0816**

APPROVED ON CONSENT CALENDAR:

A. programming an additional $8,200,000 in Measure M Multi-Year Subregional Program (MSP) - I-605 Corridor "Hot Spot" Interchange Improvements Program (Expenditure Line 61); and

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

8. **SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION** **2025-0817**

APPROVED ON CONSENT CALENDAR:

A. programming an additional $5,073,753 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51); and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for approved projects.

9. **SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT** **2025-0820**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Modification No. 26 to Contract No. PS4320-2003 with CDM Smith/AECOM Technical Services, Inc., a Joint Venture (JV), to continue environmental studies and outreach support services for the Initial Operating Segment (IOS) for the Eastside Transit Corridor Phase 2 Project, in the amount of $1,499,399 increasing the total contract value from $32,333,784 to $33,833,183, and extending the period of performance from December 31, 2025, through June 30, 2026.

10. **SUBJECT: LINK UNION STATION PROJECT FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT CERTIFICATION** **2025-0805**

APPROVED:

A. CERTIFYING the Final Supplemental Environmental Impact Report (Final SEIR) for the Link Union Station Project <https://www.linkunionstation.com/> (Link US);

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

C. ADOPTING the following reports for Link US, in accordance with the California Environmental Quality Act:

1. Findings of Fact and Statement of Overriding Considerations.

2. Revised Mitigation Monitoring and Reporting Plan.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	A	Y	Y	A	A	A	Y	A	Y	Y	Y

10.1. SUBJECT: MALABAR YARD MITIGATIONS AND CONTINUED COLLABORATION MOTION **2025-0931**

APPROVED AS AMENDED Motion by Hahn, Dutra, and Solis that the Board direct the Chief Executive Officer to:

A. Collaborate with BNSF to explore any other alternative solutions for rail storage that may have fewer impacts, while still meeting their operational needs;

B. Convene meetings with BNSF and the City of Vernon to secure written commitments, where possible, that include:

   1. Limiting future rail operations to non-peak or nighttime hours;

   2. Ensuring any increased train activity stays below a mutually agreed-upon threshold;

   3. Capping train lengths at levels acceptable to both the City of Vernon and BNSF;

C. Coordinate with BNSF and California High-Speed Rail Authority (CHSRA), as the NEPA lead agency, to consider reaching an agreement to implement and operate this mitigation measure in the City of Vernon after the elimination of tracks at the West Bank Yard;

D. Continue collaboration with the City of Vernon and the Vernon Chamber of Commerce to incorporate design strategies and mitigations that reduce disruptions to local businesses and their operations;

E. Coordinate with the City of Vernon's traffic engineering and public safety departments to:

   1. Develop and implement traffic management plans that prevent congestion and circulation issues caused by rail activity;

   2. Ensure emergency service routes remain fully accessible and are not adversely affected post-implementation;

F. Coordinate with schools, churches and other sensitive receptors to minimize potential impacts of new train patterns on those uses;

G. Explore any opportunities to incorporate eligible businesses into Metro's Business Interruption Fund, during construction of the project (BIF); and

(continued on next page)

(Item 10.1. – continued from previous page)

H. Maintain close coordination with BNSF and the City of Vernon to ensure full transparency throughout all phases of project planning, design, and implementation.

SOLIS AMENDMENT: That the Board of Directors direct the CEO to draft a letter to be signed by Metro Board members and sent to BNSF, copying Los Angeles County's state and federal representatives, urging BNSF to engage in collaborative discussions and a formal agreement with the City of Vernon and cooperate with mediation requests.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	A	Y	Y	A	A	A	Y	A	Y	Y	Y

11. SUBJECT: 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM 2025-0815

WITHDRAWN:

~~APPROVE 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 additional maximum target share request of $83,886,000 as an interest free advance from LA County's estimated future STIP shares.~~

12. SUBJECT: CALIFORNIA SB1 STATE OF GOOD REPAIR PROGRAM 2025-0792

APPROVED ON CONSENT CALENDAR the Resolution that:

A. AUTHORIZES the Chief Executive Officer (CEO) or designee to claim $52,339,689 in fiscal year (FY) 2025-26 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program;

B. APPROVES the regional SGR Project List for FY2025-26; and

C. CERTIFIES that Metro will comply with all conditions and requirements set forth in the SB1 SGR Certification and Assurances document and applicable statutes, regulations and guidelines.

17. SUBJECT: I-105 EXPRESSLANES LIFE-OF-PROJECT BUDGET AND CONSTRUCTION MANAGER/GENERAL CONTRACTOR SEGMENT 2 AND 3 CONSTRUCTION CONTRACT (PHASE 2 SUPPLEMENT) **2025-0803**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AMEND the I-105 ExpressLanes Project 475004 Life-of-Project (LOP) Budget by establishing funding for the Segment 2 and 3 (Phase 2 Supplement) construction, from Central Avenue to Studebaker Road on the I-105 Freeway. This action increases the existing Life-of-Project Budget of $757,540,216 by $707,926,765 for a total Life-of-Project Budget of $1,465,466,981; and

B. NEGOTIATE AND EXECUTE project-related agreements, including contract and task order modifications, up to the authorized LOP.

18. SUBJECT: LINK UNION STATION PROJECT CONSTRUCTION MANAGEMENT SUPPORT SERVICES (CMSS) **2025-0808**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a cost reimbursable fixed fee Contract No. AE127279MC084 to T.Y. Lin International, Inc. to provide Construction Management Support Services (CMSS) for the Link Union Station Project (Link US) for the not-to-exceed (NTE) amount of $13,796,413 for the two (2) year base term, and $49,634,124 for the four, one-year option terms, for a total combined not-to-exceed amount of $63,430,537, subject to the resolution of all properly submitted protest(s), if any.

19. SUBJECT: PURPLE (D LINE) EXTENSION PROJECT SECTION 1 **2025-0864**

AMENDED ON CONSENT CALENDAR the Life-of-Project (LOP) budget for the Purple (D Line) Extension Project Section 1 (Project) by $154,000,000 from $3,353,879,593 to $3,507,879,593 using the fund sources consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy.

21. SUBJECT: AUDIT SERVICES BENCH **2025-0787**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 1 to Audit Services Bench Contract Nos. PS86611000 through PS86611007 to exercise the first one-year option in an amount Not-To-Exceed $2,476,605, increasing the cumulative contract value from $7,142,240 to $9,618,845 and extending the period of performance from January 1, 2026 to December 31, 2026.

22. SUBJECT: 2025 ENERGY MASTER PLAN **2025-0801**

ADOPTED ON CONSENT CALENDAR the Energy Master Plan recommendations.

24. SUBJECT: LOCAL SMALL BUSINESS ENTERPRISE (LSBE) PREFERENCE PILOT PROGRAM UPDATE **2025-0791**

APPROVED ON CONSENT CALENDAR:

A. RECEIVING AND FILING the Local Small Business Enterprise (LSBE) Preference Program Pilot Final Report; and

B. APPROVING the Local Small Business Enterprise (LSBE) Preference Program.

26.1. SUBJECT: PROTECTING OUR SMALL BUSINESSES MOTION **2025-0932**

APPROVED Motion by Bass, Dupont-Walker, Solis, Padilla, Dutra, and Mitchell that the Board:

A. Formally reaffirm its commitment to sustaining and expanding opportunities for Disadvantaged Business Enterprises (DBEs), Small Business Enterprises (SBEs), and other historically underrepresented firms, and to ensure Metro continues to advance economic equity;

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

B. Develop and implement a DBE Re/certification Support Strategy that assists firms through the new federal re/certification process by:

   1. Providing technical assistance, training, and support;

   2. Coordinating with peer agencies to ensure timely communication and consistent application of new standards; and

   3. Maintaining ongoing outreach and capacity-building events to prevent disruption in contracting opportunities.

C. Identify opportunities to expand Metro's Small Business Enterprise (SBE), Local Small Businesses Enterprise (LSBE), Disabled Veteran Business Enterprise (DVBE), Medium-Size Business Enterprise (MSZ), and other race- and sex-neutral programs to continue fostering inclusive participation;

D. Engage in advocacy work with APTA, Caltrans, and other relevant entities to promote a federal framework that preserves access and opportunity for businesses that demonstrate the ongoing effects of discrimination in the local marketplace.

(continued on next page)

(Item 26.1. – continued from previous page)

E. Report back to the Board in 60 days on the status of implementation efforts, including key actions taken, challenges encountered, and recommendations for further Board action to support continued progress.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y

27. SUBJECT: APPOINTMENT TO METRO SOUTH BAY CITIES SERVICE COUNCIL **2025-0826**

APPROVED ON CONSENT CALENDAR nominee for membership on Metro's South Bay Cities Service Council.

28. SUBJECT: P3010 LIGHT RAIL VEHICLE MASTER CONTROLLER OVERHAUL **2025-0827**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a 60-month firm fixed price contract, Contract No. OP127799000, to W. Baker Management dba UKM Transit Products (UKM) for the P3010 Light Rail Vehicle (LRV) Master Controller Overhaul, in the Not-To-Exceed (NTE) amount of $1,912,500.00, subject to the resolution of any properly submitted protest(s), if any.

29. SUBJECT: P2000 AND P3010 LIGHT RAIL VEHICLE PANTOGRAPH OVERHAUL **2025-0828**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a sixty (60) month, firm fixed price contract, Contract No. OP128650000, to Wabtec Passenger Transit for the P2000 and P3010 Light Rail Vehicle (LRV) Pantograph Overhaul, in the total Not-To-Exceed (NTE) amount of $6,732,338.00, subject to the resolution of any properly submitted protest(s), if any.

30. SUBJECT: ACCESS CONTROL INSTALLATION, MAINTENANCE, AND REPAIR SERVICES **2025-0829**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. OP496680008370 to MCM Integrated Systems, Inc. (MCM) to provide comprehensive access control installation, maintenance, and repair services to mitigate intrusion and enhance security throughout Metro facilities for a Not-To-Exceed (NTE) amount of $7,140,685 for the five-year base period and $1,877,358 for the two-year option, for a combined NTE amount of $9,018,043, effective January 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

31. SUBJECT: COMMERCIAL AND INDUSTRIAL DOOR REPAIR AND PREVENTIVE MAINTENANCE SERVICES **2025-0830**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 6 to Contract No. OP754160008370 with Steelman Build & Construction Inc. to provide commercial and industrial door repair and preventive maintenance services and exercise option year two in the Not-To-Exceed (NTE) amount of $560,912, increasing the total contract NTE amount from $2,293,648 to $2,854,560, and extending the period of performance from January 3, 2026, to January 2, 2027.

32. SUBJECT: TRANSIT OPERATIONS SUPERVISORS UNIFORM SERVICES **2025-0831**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a five-year firm fixed unit rate Contract No. OP52832000 to Becnel Uniforms, Inc. to provide uniforms for Bus and Rail Transit Operations Supervisors (R/TOS) in the Not-To-Exceed (NTE) amount of $1,713,163.00 effective January 1, 2026; subject to the resolution of any properly submitted protest(s), if any.

35. SUBJECT: JOB ORDER CONTRACTING CONSTRUCTION SERVICES BENCH **2025-0840**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award 25 Bench Contracts Nos. PS133177001 through PS133177025, under the Job Order Contracting Construction Services Bench, to provide construction services on a job order basis for various transit infrastructure projects for a one-year base period in the Not-To-Exceed (NTE) amount of $125,000,000, and two one-year options in the NTE amount of $125,000,000 for each year, for a total cumulative NTE amount of $375,000,000, subject to the resolution of any properly submitted protest(s), if any.

Discipline 1 - General Building
1.1 Mackone Development Inc.
1.2 So Cal Construction Inc.
1.3 Elegant Construction Inc.
1.4 SJD&B
1.5 Prime ENC Inc.
1.6 Coleman Construction Inc.
1.7 Axiom Group
1.8 Lucas Builders Inc.
1.9 Craft Construction & Development Inc.
1.10 Interior Plus Inc.

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Discipline 2 - Fencing
2.1 Elegant Construction Inc.
2.2 Izurieta Fence Company

Discipline 3 - Electrical
3.1 Electrocomm Inc.
3.2 Energy Management Pros Inc.
3.3 Technion Contractors
3.4 Axiom Group
3.5 A-1 Electrical Service & Co Inc.

Discipline 4 - HVAC
4.1 Home Runners Heating & Air
4.2 Pan-Pacific Mechanical
4.3 Athena Engineering
4.4 Prime ENC Inc.

Discipline 5 - Plumbing
5.1 Pan-Pacific Mechanical
5.2 Elegant Construction Inc.
5.3 Axiom Group
5.4 Prime ENC Inc.

40. SUBJECT: PUBLIC HEARING ON RESOLUTION OF NECESSITY FOR WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT 2025-0839

ADOPTED BY TWO-THIRDS VOTE OF THE BOARD the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire an 18-month Temporary Construction Easement ("TCE") from the property known as 9397 Wilshire Blvd., Beverly Hills, CA 90210 APN: 4343-005-004.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	A	Y	Y	Y	Y	A	Y	Y	A	Y	Y	Y

41. SUBJECT: CLOSED SESSION **2025-0933**

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

1.Lucia Petrona Aju v. LACMTA., Case No. 22STCV24058

APPROVED settlement in the amount of $350,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	A	Y	Y	A	A	A	Y	A	Y	A	Y

2.Clara Chun v. LACMTA, LASC Case No. 20STCV28211

APPROVED settlement in the amount of $400,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	A	Y	Y	A	A	A	Y	A	Y	A	Y

3.Anna Peckham v. LACMTA, LASC Case No. 24LBCV01587

APPROVED settlement in the amount of $850,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	A	Y	Y	A	A	A	Y	A	Y	A	Y

4.Blanca Magaly Vasquez v. LACMTA, LASC Case No. 22STCV08658

APPROVED settlement in the amount of $1,250,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	A	Y	Y	A	A	A	Y	A	Y	A	Y

B. Conference with Real Estate Negotiator - Government Code 54956.8
Property: Pretzel Factory, Inc. (DBA Wetzel's Pretzels),
1248 Elm Avenue, Glendale, CA 91201
Agency Negotiator: Steve Jaffe, DEO Real Estate
Negotiating Party: Tenant, Varuzh Abgaryan
Under Negotiations: Price and Terms

No report.

C. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4)
Initiation of Litigation (One case)

No report.

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D. **Conference with Labor Negotiator - Government Code 54957.6**
Agency designated representatives: Cristian Leiva, Dawn Jackson-Perkins
Employee organizations: AFSCME, SMART, TCU

No report.

E. **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.

ADJOURNED AT 1:22 P.M.

Prepared by: Jennifer Avelar
Sr. Administrative Analyst, Board Administration

Collette Langston, Board Clerk

File #: 2025-0842, **File Type:** Contract **Agenda Number:** 5.

PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 19, 2025

SUBJECT: WESTBOUND STATE ROUTE 91 - ALONDRA TO SHOEMAKER IMPROVEMENT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATIONS

AUTHORIZE 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.

ISSUE

The Modification for Contract No. AE60979000 is necessary to complete the Project's final design, transfer the project to Caltrans to manage final design and construction, and prepare all required documents and approvals for advertisement, award, and construction. The modification will also support execution of the corresponding amendment to the existing Cooperative Agreement with Caltrans, which will define roles and responsibilities and provide funding for Caltrans staff to review the design work.

Through a separate agreement with the Mountains Recreation and Conservation Authority (MRCA), Metro-via Caltrans-will fund MRCA to implement restoration, preservation, and/or creation of habitat

prior to any project-related disturbance or vegetation removal.

BACKGROUND

The Project is located on SR-91 and Interstate 605 (I-605) in the cities of Artesia and Cerritos, from Shoemaker Avenue to the I-605 Interchange, and on I-605 from Alondra Boulevard to the I-605/SR-91 Interchange (Attachment A). Westbound SR-91 is a critical transportation and goods movement corridor within Los Angeles County, located within the Gateway Cities Subregion. The 3-mile segment has closely spaced freeway entrances and exit ramps, which, combined with the deficient capacity of the existing two-lane connector for westbound SR-91 to northbound and southbound I-605, contribute to a high concentration of collisions compared to the statewide average for similar facilities (see Attachment B). According to the Statewide Integrated Traffic Records System (SWITRS), 438 collisions have occurred within the project limits since Metro commenced the PAED and PS&E phases in 2016. Of these, 79% are rear-end collisions caused by the safety deficiencies in the current on and off-ramp and roadway configuration

The Project will improve safety in the area by reducing traffic weaving by lengthening merging and diverging distances for drivers with the addition of a general-purpose lane, auxiliary lanes, and interchange modifications. The Project would improve the transition from westbound SR-91 to I-605 by adding a one-lane I-605 southbound connector and a two-lane I-605 northbound connector.

The Project will also construct new sound walls and retaining walls, widen and realign ramps, replace the Gridley Road Overcrossing (OC) and Bloomfield Avenue OC, widen Studebaker Road Undercrossing (UC), construct new Pioneer westbound on-ramp OC and Norwalk westbound on-ramp OC structures, update signing and striping, and modify/improve drainage systems.

The Project also includes complete streets elements and upgrades compliant with the Americans with Disabilities Act (ADA). Complete street improvements include a Class II bicycle lane on Pioneer Boulevard, ADA-compliant sidewalks, pedestrian and bicycle signage, and LED lighting. Additional improvements will consist of sidewalks on both sides of the new Gridley Road OC and five-foot roadway shoulders. The freeway improvements are within Caltrans right-of-way and will not require residential property acquisitions. These improvements advance the mobility needs of people and goods in LA County by supporting traffic mobility, enhanced safety, economic vitality, equitable impacts, access to opportunity, regional sustainability, and resiliency for affected local communities and the region. This project is consistent with Metro's Objectives for Multimodal Highway Investment.

In March 2013, Metro completed a feasibility study for improvements on I-605 and intersecting corridors (I-405, SR-91, I-105, I-5, and SR-60) to identify congestion "Hot Spots" and develop preliminary improvement concepts as part of the SR-91/I-605/I-405 Hot Spots Program funded by Measure R (Expenditure Line 35) and Measure M (Expenditure Line 61). One of the identified congestion Hot Spots was the I-605/SR-91 Interchange.

In April 2016, the Board approved a contract with Michael Baker International, Inc. (MBI) in the amount of $7,762,669, for professional services to prepare the Project Approval and Environmental Document (PAED) for WB SR-91 improvements that included the identified I-605/SR-91 Interchange. Subsequently, in October 2019, the Board approved a contract with MBI to prepare Plans,

Specifications, and Estimates (PS&E) for the project. A complete list of contract modifications is outlined in Attachment D.

DISCUSSION

The project achieved final design status in May 2024 with the initial advertisement planned for July 2024. In June 2024, Metro and Caltrans secured $69.67 million in Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) grant funds for the construction phase. The advertisement was postponed to November 2024 to complete Board-required pre-construction public outreach and to update the PS&E package to comply with Caltrans' latest standard plans update. The award was expected in December 2024, but discussion to transfer the construction phase to Caltrans delayed the schedule. By late 2024, Caltrans agreed to assume procurement and construction, extending the project's timeline and budget.

Mitigation Requirements

As part of the Regional Water Quality Control Board Section 401 permit, Metro has agreed to off-site mitigation involving re-establishing 0.28 acres of stream channel on the MRCA's Dayton Canyon property. This mitigation will satisfy the compensatory mitigation requirement for the project's permanent impacts. The MRCA's Dayton Canyon property is in Los Angeles County, within the Los Angeles River Watershed. Caltrans is the project's California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency and holds the Section 401 permit. Metro has agreed to fund the implementation of the required mitigation measures.

Cooperative Agreement

The recommended contract modification and Cooperative Agreement Amendment will fund the additional professional services and oversight needed for Metro to transfer the WB SR-91 project to Caltrans for construction. This shift aligns with Caltrans' statutory role in freeway construction and allows Metro to focus on its core transit mission while leveraging Caltrans' expertise to deliver the project.

This change will add approximately $6.9 million ($4.8 million in design costs and $2.1 million for Caltrans oversight) in project costs and extend the schedule by approximately 18 months to complete all the necessary design revisions and to avoid jeopardizing the TCEP grant. Metro will sponsor the project construction and Caltrans will implement the construction phase. The project scope and public benefits remain unchanged.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no adverse impact on the safety of Metro's patrons, employees, or users of these facilities. Caltrans and local safety standards will be adhered to during the implementation of the proposed Project improvements.

FINANCIAL IMPACT

The total FY26 budget for the Westbound SR-91 Project includes $14,830,000 under Cost Centers 4720, 6510, and 8510, under Project No. 462314. No budget adjustment is needed currently. Staff will revisit the already-established departmental budget to make any necessary adjustments in the current Fiscal Year.

Since this is a multi-year project, the Project Manager and the Chief Planning Officer will be responsible for coordinating the programming and budgeting costs in future fiscal years.

Impact to Budget

There are multiple fund sources for the WB SR-91, including Measure R Highway Capital (20%) and Trade Corridor Enhancement Program (TCEP) funds.

The balance of $57,505,000 in Measure R Highway Capital funds programmed for WB SR-91 under MR315.74 as part of the Gateway Cities I-605 Corridor “Hot Spot” Interchange Improvements Program is available to cover the costs and contract modifications.

These fund sources are not eligible for bus and rail (transit) capital and operations expenses.

EQUITY PLATFORM

Approving the recommendations will support the proposed safety and mobility improvements to WB SR-91. This project provides a more comprehensive and multimodal approach to improving the regional highway system, advancing Metro’s Objectives for Multimodal Highway Investment to provide a more equitable, sustainable, and multimodal transportation system that improves local communities while also improving the flow of people and goods throughout the region.

The Project area is not located within or directly adjacent to Equity Focus Communities (EFCs). The implementation of the Project will not result in the displacement of or other negative impacts to disadvantaged or low-income communities. However, EFCs are located approximately two miles west of the Project location terminus. While this distance precludes direct physical impacts, the Project is designed to provide regional benefits such as improving safety and congestion and eliminating current transportation deficiencies on the freeway system, all in support of local communities that use this freeway. These improvements will enhance different modes of transportation for all users. The Project will implement complete streets and active transportation improvements by enhancing bike lanes and crosswalks, installing ADA curb ramps and intersection enhancements, and improving signal timing for pedestrians.

While Metro remains committed to encouraging mode shift or carpooling when feasible, the primary mode of transportation for the residents of these cities is commuting by car. For example, 87.9% of Artesia’s residents use this mode as their primary form of transportation (U.S. Census Bureau, 2019-23). This data underscores the importance of the targeted safety and mobility improvements to WB SR-91. By enhancing WB SR-91, the project invests in the primary mode of travel for the community while also supporting other modes to create a safer, more equitable transportation system for all users.

Michael Baker International (MBI) made a 23.02% 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. Although the DBE commitment is not a factor in the staff's recommendation, there are seven 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

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are below the national average, the lowest within the Southern California Association of Governments (SCAG) region, and among the lowest in the state. These declining trends are partly attributed to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets are aligned with California's statewide climate goals, including the objective of achieving carbon neutrality by 2045. To support progress toward these goals, all Board items are evaluated 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 will likely increase VMT in LA County, as it includes an investment that encourages driving alone. 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 increase VMT. Additionally, Metro has a voter-approved mandate to deliver freeway projects while ensuring the efficient and safe movement of people and goods.

Mitigation Considerations

Mitigation on the State Highway System is generally limited to on-site options under Caltrans' authority. Off-site measures often fall under the jurisdiction of local land use, or in this case, Metro. Some on-site mitigation strategies to be considered for the Project area include:

- Complete streets enhancements
- Additional 200 linear feet of bicycle lane
- Intelligent transportation systems

* 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 is consistent with the following Metro Vision 2028 Strategic Plan Goals:

1. Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along SR-91.

2. Transform LA County through regional collaboration by partnering with the Gateway Cities Council of Governments and Caltrans to identify the needed improvements on State highways and take the lead in development and implementation of highway improvement projects.

Also, the Project supports Metro's Objectives for Multimodal Highway Investment to:

1. Advance the mobility needs of people and goods within LA County by developing projects and programs that support traffic mobility and enhanced safety, economic vitality, equitable impacts, access to opportunity, regional sustainability, and resilience for affected local communities.

ALTERNATIVES CONSIDERED

The Board may choose not to accept staff recommendations. However, this alternative is not recommended because this project is included in the Measure R and Measure M Expenditure Plans, has received a significant state TCEP funding award that will be at risk if the project does not advance, and reflects regional consensus on the importance of the Project in improving corridor mobility and safety.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 10 to Contract No. AE60979000 with MBI to provide the additional design services that have been requested by Caltrans; amend the existing design Cooperative Agreement with Caltrans; and execute the MRCA Cooperative Agreement.

ATTACHMENTS

Attachment A - Project Location Map
Attachment B - Existing Conditions
Attachment C - Procurement Summary
Attachment D - Contract Modification/Change Order Log
Attachment E - DEOD Summary

Prepared by: Andres Roa, Transportation Planner, Complete Streets and Highways, (213) 348 -4797
Carlos J. Montez, Deputy Executive Officer, Complete Streets and Highways, (213) 418-3241
Michelle Smith, Executive Officer, Complete Streets and Highways, (213) 547-4368
Michael Cano, Senior Executive Officer (interim), Multimodal Integrated Planning, (213) 418-3010
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-0936
Nicole Ferrara, Deputy Chief Planning Officer, Countywide Planning & Development, (213) 547-4322
Carolina Coppolo, Deputy Chief, Vendor/Contract Management Officer, (213)

922-4471

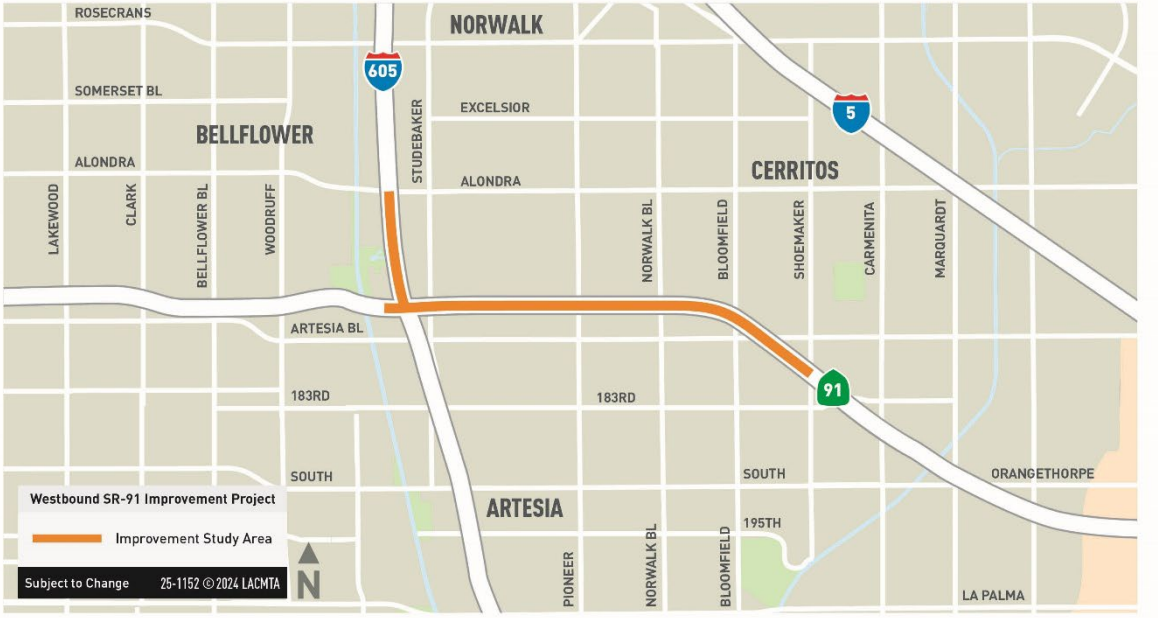
Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274

Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

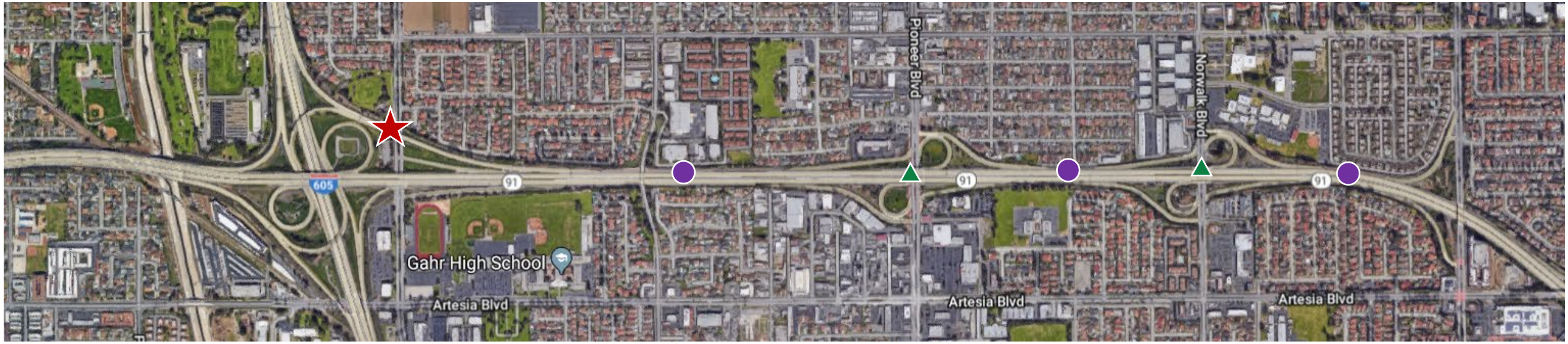
Westbound SR-91 Improvement Project

Study Area



Metro

Existing Conditions
(Attachment B)



- The WB SR-91 corridor experiences higher-than-average collision rates compared to the statewide average for similar facilities, according to Traffic Accident Surveillance and Analysis System (TASAS) data.

- According to the Statewide Integrated Traffic Recording System (SWITRS), 438 collisions have occurred within the project limits since Metro commenced the environmental and PS&E phases in 2016.
  - Of these collisions, 79% are rear-end collisions, caused by closely spaced on and off-ramps and the current roadway configuration.

Legend

1. ★ I-605/SR-91 Interchange Reconfiguration
2. ● Weaving conflicts due to close spacing of on and off-ramps and ramp configuration
3. ▲ Ramp safety reconfiguration

PROCUREMENT SUMMARY

WESTBOUND (WB) STATE ROUTE (SR)-91 ALONDRA TO SHOEMAKER BOULEVARD IMPROVEMENT PROJECT / AE60979000

1.	**Contract Number**: AE60979000			
2.	**Contractor**: Michael Baker International			
3.	**Mod. Work Description**: Provide additional support services for the WB SR-91 Alondra to Shoemaker Boulevard Improvement Project and extend the period of performance through 12/31/30.			
4.	**Contract Work Description**: WB SR-91 Alondra to Shoemaker Boulevard Improvement Project			
5.	**The following data is current as of**: 10/2/2025			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	10/24/2019	**Contract Award Amount:**	$11,474,367
	Notice to Proceed (NTP):	11/13/2019	**Total of Modifications Approved:**	$1,140,371
	Original Complete Date:	11/12/2021	**Pending Modifications (including this action):**	$4,833,337
	Current Est. Complete Date:	12/31/2030	**Current Contract Value (with this action):**	$17,448,075
7.	**Contract Administrator**: Andrew Conriquez		**Telephone Number**: (213) 922-3528	
8.	**Project Manager**: Carlos Montez		**Telephone Number**: (213) 547-4366	

A. Procurement Background

This Board Action is to approve Modification No. 10 issued to provide additional support during construction for the WB SR-91 Alondra to Shoemaker Boulevard Improvements Project. This Modification will also extend the period of performance from December 31, 2025 to December 31, 2030.

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

On October 16, 2019, the Board awarded a 24-month firm fixed price Contract No. AE60979000 to Michael Baker International for the WB SR-91 Alondra to Shoemaker Boulevard Improvements Project in an amount of $11,474,367.

A total of nine modifications have been issued to date.

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

B. Cost Analysis

The recommended amount has been determined to be fair and reasonable based upon a technical analysis, Independent Cost Estimate (ICE), and cost analysis. The variance between the ICE and recommended amount is due to staff not accounting for the additional level of effort required for the period of performance extension for the entire construction period and 6 months of close-out.

Proposal Amount	Metro ICE	Recommended Amount
$4,833,337	$4,499,160	$4,833,337

ATTACHMENT D

CONTRACT MODIFICATION/CHANGE ORDER LOG

WB SR-91 ALONDRA TO SHOEMAKER BOULEVARD INPROVEMENT PROJECT/AE60979000

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Allocation and reallocation of funds between tasks	Approved	7/28/21	$0
2	Period of performance (POP) extension through 12/30/2022	Approved	11/3/21	$0
3	Supplemental work for additional work on tasks 1-5	Approved	3/24/22	$141,363
4	POP extension through 6/30/2023	Approved	12/26/22	$0
5	Supplemental work for additional work on tasks 7.1 through 7.3 and POP extension through 12/31/2023	Approved	6/6/23	$206,553
6	POP extension through 8/31/2024	Approved	12/21/23	$0
7	Supplemental work for additional design services tasks and extend POP through 5/31/2025	Approved	8/5/24	$487,214
8	Supplemental work for additional tasks and extend POP through 12/31/2025	Approved	4/10/25	$234,935
9	Supplemental work for additional tasks	Approved	7/25/25	$70,305
10	Supplemental work to provide post PS&E support and POP extension through 12/31/2030.	**Pending**	**Pending**	**$4,833,337**
	Modification Total:			**$5,973,708**
	Original Contract:		**10/24/19**	**$11,474,367**
	Total:			**$17,448,075**

DEOD SUMMARY

WESTBOUND (WB) STATE ROUTE (SR)-91 ALONDRA TO SHOEMAKER BOULEVARD IMPROVEMENT PROJECT / AE60979000

A. Small Business Participation

Michael Baker International (MBI) made a 23.02% 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. Although the DBE commitment is not a factor in the staff's recommendation, there are seven 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.

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.



Westbound State Route 91 (WB SR-91) Alondra Blvd. to Shoemaker Ave. Improvement Project

Authorize Contract Modification

File # 2025-0842

Planning and Programming Committee November 2025

Metro

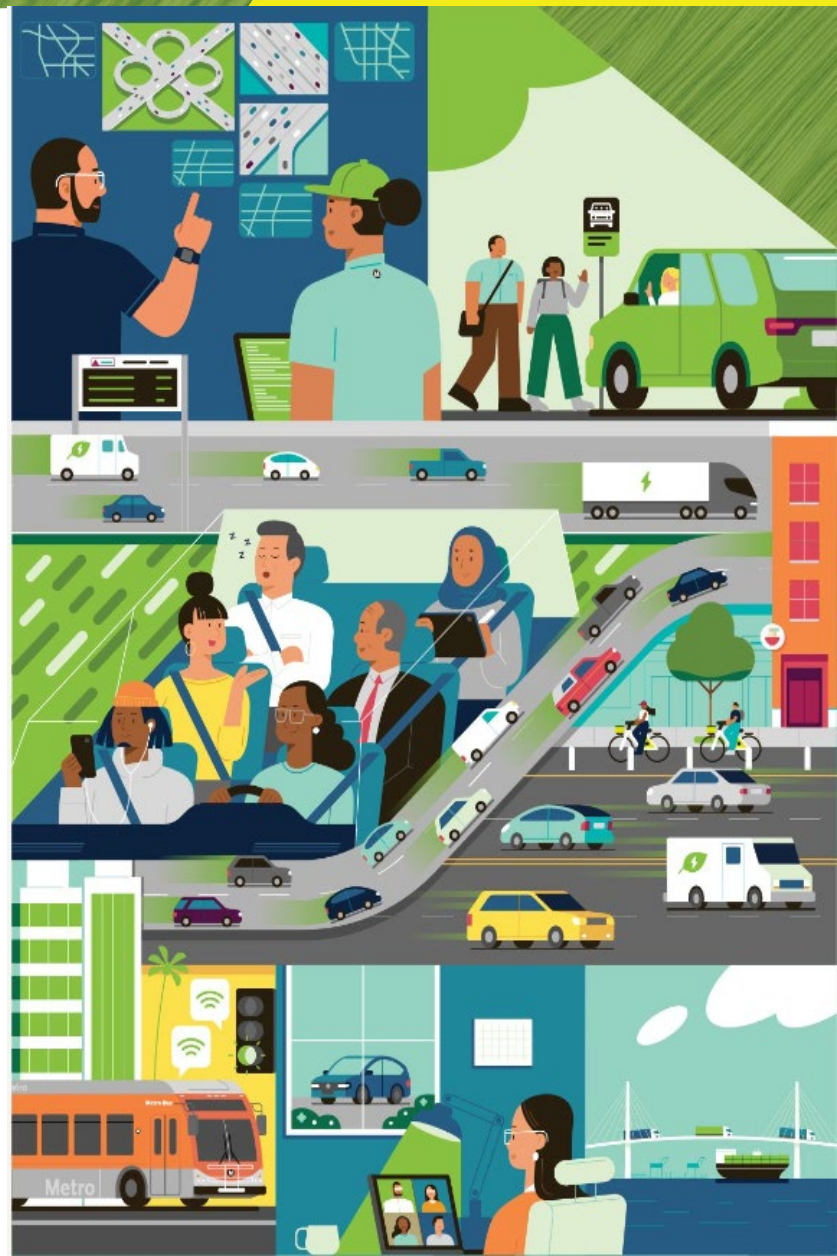
Staff Recommendation

AUTHORIZE the Chief Executive Officer to:

A. Execute Contract 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), 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; and

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 impact, in the amount of $126,000.



WB SR-91 Improvements

Michael Baker International, Inc. (Contract No. AE60979000)

- Metro Board authorization (October 2019) for the Plans, Specifications, and Estimates (PS&E) for WB SR-91.
- $4,833,337 increase for design services to receive Ready to List (RTL) from the Caltrans Office of Engineering, design support during bidding, and design support during construction.
- *Contributing factors:* Transfer of WB SR-91 construction advertisement, award, and administration from Metro to Caltrans, including standard plan updates and increased Caltrans oversight to achieve RTL.

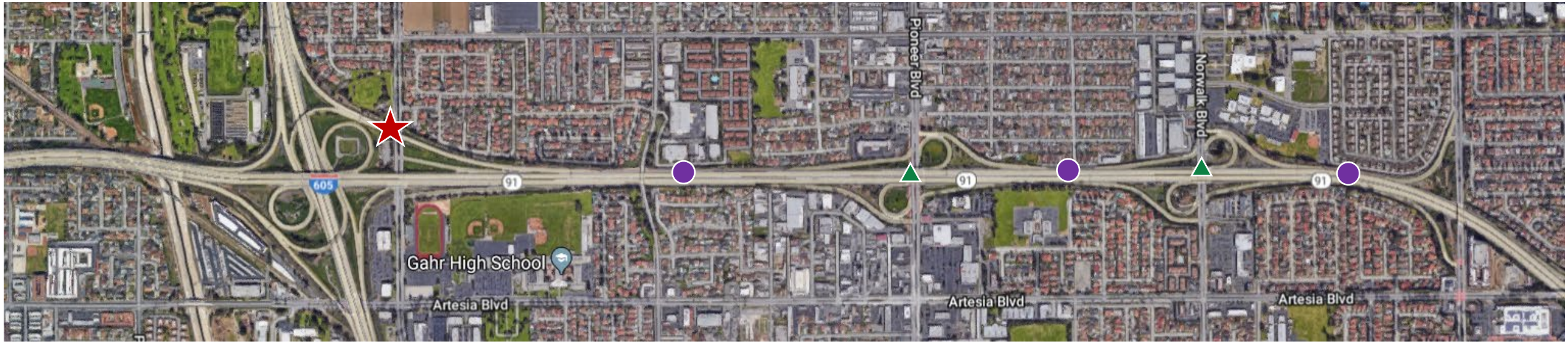
Amendment to the Caltrans Design Cooperative Agreement

- $2,081,000 increase in funding for the Design Cooperative Agreement for Caltrans to provide enhanced oversight through the Office of Engineering to complete the final design, prepare all necessary documents, and obtain required approvals for Caltrans to advertise, award, and approve the project for construction.
- *Contributing factors:* Metro and the Engineer of Record must remain engaged through the Caltrans Office of Engineering's review and approval of the complete design package to enable transfer of the construction phase.

Mountains Recreation and Conservation Authority (MRCA)

- Through a third-party Agreement with Caltrans and MRCA to fulfill the Regional Water Quality Control Board (RWQCB) Section 401 permit compensatory mitigation requirement in the amount of $126,000.
- *Contributing factors:* compensatory mitigation requirement is necessary to mitigate the Project's permanent impact.

Existing Conditions



- The WB SR-91 corridor experiences higher-than-average collision rates compared to the statewide average for similar facilities, according to Traffic Accident Surveillance and Analysis System (TASAS) data.

- According to the Statewide Integrated Traffic Recording System (SWITRS), 438 collisions have occurred within the project limits since Metro commenced the environmental and PS&E phases in 2016.
  - Of these collisions, 79% are rear-end collisions, caused by closely spaced on and off-ramps and the current roadway configuration.

Legend

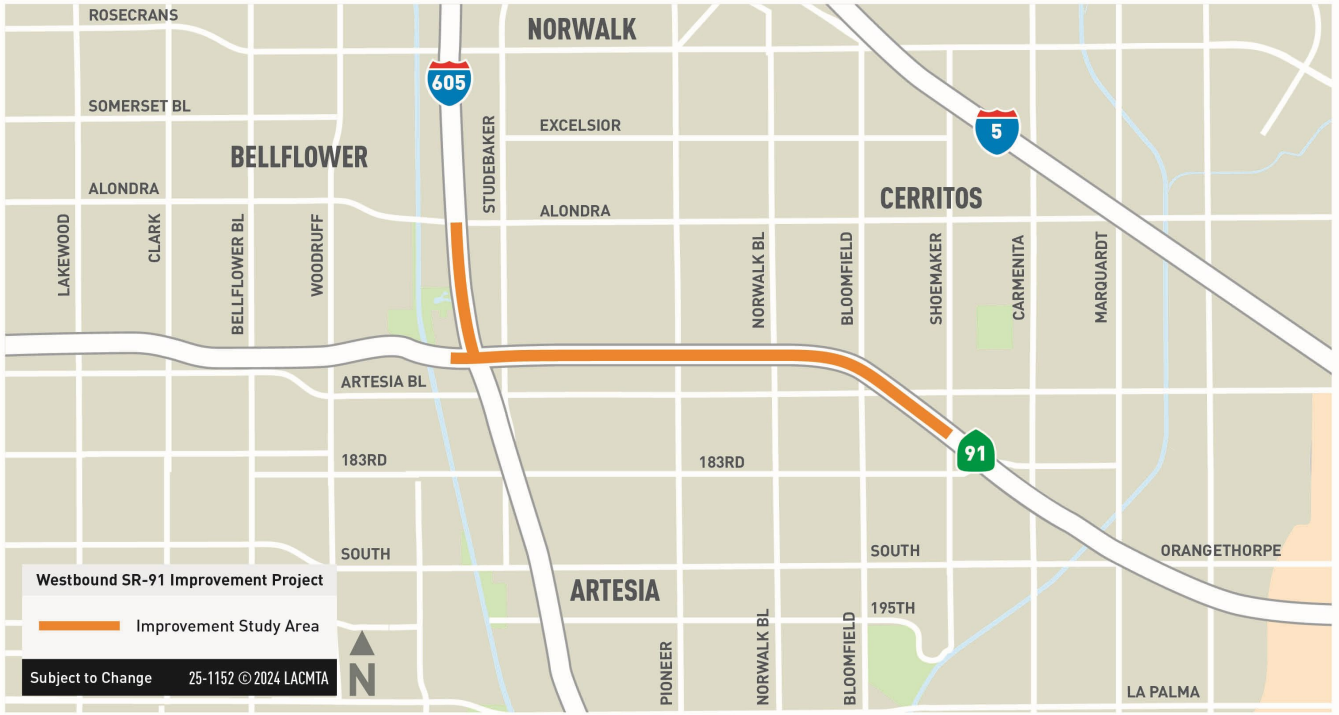
1. ★ I-605/SR-91 Interchange Reconfiguration
2. ● Weaving conflicts due to close spacing of on and off-ramps and ramp configuration
3. ▲ Ramp safety reconfiguration

WB SR-91 Improvements

Proposed Project Elements

- One new general purpose lane in the WB direction
- Create a two-lane I-605 northbound connector
- Maintain auxiliary lanes between all on- and off-ramps
- Enhance freeway on- and off-ramps
- Improve arterial streets and overcrossings by implementing lighting, signing, striping, sidewalks, raised medians, and high-visibility crosswalks

Westbound SR-91 Improvement Project
Study Area



Metro

Next Steps

- Staff will work with the Design Contractor to execute the contract modification approved by this recommendation, amend the Caltrans Design Cooperative Agreement, and execute the cooperative agreement with MRCA.

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

File #: 2025-0853, **File Type:** Project **Agenda Number:** 7.

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 19, 2025**

SUBJECT: EAST SAN FERNANDO VALLEY SHARED RIGHT-OF-WAY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the East San Fernando Valley (ESFV) Shared Railroad Right-of-Way (ROW) Study Final Report (Attachment A), the Outreach Summary Report (Attachment B), and the Interim Terminus Parking Analysis (Northern Segment) (Attachment C);

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.

ISSUE

The ESFV Shared ROW Study also known as the *Supplemental Analysis of Sylmar/San Fernando to Van Nuys Shared Railroad Right-of-Way Study* is now complete (Attachment A) including community outreach (Attachment B) and an analysis of parking (Attachment C). The study was completed to address the November 2020 Board Motion introduced by Directors Najarian and Kuehl as part of the action taken during approval of the ESFV LRT project (Attachment D).

Staff recommends the Board approve Scenario 2 in which the new terminus for the ESFV LRT project will be at the intersection of Van Nuys Boulevard and San Fernando Road, authorize the development of an early works package to address safety concerns within the shared railroad corridor, and authorize staff to develop a new Pacoima Metrolink station and mobility hub that can provide both local and regional connections between the ESFV LRT project, the Metrolink Antelope Valley Line (AVL), the Mission City Bicycle Trail, and other transit services in the area.

BACKGROUND

In December 2020, the Metro Board certified the Final Environmental Impact Report (FEIR) <https://boardagendas.metro.net/board-report/2020-0024/> for the 9.2-mile ESFV LRT Project, formerly named the East San Fernando Valley Transit Corridor Project, with an initial operating segment (IOS) of the southern 6.7 miles along Van Nuys Boulevard between the Metro G Line and the intersection of Van Nuys Boulevard and San Fernando Road; the IOS is now in construction. At the time of FEIR certification, the Southern California Regional Rail Authority (SCRRA or Metrolink) and the City of San Fernando raised concerns about the addition of future light rail service in the northernmost 2.5-mile segment of the alignment, which would operate in a right of way (ROW) shared with Metrolink and freight services. Along this ROW, currently there is one track which is planned to be expanded to two tracks with the development of the Brighton to Roxford Double Track (B2R) Project. (See Attachment E for a map of the ESFV LRT project area and Shared ROW).

The B2R project was not included in the ESFV LRT environmental analysis at the time due to its undetermined schedule and funding; the ESFV LRT Final EIS/EIR thus analyzed a three-track alignment (one existing plus two new LRT tracks) in the shared ROW. By the conclusion of the environmental study, however, interest in the double-tracking project had grown with funding secured for some segments of the B2R Project.

The City of San Fernando also expressed concerns about the increased frequency of train operations (six-minute bi-directional headways for LRT service and 30-minute bi-directional headways of Metrolink's planned implementation of the Southern California Optimized Rail Expansion (SCORE) program) and impacts to the community related to traffic, noise, safety, and property acquisitions. In response to these concerns, the Board approved Motion 10.01 (Attachment D) introduced by Directors Najarian and Kuehl … in November 2020, directing staff to:

> *…[R]eassess what steps should be taken to mitigate the City's safety concerns before any further work outside of the light rail line is proposed that will impact the City of San Fernando…The Plan should include an analysis of data and a path forward for all parties, including Metrolink, with mitigative options, which may or may not include grade separations.*

At the March 2022 Metro Board meeting, the Board authorized work to evaluate scenarios and mitigations <https://boardagendas.metro.net/board-report/2021-0800/> that could address the city's and Metrolink's concerns. In November 2022, staff presented the phase 1 findings <https://boardagendas.metro.net/board-report/2022-0647/> of the authorized study, which included data collection, preliminary grade crossing analysis, and evaluation of right of way (ROW) impacts. This first phase of study suggested that some level of grade separation would be necessary for the

four-track scenario at the six intersections. The study also found that additional property acquisitions beyond the currently available right of way likely would be necessary, and that the addition of a fourth track would require relocation of the Mission City Bike Trail (in the City of San Fernando) outside of the existing right of way.

In December 2022, the Metro Board authorized further analysis and refinements <https://boardagendas.metro.net/board-report/2022-0647/> to the scenario definitions in a second phase of study to explore options for providing high quality transit connectivity and service to the Sylmar/San Fernando Metrolink station area in a safe and equitable way. As the second phase of study commenced, some stakeholders expressed concern about parking loss along the northern end of Van Nuys Boulevard specific to businesses in the area. In response, staff incorporated a parking analysis as part of the ESFV Shared ROW Study.

DISCUSSION

The ESFV Shared ROW Study is now complete with additional grade crossing analysis, refined scenario definitions, and performance evaluations of the four build scenarios in terms of traffic, safety, parking, ridership, cost and to ensure the fare and transfers are affordable and fair.

Grade Separation Analysis:

The study confirmed that adding two tracks for future operation of new LRT service through the Shared ROW - coupled with planned regional rail service frequencies - would create significant traffic and safety impacts. These findings identified the need for LRT grade separations at the following locations:

1. Paxton Street/118 Freeway
2. Hubbard, Maclay and Van Nuys intersections
3. Two additional elevated grade separations (at Brand Ave. and Jessie/Wolfskill St.) would be needed should the Maclay Avenue intersection be elevated, due to the short distances between these intersections.

Scenarios Studied

Given the need for LRT grade separations, the study developed and refined study scenarios (Attachment F) as follows:

- **Scenario 1a - Full-Build LRT with Partial Grade Separation**: The LRT tracks would be grade-separated only at the Paxton Street crossing and remain at-grade at the remaining five crossings. The freight/Metrolink tracks would remain at-grade at all six crossings.
- **Scenario 1b - Full-Build LRT with Full Grade Separation:** The LRT tracks would be grade-separated at all six crossings. The freight/Metrolink tracks would remain at-grade at all six crossings.
- **Scenario 2a - ESFV IOS Island Platform Metrolink Station:** A new center platform infill Metrolink station would be constructed at the intersection of Van Nuys Boulevard and San Fernando Road within the Shared ROW, connecting the future ESFV LRT service.

- **Scenario 2b - ESFV IOS Side Platforms Metrolink Station:** A new side platform infill Metrolink station would be constructed at the intersection of Van Nuys Boulevard and San Fernando Road within the Shared ROW, connecting the future ESFV LRT service. This scenario would preserve room in the rail ROW for potential future use.
- **No-Build Scenario**: In addition to Scenarios 1 and 2, a no-build scenario was developed, to include the termination of the LRT IOS at the intersection of Van Nuys Boulevard/San Fernando Road with no Metrolink infill station and with only one (currently existing AVL) regional rail track.

Performance of Scenarios

Staff evaluated each of the scenarios' performance in terms of traffic impacts, safety, parking, ROW impacts, ridership and user benefits, and estimated costs. All scenarios assumed the following infrastructure and operating characteristics in Table 1:

Table 1: Scenario Characteristics

Scenario Characteristics	Scenario 1a	Scenario 1b	Scenario 2a	Scenario 2b	No Build
Number of Standard Gauge Rail Tracks	2	2	2	2	1
Number of LRT Tracks	2	2	0	0	0
New Infill Station	0	0	1	1	0
New LRT Stations	3	3	0	0	0
Trains per Hour	25	25	5	5	N/A

Right of Way Impacts

Scenarios 1a and 1b would create additional ROW impacts that were not identified in the ESFV LRT Final EIR/EIS. At that time, it was expected that only 3 tracks would be required to accommodate LRT (2 tracks LRT + 1 track Metrolink) and that the 3 tracks could be operated at-grade. Since that time, Metrolink's commitment to the SCORE Program will require 2 tracks instead of just 1 track for Metrolink, resulting in the need for a total of 4 tracks in Scenario 1 (2 LRT + 2 Metrolink).

Also, in San Fernando the ROW narrows from 100 feet to 80 feet, and aerial grade separation of the light rail tracks was determined to be necessary to mitigate traffic impacts. Grade separation would require structural support beams and construction staging that would extend beyond the available ROW. The most significant ROW impacts under Scenarios 1a and 1b are located in the City of San Fernando, mainly between Jessie/Wolfskill Street and Maclay Avenue, where significant impacts to adjacent properties and buildings would occur.

Scenarios 2a and 2b would operate with just two tracks for the enhanced Metrolink service and would not require grade separations. Some partial acquisitions at existing railroad crossings would be needed for relocated new gate arms and signal equipment. However, these partial acquisitions would not lead to displacements of homes or businesses.

Table 2: Right-of-Way Impacts

Scenario	Impacted Number of Parcels		Main Impacted Areas
	Full Acquisition	Partial Acquisition	
No-Build Scenario	0	0	No change from ESFVTC EIS/EIR
Scenario 1a	3	15	East of the shared ROW corridor between Jessie/Wolfskill S.t and Maclay Ave.; Hubbard Crossing and Station Area.
Scenario 1b	6	10	East of the shared ROW corridor between Jessie/Wolfskill St. and Maclay Ave.; Hubbard Crossing and Station Area.
Scenario 2a	0	6	Corner parcels at crossings to accommodate new gate arms/signal equipment.
Scenario 2b	0	13	Corner parcels at crossings to accommodate new gate arms/signal equipment; East of the Shared ROW corridor between Van Nuys Blvd. and Pierce St.

Ridership & Transit User Benefits

The study finds that the Full-Build LRT Scenarios (1a and 1b) would mainly benefit travel within the 2.5-mile study area, especially the areas along the alignment of the ESFV LRT, with the introduction of three new LRT transit stations at Paxton, Maclay and Hubbard. Scenarios 2a and 2b, however, would provide similar ridership growth but that growth would support enhanced service to a much larger area extending along the Antelope Valley Corridor including Santa Clarita, Burbank and Glendale. The proposed new Pacoima Infill Metrolink Station would provide an opportunity to develop a new transfer facility serving the regional Antelope Valley Line (AVL) and the local ESFV LRT service, as well as a potential mobility hub with enhanced and supportive land use development in the area, and integration of other transportation modes such as local and regional bus connectivity.

Ridership projections for the AVL and LRT boardings for each of the scenarios are presented below.

Table 3: Ridership Daily Boardings Projections

Scenario	Daily Boardings		
	Metrolink AVL	ESFV LRT	Total
No-Build Scenario	22,644	27,474	50,118
Scenarios 1a and 1b	31,293	31,632	62,925
Scenarios 2a and 2b	31,118	27,158	58,276

In Scenarios 1a and 1b, the average boardings on the three new light rail stations at Paxton, Maclay and Hubbard were forecasted to be approximately 1,600 at each station, compared to the average forecasted boardings on the 11 Van Nuys Boulevard stations of approximately 2,400 boardings per station. These lower ridership forecasts for the proposed light rail stations along the shared ROW route, are primarily due to the lower densities along San Fernando Road as compared to Van Nuys Boulevard.

For Scenario 2a and 2b with the new Pacoima Metrolink Infill Station the increase in AVL boardings is due to the enhanced AVL service frequency of 30 minutes in peak and off-peak periods. In Scenarios 2a and 2b, the forecasted ridership on the entire ESFV LRT line does not show significant changes from the No-Build condition. Although the Metrolink Infill Station would connect the ESFV LRT with the Metrolink AVL, the frequency enhancement would also make the AVL more competitive against the ESFV LRT for some travel markets (e.g. between East San Fernando and Downtown Los Angeles).

Transfers and Fare Equity

For Scenarios 2a and 2b that incorporate a Pacoima Metrolink transfer station between LRT and Metrolink service, staff identified fare reciprocity between the two services as well as transfer wait times as potential equity concerns for transit users completing their trip from LRT to Metrolink. Current fare transfer policy allows a Metrolink ticket holder to complete a trip on Metro without paying an additional fare. However, no such policy currently exists for transfers from Metro to Metrolink. Should Alternative 2 be selected as the Preferred Alternative, Metro and Metrolink would further evaluate fare policies for transfers from Metro to Metrolink to address these equity concerns for local riders in the Shared ROW Corridor.

Cost Estimates

Because the scenarios are in early (<5%) design, cost estimates are provided in ranges, reflecting wide variation of future design development. The following cost estimates for each scenario are provided in 2023 dollars, and do not include escalation.

Table 4: Cost Estimates in 2023 Dollars

AACE Class 5 Estimate Cost Ranges (2023$, millions)	**No-Build Scenario**	**Scenario 1: Full-Build LRT**		**Scenario 2: ESFV IOS Metrolink Station at Van Nuys Blvd/San Fernando Rd**	
	Single Metrolink track without new infill Metrolink station	1a: Partial Grade Separation	1b: Full Grade Separation	2a: Island Platform	2b: Side Platforms
Low Range	$0	$432	$561	$71	$92
High Range	$0	$926	$1,202	$153	$196

Notes: Scenario 2 estimates: Costs to modify the existing Metrolink track impacted by the future platform addition and any additional right-of-way costs (if required) were not included at the time this estimate was prepared.

Parking Analysis

Interim Terminus Parking

In conducting the Shared ROW Study, concerns were heard about the loss of parking along Van Nuys Boulevard and the anticipated impacts to residents and business owners when the ESFV LRT project is completed. As part of the ESFV Shared ROW Study, an analysis was conducted to identify existing parking conditions, parking spaces lost as a result of construction of the ESFV LRT project, and parking demand projected when the LRT first opens to Pacoima once the Van Nuys/San Fernando Station is complete and operating as an interim terminus station. The East San Fernando Valley Interim Terminus Parking Analysis study is included in Attachment C.

The study found that there are over 300 on-street parking spaces and more than 500 private off-street parking spaces that could be better utilized and made available through standard parking demand management practices, parking time limits in commercial areas, and permit parking in residential areas.

Overall parking utilization in the Pacoima area was 52-54 percent. When assessing peak times, the study found that on-street parking was highly utilized at 80-90 percent, however, off-street parking only reached 40 percent occupancy during peak periods. As a result, even at peak times, there was parking availability near the planned infill station.

To better manage parking demand, the study proposed a series of tools, including the development of a mobility hub at the Pacoima interim terminus station, the protection of business and residential parking with time-limited parking for commercial and residential side streets, increasing access for transit riders to underutilized private off-street parking facilities available to the public, and incentivizing transit for businesses and employees. Should Metro pursue increasing access to the identified private underutilized lots, negotiation with the private entities who own and operate the existing lots will be necessary.

Pacoima Station Mobility Hub

In an effort to connect the proposed Metrolink Infill Station in Pacoima with the LRT and help mitigate parking demand around the terminus station, the Parking Analysis proposed developing a mobility hub. A mobility hub is a place where people can connect with multiple modes of transportation, including but not limited to LRT, regional rail, active transportation, and micromobility. A mobility hub is designed to improve customer experience by ensuring that transfers are easy and reliable. A mobility hub can also provide ancillary services like retail and open public space to the communities it serves.

The proposed conceptual design presented to the community prioritizes safe and reliable transfers to and from the Pacoima infill Metrolink station to the LRT station. As such, the design includes wayfinding elements, shade, pedestrian scale lighting, and street safety improvements. As part of street safety elements, the mobility hub design emphasized intersection treatments at San Fernando

Road and Van Nuys Boulevard that prioritized pedestrian safety and access to both regional rail and the LRT. Adjacent to the station, the conceptual design added potential micromobility elements like bikeshare, bike lockers, and scooter parking that could further enhance access to active transportation and leverage the existing Mission City Trail (class 1 bicycle and pedestrian path). Last, the design includes a new restroom, a community space, and potential commercial retail.

Community Outreach: ESFV Shared ROW Study

Metro developed a comprehensive, equitable outreach program to provide many opportunities for the community to engage in this Study. Given that the study area falls within Equity Focus Communities (EFC) in the City of San Fernando and communities of Pacoima and Sylmar, it was important to create a range of formats that were as inviting as possible for local community members. Overall, Metro held 13 stakeholder briefings, four pop-up events, three community meetings and two ESFV LRT community meetings, reaching nearly 900 people, resulting in a more informed community regarding the ESFV Shared ROW Study, the ESFV LRT and parking impacts. Please see Attachment B for a complete list of the community engagement activities, dates and attendance.

Bi-Lingual Outreach

A sizable portion of the community members along this corridor primarily speak Spanish with notable concentrations in key areas such as the City of San Fernando, where 78 percent of residents identify Spanish as their primary language, Pacoima at 76 percent, and Sylmar at 46 percent. As such, the outreach team implemented an English/Spanish bilingual program, which included presentations delivered in Spanish to two roundtables convened by community-based organizations and ensured that Spanish-speaking staff was present at all community meetings and activities.

Metro staff partnered with the City of San Fernando and Los Angeles County Department of Public and Social Services to promote and host the innovative *Conversations and Resources* (or *'Conversaciones y Recursos'*) at Recreation Park in the City of San Fernando. Metro shared information about the Study, gathered public feedback and provided over 200 boxes of fresh produce to local families. This collaboration allowed Metro to build community trust, address food insecurity, and connect residents with critical resources like Metro LIFE and CalFresh in an accessible, community-centered way. In addition, Metro held stakeholder briefings, participated in pop-up community events, attended ESFV LRT construction update meetings and hosted two community meetings focused on the Shared ROW Study.

Community Outreach: Parking Analysis

Metro hosted two community meetings focused on parking to share the results of the Interim Terminus Parking Analysis, as well as the results of a separate parking analysis of the southern segment of the ESFV Corridor from Pacoima to Sherman Oaks. A virtual meeting was held on August 21, 2025, attended by 52 people, and an in-person meeting was held on August 26, 2025, at Arleta First Assembly of God, which was attended by 40 people. Metro's parking consultant Walker Consultants presented the studies' methodology, findings and potential parking management tools at both meetings and responded to a wide range of comments and questions from the public.

Community Outreach: Summary of Feedback

As described in the Outreach Report, community stakeholders understood the tradeoffs of the four scenarios studied in the Shared ROW Study and expressed their preference for reduced traffic congestion, safer pedestrian crossings and overall support for Scenario 2 and a new Pacoima Metrolink Station and mobility hub. Both the City of San Fernando and the San Fernando Valley Council of Governments provided Metro with formal letters also expressing support for Scenario 2, as well as other desired mobility improvements along the Shared ROW.

During the public engagement for the Shared ROW Study, community members focused on a desire for strong transit connectivity and amenities at a future mobility hub such as seating, shade and real-time transit arrival information. Consistent with the findings of the Interim Terminus Parking Analysis, which found there was sufficient parking along the ROW, parking was not a concern highlighted by the community, although key stakeholders requested improvements to the Sylmar/San Fernando Metrolink Station park-and-ride facility, which is owned by the City of Los Angeles.

At the two community meetings focused on parking, residents of Panorama City and businesses in Pacoima expressed concerns about parking constraints in their neighborhoods that were validated by the parking study conducted for the southern segment of the ESFV Corridor. Ongoing community engagement will continue with residents and businesses along the alignment as heavy construction on the ESFV LRT advances, and Countywide Planning will continue to provide technical support to Program Management and local jurisdictions on the potential implementation of appropriate parking management tools identified by Metro's parking consultant.

DETERMINATION OF SAFETY IMPACT

Traffic and Safety at Railroad Crossings

In response to the City of San Fernando's concerns about pedestrian safety at railroad crossings due to current conditions and train frequencies anticipated to increase in the future, the study evaluated traffic and safety improvements that would be warranted for each of the four study scenarios.

The study identified that the number of trains during peak hours would increase significantly to 25 trains per hour in both directions under Scenarios 1a and 1b, and the average delay per vehicle at most controlling intersections is projected to double or even triple. Ten out of the 12 controlling intersections would operate at level of service (LOS) F during one or both peak hours. The analysis found that train pre-emption and gate down time would result in an unacceptable impact on traffic flows along the cross streets of Hubbard Avenue, Maclay Avenue, Paxton Street, and Van Nuys Boulevard.

Current Efforts for Traffic and Safety at Railroad Crossings

The four build scenarios all serve in part to mitigate pedestrian hazards and traffic impacts in future build scenarios, but some actions to improve safety already are underway and may be advanced sooner. For example, in June 2024, the Metro Board authorized on-call services to support regional rail planning efforts, including evaluation of portions of the Antelope Valley Line, its connectivity to the

future ESFV LRT project, capital and state of good repair improvements, station evaluations, grade crossing and active transportation improvements. Additionally, pedestrian gates are now the safety standard at railroad crossings when making improvements to the regional rail system, and Metro will continue to work with Metrolink to explore the enhancement of quad and pedestrian gates for existing grade crossings, and funding sources for such improvements. This work may begin in advance of improvements to the Shared ROW and regardless of scenario.

FINANCIAL IMPACT

Board approval of Recommendations A and B will not have an immediate and direct financial impact at this time. Board approval of Recommendation C has multi-year financial impacts requiring funds to be to be programmed for design and environmental clearance of the infill station and the mobility hub study. Staff will return to the Board for this authorization once the appropriate costs and funding sources have been identified.

For safety improvements at the six at-grade crossings in the shared ROW the work may advance in coordination with the AVL improvements and/or other projects in the corridor, and will include 30% preliminary engineering, environmental review, and identification of a funding plan for construction. Staff will return to the Board for contracting authorization as necessary for future stages of work.

EQUITY PLATFORM

The study area includes the City of Los Angeles neighborhoods of Pacoima and Sylmar, and the City of San Fernando, which were identified as Equity Focus Communities (EFCs) in prior analyses. Equity assessments, including examining the potential benefits to residents living within a half mile from the proposed LRT and/or Metrolink stations were conducted as part of this Phase 2 Study. Census tract data for the year 2020 was used in correlation with Metro's 2022 EFC Map. The six grade crossings are all located in census tracts in the categories of "Very High Need" and "High Need" in Metro's 2022 Equity Need Index (MENI). This Study's purpose was to analyze area concerns from the City of San Fernando and Metrolink in response to proposed new transit service along a Shared ROW corridor that could provide new mobility options but also traffic and safety impacts due to frequent train service.

Scenarios 1a and 1b include 14 stations along the ESFV LRT. These scenarios would propose three additional LRT stations (Paxton, Maclay, and Sylmar/San Fernando) would serve 205,657 people who live in 33 EFC census tracts that are within a 0.5-mile of the proposed stations. Scenarios 2a and 2b and the No-Build scenario include the southern segment (IOS) of the ESFV LRT line and would include 11 LRT stations. Scenario 2a and 2b would serve 172,568 people living in 31 EFC census tracts within a 0.5-mile from the stations.

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 planning, operational and 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.

Metro conducted a preliminary analysis to show that the net effect of this multi-modal item is to decrease VMT. As part of the ESFV Shared ROW Study, Scenario 1 would mainly benefit travel within the East San Fernando Valley, especially the areas along the alignment of the ESFV LRT Project whereas Scenario 2 would mainly benefit regional travel. The Metrolink infill station at the Van Nuys Boulevard/San Fernando Road intersection would provide a direct transfer between the Metrolink service and the Metro ESFV LRT service, which saves travel time for transit riders, thus reducing VMT and GHG emissions.

*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 study 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

ALTERNATIVES CONSIDERED

The Board could elect not to approve the recommended action. Staff does not recommend deferring a decision because without Board approval to proceed, Metro would continue a long-awaited decision on the ESFV LRT project as well as continuing to keep the Brighton to Roxford Double Track project on pause. Failure to adopt a path forward will prolong community concerns over both projects' next steps.

Staff also does not recommend the advancement of Scenario 1 because the new LRT service coupled with planned increased frequencies of Metrolink service within the shared ROW would require grade separation of LRT to mitigate traffic and safety impacts. Scenario 1 would therefore have more property impacts, including both partial and full property takes, and the advancement of LRT infrastructure (uncertain funding and construction) would require prolonged and uncertain time when compared to the constructability and deliverability of other high-quality multimodal facilities and services.

The board could elect to advance Scenario 1 instead of Scenario 2.
Staff does not recommend Scenario 1 because introducing new LRT service in the Shared ROW,

coupled with planned increased Metrolink service would result in train frequencies warranting LRT grade separation to mitigate traffic and safety impacts. Scenario 1 also would result in property impacts, including both partial and full property acquisitions. Delivering grade separated (aerial and trenched) LRT infrastructure presents significant funding constraints given current fiscal uncertainties, and a prolonged delivery schedule - especially when compared to the early action, constructability and deliverability of high-quality multimodal facilities and services as proposed in Scenario 2.

NEXT STEPS

With approval of the ESFV Shared ROW Study recommendations, work in this area will focus on regional rail improvements to the Antelope Valley Line and advancement of the Brighton to Roxford Double Track (B2R) project <https://boardagendas.metro.net/board-report/2018-0262/> as previously approved by the Board. This will include advanced design and environmental documents that will include safety improvements at the 6 at-grade railroad crossings within the project area. This work will also include track redesign for the revised ultimate AVL corridor conditions based on the ESFV Shared ROW Study findings.

Metro will initiate the planning, preliminary development and 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. Work will include ongoing coordination with the ESFV LRT Corridor Project and other early works projects; development and vetting of conceptual designs for the station; additional engineering and design work to advance the project to 30% design; completion of CEQA review; extensive public outreach and elected office engagement; coordination with Metrolink and host railroads; and coordination with complementary, parallel multi-modal planning efforts.

The multi-modal planning work will take place in parallel with the Pacoima Metrolink Infill Station and will build off the ESFV Shared ROW Study, ESFV Shared ROW Study Outreach Summary Report, East San Fernando Valley Interim Terminus Parking Analysis and will include planning for a mobility hub; first/last mile infrastructure and services; enhanced pedestrian access and safety investments; and extensive public and stakeholder engagement.

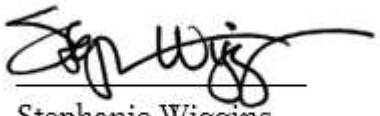
ATTACHMENTS

Attachment A - Final Report Supplemental Analysis of Sylmar/San Fernando to Van Nuys Shared Railroad Right-of-Way (ROW) Study
Attachment B - Outreach Summary Report
Attachment C - East San Fernando Valley Interim Terminus Parking Analysis
Attachment D - Board Motion 10.01
Attachment E - ESFVTC Project Area
Attachment F - ESFV Shared ROW Study Scenarios Refinement Overview

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East San Fernando Valley Shared Right-of-Way Study

Final Report



March 2025

Metro®

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1 INTRODUCTION

1.1 PROJECT BACKGROUND AND OVERVIEW

The Supplemental Analysis for the Sylmar/San Fernando to Van Nuys Boulevard Shared Railroad Right-of-Way study (Shared ROW Study or this Study) examines the impacts of the northern segment of the East San Fernando Valley Transit Corridor Project (ESFVTC Project) in a shared ROW corridor between Metro and the Metrolink Antelope Valley Line (AVL) ROW in the San Fernando Valley. The shared ROW corridor extends northwest from the intersection of Van Nuys Boulevard and San Fernando Road, 2.5-miles to the Sylmar/San Fernando Metrolink Station. The corridor passes through the neighborhoods of Pacoima and Sylmar in the City of Los Angeles, as well as the City of San Fernando.

Metro owns the ROW along the shared ROW corridor which currently features a single track for the Metrolink AVL and Union Pacific Railroad (UPRR). There has been renewed interest in adding a second Metrolink track for shared commuter/freight service along this corridor as part of the Brighton to Roxford double-track project. The Brighton to Roxford project was environmentally cleared under a California Environmental Quality Act (CEQA) exemption in May 2020. The Final Environmental Impact Report (FEIR) of the ESFVTC Project was certified by the Metro Board in December 2020. The Locally Preferred Alternative (LPA) of the ESFVTC Project included two Light Rail Transit (LRT) tracks and a single track for Metrolink/freight trains along the shared corridor (see the “Northern Segment” in Figure 1-1).

The Southern California Regional Rail Authority (SCRRA)/Metrolink and the City of San Fernando provided comments on the ESFVTC FEIS/FEIR expressing concerns about the unique safety and traffic-related challenges posed by a three track at-grade configuration at the six grade crossings with a potential fourth track when the Brighton to Roxford double-tracking is constructed. In March 2021, the Metro Board instructed staff to move forward with the southern segment of the ESFV LRT as the Initial Operating Segment (IOS) and to separately study the shared ROW portion of the LRT alignment to address comments and concerns from stakeholders. The scope of this Study includes defining and analyzing three Scenarios and recommending a preferred Scenario.

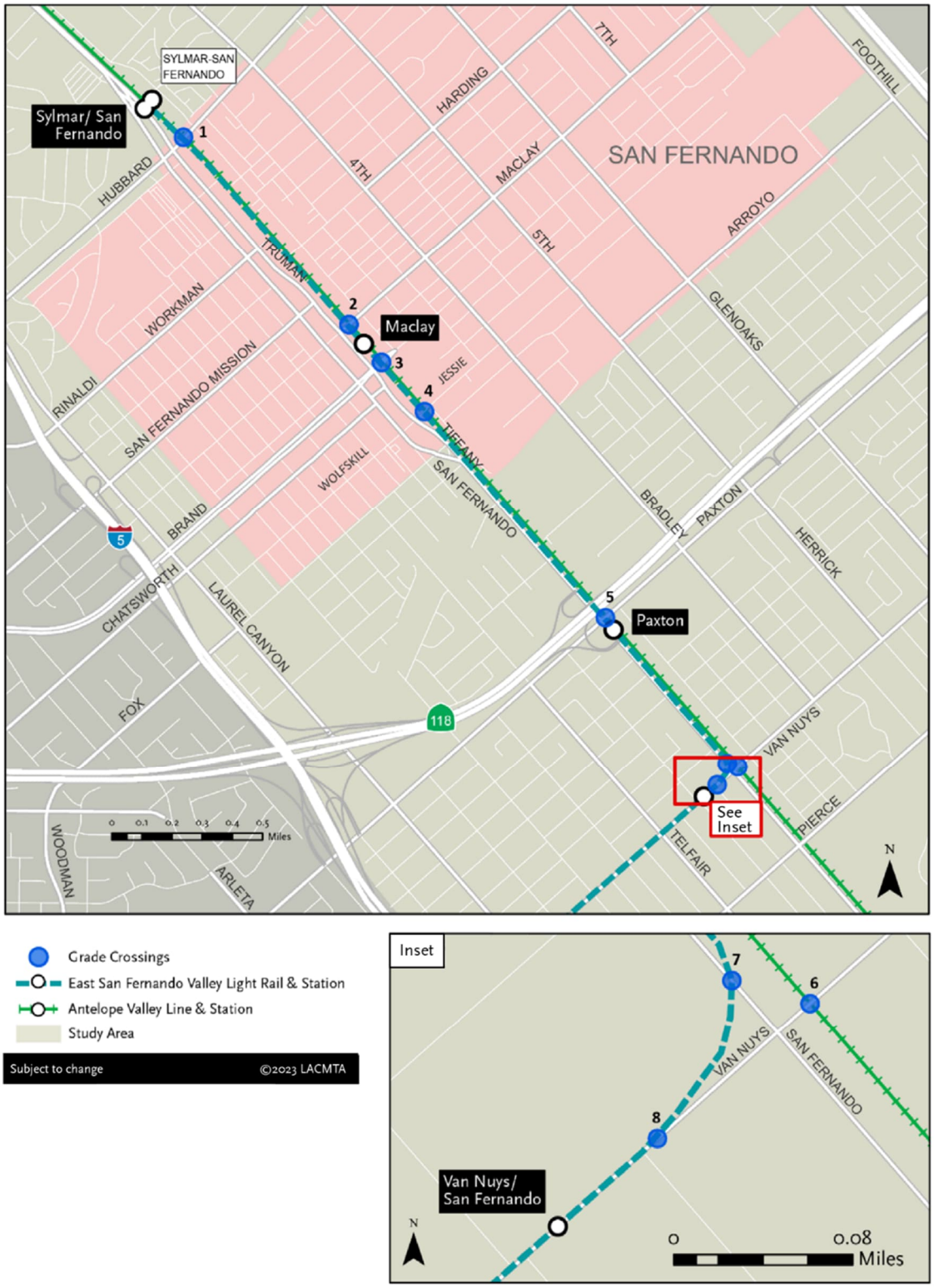
As part of this supplemental study, the six existing grade crossings are shown as crossing numbers 1 through 6 in Figure 1-2. Crossing numbers 7 and 8 comprise part of the ESFVTC Project, fronting the segment where the LRT could turn from Van Nuys Boulevard onto San Fernando Road.

For simplicity in this final report, the railroad ROW/San Fernando Road/Truman Street corridors will be described as running in a north-south direction and cross streets in the east-west direction.

Figure 1-1: ESFVTC Northern and Southern Segments



Figure 1-2: Grade Crossing Locations



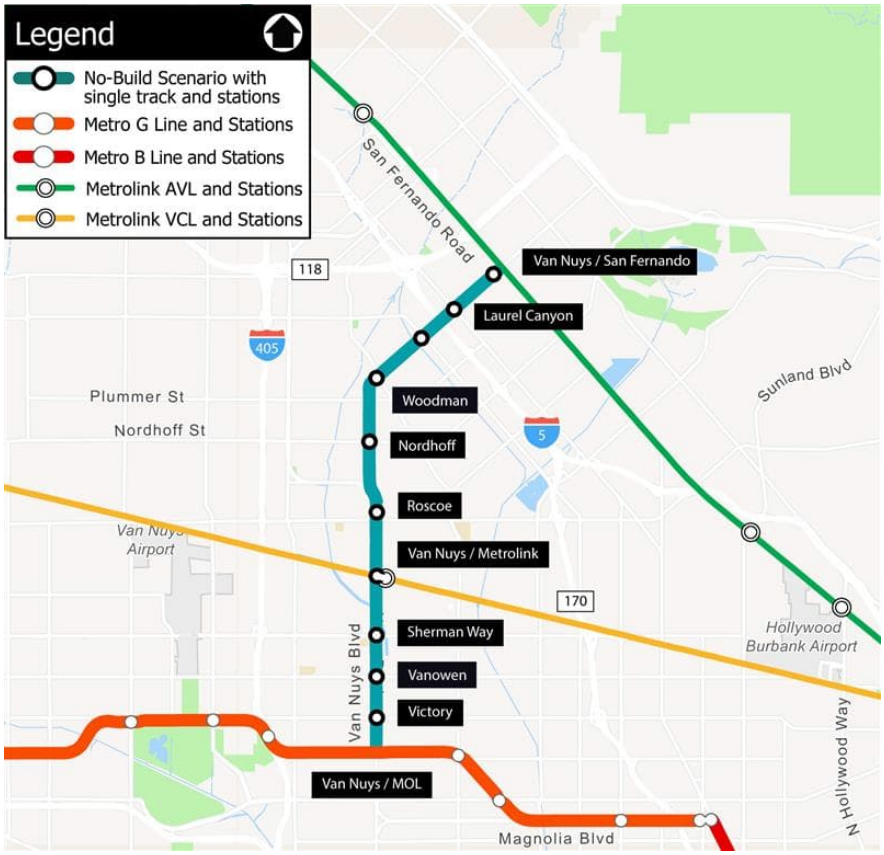
Source: Mott MacDonald, 2024

1.2 STUDY SCENARIOS

The main purpose of this Study is to evaluate the following scenarios and recommend the preferred scenario:

No-Build Scenario: In this scenario, the ESFVTC Project would terminate at the intersection of Van Nuys Boulevard and San Fernando Road, with no extension to the Metrolink Sylmar/San Fernando Station. As a result, there would be no rail connection or ESFV LRT tracks along the shared ROW from Van Nuys Boulevard to the Metrolink Sylmar/San Fernando Station. The No-Build Scenario also assumes existing conditions along the shared corridor with the single track. Additionally, there would be no new Metrolink infill station at the intersection of Van Nuys Boulevard and San Fernando Road (see Figure 1-3).

Figure 1-3: No-Build Scenario



Source: Mott MacDonald, 2024

Scenario 1 Full-Build LRT: A quadruple (4) track from Van Nuys Boulevard to the Metrolink Sylmar/San Fernando Station within the shared ROW comprised of two ESFV LRT tracks and two AVL/UPRR tracks (see Figure 1-4). It is anticipated that the Metrolink double-tracking project would proceed, resulting in the two aforementioned mainline AVL/UPRR tracks along the shared corridor. Three new LRT stations Paxton, Maclay, and Metrolink Sylmar/San Fernando Station would be added. The existing Metrolink Sylmar/San Fernando Station would

be reconfigured to connect to the new LRT station and accommodate the Metrolink double-tracking project.

Figure 1-4: Scenario 1 Full-Build LRT

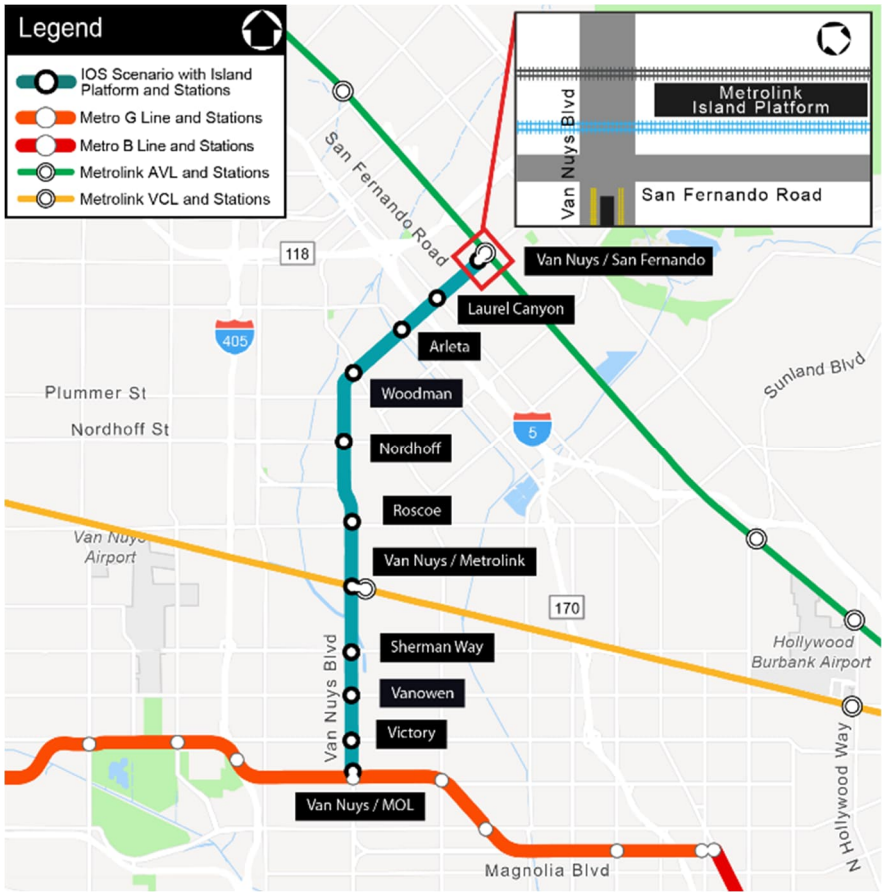


Source: Mott MacDonald, 2024

Grade crossing and safety analyses were conducted for Scenario 1 Full-Build LRT along the study corridor using the Metro Grade Crossing and Safety Policy for Light Rail Transit (Metro Policy). Based on the results of the analyses, the Full-Build LRT scenario was further developed into a Partial Grade Separation option (1a) and a Full Grade Separation option (1b), representing two different grade configurations of the two LRT tracks. Please see Section 3: Scenario Refinement and Conceptual Design for more details.

Scenario 2a ESFV IOS Metrolink Station, Island Platform: A new Metrolink station at the Van Nuys Boulevard/San Fernando Road intersection would be constructed, assuming completion of SCRRA double track between Van Nuys Boulevard and Metrolink Sylmar/San Fernando Station to support increased train frequencies on the Metrolink AVL. The new infill Metrolink station will feature an island platform. The design of the second track will minimize impacts on the existing single track (see Figure 1-5). Turnback tracks would be added at the Metrolink Sylmar/San Fernando Station to provide operational flexibility for the Metrolink AVL.

Figure 1-5: Scenario 2a ESFV IOS Metrolink Station, Island Platform



Source: Mott MacDonald, 2024

Scenario 2b ESFV IOS Metrolink Station, Side Platforms: A new Metrolink station at the Van Nuys Boulevard/San Fernando Road intersection would be constructed, assuming completion of SCRRA double track between Van Nuys Boulevard and Metrolink Sylmar/San Fernando Station to support increased train frequencies on the Metrolink AVL. The new infill Metrolink station will feature two side platforms. The existing track will be adjusted in the design to accommodate a second track and leave room for potential future use (see Figure 1-6). Turnback tracks would be added at the Metrolink Sylmar/San Fernando Station to provide operational flexibility for the Metrolink AVL.

Figure 1-6: Scenario 2b ESFV IOS Metrolink Station, Side Platforms



Source: Mott MacDonald, 2024

Table 1-1 summarizes the main operational characteristics of the study scenarios. Note that all scenarios assume “year 2040” as the horizon year to be consistent with the environmental clearance phase of the ESFVTC project. In all scenarios, the Metrolink AVL would operate with a 30-minute headway in both directions throughout the day as defined under the SCORE program. The ESFV LRT would operate with a 6-minute headway in both directions during the peak period (6-9 AM and 3-7 PM). The headway would be 12 minutes in both directions during the off-peak period (4-6 AM, 9 AM to 3 PM, 7 PM to 1 AM). Under the Full-Build LRT scenarios, there would be a total of 25 trains including one UPRR/freight train, four AVL Metrolink trains, and 20 LRT trains passing through the shared ROW corridor in both directions per hour. In the No-Build and ESFV IOS scenarios, there would be four AVL trains but no LRT trains running through the shared ROW corridor.

Table 1-1: Study Scenario Characteristics Summary

Scenario	AVL Infill Station at Van Nuys/San Fernando	ESFV LRT	Number of tracks	Headway in Minutes (Peak Period/Off-Peak Period)	
				AVL	ESFV LRT
No-Build	No	Southern Segment	1	23/90* 77	6/12
1a	No	Southern Segment + Northern Segment	4	30/30	6/12
1b	No	Southern Segment + Northern Segment	4	30/30	6/12
2a	Yes	Southern Segment	2	30/30	6/12
2b	Yes	Southern Segment	2	30/30	6/12

*The No-Build Scenario assumes 23-minute headways in the peak period direction, 90-minute headways in the peak period reverse direction, and 77-minute headways in the off-peak periods. This frequency definition was used for all the study scenarios under the environmental clearance phase of the ESFVTC project.

2 GRADE CROSSING ANALYSIS

Grade crossing analysis was conducted for the Full-Build LRT Scenario to help determine the need for grade separations at each crossing in the Shared ROW corridor. The Metro grade crossing analysis criteria are defined in the *Metro Grade Crossing Safety Policy (Metro Policy)*. The Metro policy has been applied to several existing Metro LRT lines including the environmental clearance phase of the ESFVTC project. It includes three sequential phases:

- Milestone 1 – Initial Screening
- Milestone 2 – Detailed Analysis
- Milestone 3 – Verification

2.1 MILESTONE 1 ANALYSIS

Milestone 1 Analysis is a preliminary assessment based upon roadway volumes and train frequencies leading to an initial categorization of roadway crossings into three groups: At-Grade Should be Feasible, Possible At-Grade Operation, and Grade Separation Usually Required. Table 2-1 summarizes the Milestone 1 Analysis using the highest determination (between AM and PM peak hours) for the Full-Build LRT Scenario. Five of the eight crossings fall in categories where grade separation might be needed. The Paxton Street crossing falls in the category of Grade Separation Usually Required.

Table 2-1: Milestone 1 Preliminary Results Using Highest Determination

No	Grade Crossing Location	Preliminary Results
1	Hubbard Avenue	Possible At-Grade Operation
2	Maclay Avenue	Possible At-Grade Operation
3	Brand Boulevard	At-Grade Operation Feasible
4	Jessie/Wolfskill Street	Possible At-Grade Operation
5	Paxton Street	Grade Separation Usually Required
6	Van Nuys Boulevard	At-Grade Operation Feasible
7	San Fernando Road (LRT)	Possible At-Grade Operation
8	Van Nuys Boulevard (LRT)	Possible At-Grade Operation

Note: Determinations represent the higher determination made between AM and PM peak hours.

2.2 MILESTONE 2 AND 3 ANALYSES

The most critical component of Milestone 2 of the Metro Policy that applies to this Study is a detailed operational check of roadway traffic in conjunction with an assessment of potential impacts on rail operations due to priority control. The traffic operations check determines whether operational factors would result in unacceptable traffic impacts due to the at-grade crossings.

The ESFV LRT line will run under cab signal control, which is similar to the existing control provided for Metrolink and UPRR, supplemented by automatic train protection (ATP) and automatic train stop (ATS) systems. Metro's rail operations group confirmed that the ESFV LRT line would require pre-emption of traffic signals within the influence zone, which is the same as Metrolink and UPRR. Therefore, train operations would be sufficient for all study scenarios.

Milestone 3 of the Metro Policy includes refining projected traffic volumes and validating traffic and rail operations using simulation modeling. The traffic analysis for this study was conducted using PTV's VISSIM software (Version 2022, Service Pack 11), a micro-simulation tool that is capable of capturing the gate-down activities at the crossings in calculating delays and queuing of the vehicular movements. Three measurements were used in evaluating the traffic operational conditions at the grade crossings and the nearby signalized intersections:

- **Intersection Level-of-Servces (LOS):** LOS values are a qualitative letter-grade-based rating measured in seconds per vehicle. LOS values range from a LOS value of A, for free-flow or excellent conditions to a LOS value of F, for roadways or intersections that are overloaded or operating above capacity. For intersections, the LOS is based upon the amount of control delay, measured in seconds per vehicle, a motor vehicle experiences due to traffic congestion and conflicts while traversing through an intersection.
- **Gate Spillback Queues**: a gate spillback queue is the queue of vehicles stopped at the grade crossing building along the cross street towards the adjacent intersection (see Figure 2-1).

Figure 2-1: Gate Spillback Queue at the Hubbard Avenue Crossing toward First Street (Looking West)



- **Influence Zone Queues:** the influence zone queue is the vehicular queue that builds from an adjacent downstream signalized intersection along the cross street towards the grade crossing (see Figure 2-2).

Figure 2-2: Influence Zone Queue at the Intersection of Hubbard Avenue and Truman Street



The analysis results shown in Table 2-2 lead to the conclusion that the pre-emption and gate down time would result in an unacceptable impact on progressive traffic flows along the cross streets of Hubbard Avenue, Maclay Avenue, Paxton Street, and Van Nuys Boulevard. Although the crossings at Paxton Street and Van Nuys Boulevard have sufficient Clear Storage Distance (CSD) for the 95th percentile influence zone queuing length, the excessive gate down times during the peak hours cause long gate spillback queues. The vehicles approaching the downstream intersections would often be blocked by the gates and traffic stagnation would lead to fewer vehicles being able to queue up at the downstream intersections.

The far-right column in Table 2-2 compares the vehicle traffic volume demands that intend to approach the downstream intersections and the traffic volumes that would be able to progress on the loaded cross streets. The percentage of loaded volumes to the demand volumes ranges from 42 percent at the two intersections on Van Nuys Boulevard to 85 percent at the two intersections on Wolfskill/Jessie Street. Overall, the traffic volumes that would be able to progress through the cross street are even less than 70 percent of the observed traffic volumes under the existing conditions.

Table 2-2: Traffic Operations Check, Future (2040) Scenario 1 Full-Build LRT

Crossing	Controlling Intersections LOS Values	Sufficient CSD* for 95th Percentile Influence Zone Queuing Length?	Sufficient Upstream Signal Spacing for 95th Percentile Gate Spillback Queuing Length?	Percentage of Loaded Volumes to Demand Volumes
Hubbard Avenue	F	No	No	46%
Maclay Avenue	F	No	No	47%
Brand Boulevard	D to F**	Yes	No	79%
Wolfskill /Jessie Street	D to F***	Yes	No	85%
Paxton Street	F	Yes	No	44%
Van Nuys Boulevard	F	Yes	No	42%

Note*: CSD = Clear Storage Distance
Note**: the intersection of Brand Boulevard and First Street would operate at LOS D during AM peak hour and LOS E during the PM peak hour; the intersection of Brand Boulevard and Truman Street would operate at LOS E during AM peak hour and LOS F during the PM peak hour
Note***: the intersection of Jessie/Wolfskill Street and First Street would operate at LOS E during the AM peak hour and LOS F during the PM peak hour; the intersection of Jessie/Wolfskill Street and Truman Street would operate at LOS D during the AM and PM peak hours

Although the Brand Boulevard crossing and Wolfskill/Jessie Street crossing are estimated to perform relatively better than the other four crossings, the need for grade separation at these two crossings is highly tied to the determination of the Maclay Avenue crossing and the proximity among these three crossings. An alternative option would be to close the crossings at Brand Boulevard and Wolfskill/Jessie Street. However, the additional volumes caused by the forced detour would further deteriorate the traffic operational conditions on Paxton Street and Maclay Avenue. Therefore, it is concluded that it is not feasible to close the Wolfskill/Jessie Street crossing.

3 SCENARIO REFINEMENT AND CONCEPTUAL DESIGN

3.1 SCENARIO FULL-BUILD LRT REFINEMENT

Under the Full-Build LRT Scenario, the two sets of ESFV LRT tracks would be located on the western side of the two sets of AVL/UPRR tracks (see Figure 3-1). Three new LRT stations would be added as planned under the environmental phase: Paxton, Maclay, and the Metrolink Sylmar/San Fernando Stations.

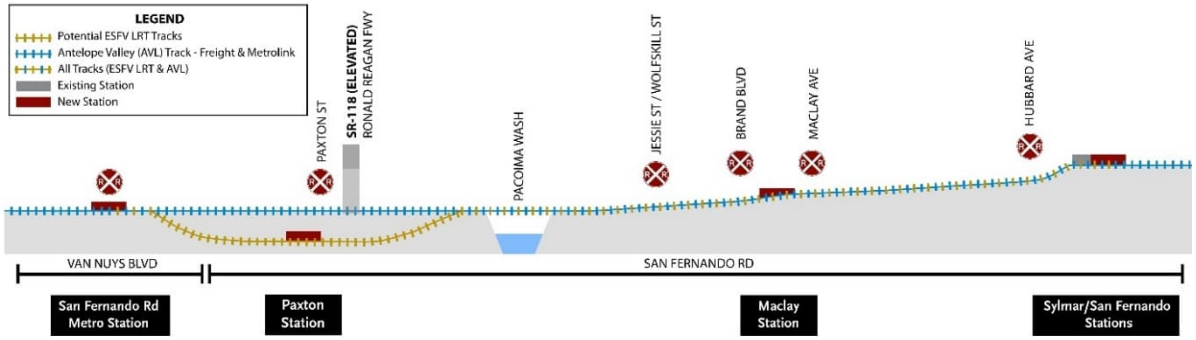
Figure 3-1: Schematic Alignment of Scenario 1 Full-Build LRT



Based on the grade crossing analysis results, two variations for the Full-Build LRT Scenario were proposed for further engineering feasibility analysis and performance assessment creating the refinement of Scenario 1a and Scenario 1b:

- **1a. Full-Build LRT, Partial Grade Separation:** the LRT tracks would only be grade-separated at the Paxton Street crossing and remain at-grade at the remaining five crossings. The AVL/UPRR tracks would remain at-grade at all six crossings (see Figure 3-2). The Paxton Street crossing is the only one that is determined to be "Grade Separation Usually Required" under the Metro Policy Milestone 1 Analysis. It is also estimated to have one of the worst traffic operational conditions under the Milestone 2 and 3 Analyses.

Figure 3-2: Schematic Vertical Profile of Scenario 1a



- **1b. Full-Build LRT, Full Grade Separation:** the LRT tracks would be grade-separated at all six crossings. The AVL/UPRR tracks would remain at grade at all six crossings (see Figure 3-3). Milestones 2 and 3 analyses indicated that the traffic operations would be at an unacceptable level (LOS E or F) at all six crossings. The Brand Boulevard and Jessie/Wolfskill Street crossings would be slightly better than the remaining four crossings. However, due to both these two crossings' proximity to the Maclay Avenue crossing, they were deemed to be grade-separated as well.

Figure 3-3: Schematic Vertical Profile of Scenario 1b



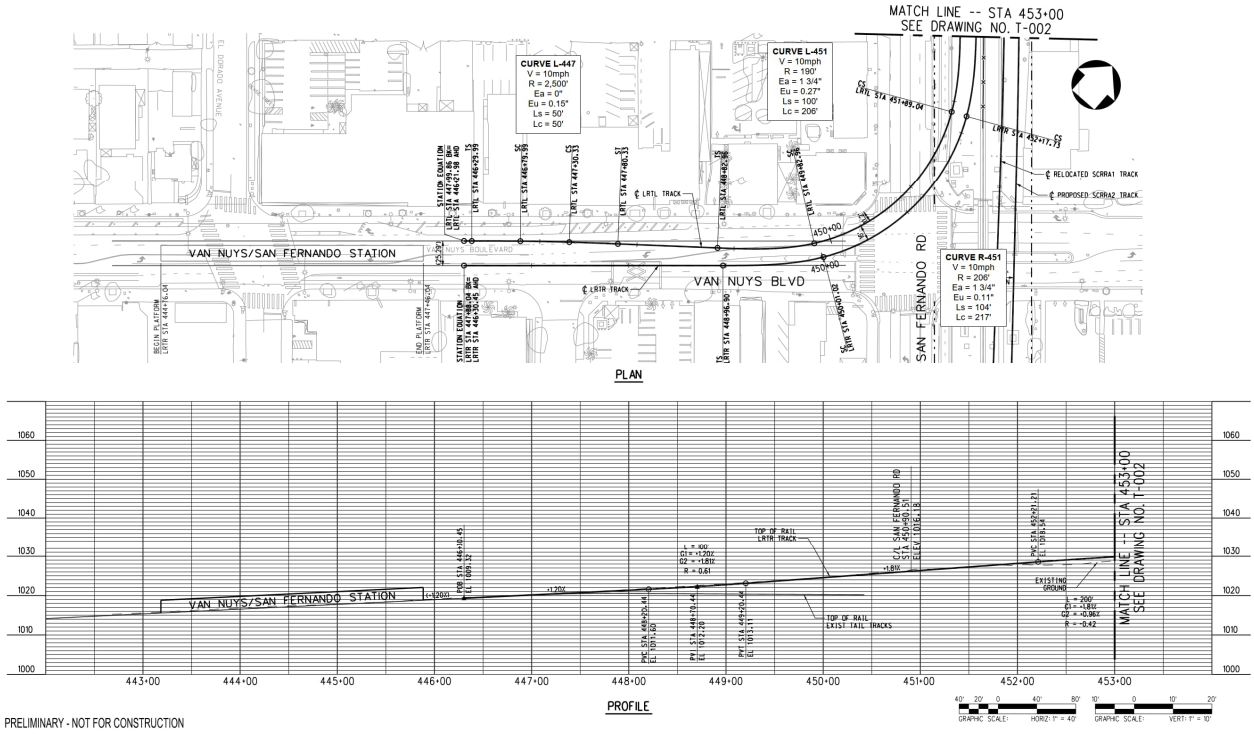
3.2 CONCEPTUAL DESIGN

3.2.1 SCENARIO 1A FULL-BUILD LRT PARTIAL GRADE SEPARATION

The LRT alignment extends the ESFV LRT southern segment alignment, currently under construction, from the proposed Van Nuys/San Fernando Station to the Sylmar/San Fernando Metrolink Station just north of Hubbard Avenue within the shared ROW corridor, with only the crossing at Paxton Street being grade separated (LRT underpass). The concept will include new LRT Stations at Paxton Street (underpass), Maclay Avenue, and a terminal station at Sylmar/San Fernando to connect through a pedestrian underpass with the existing Metrolink Station platform, which would be modified to meet SCRRA's station standards.

The proposed tail tracks that are to be constructed for the ESFV LRT on Van Nuys Boulevard currently under construction would be removed, and then the alignment would continue through the Van Nuys Boulevard/San Fernando Road intersection on a 10 mph curve into the shared ROW corridor as to limit property takes (see Figure 3-4). To provide operational flexibility, a pocket track would be added between Filmore Street and Weidner Street.

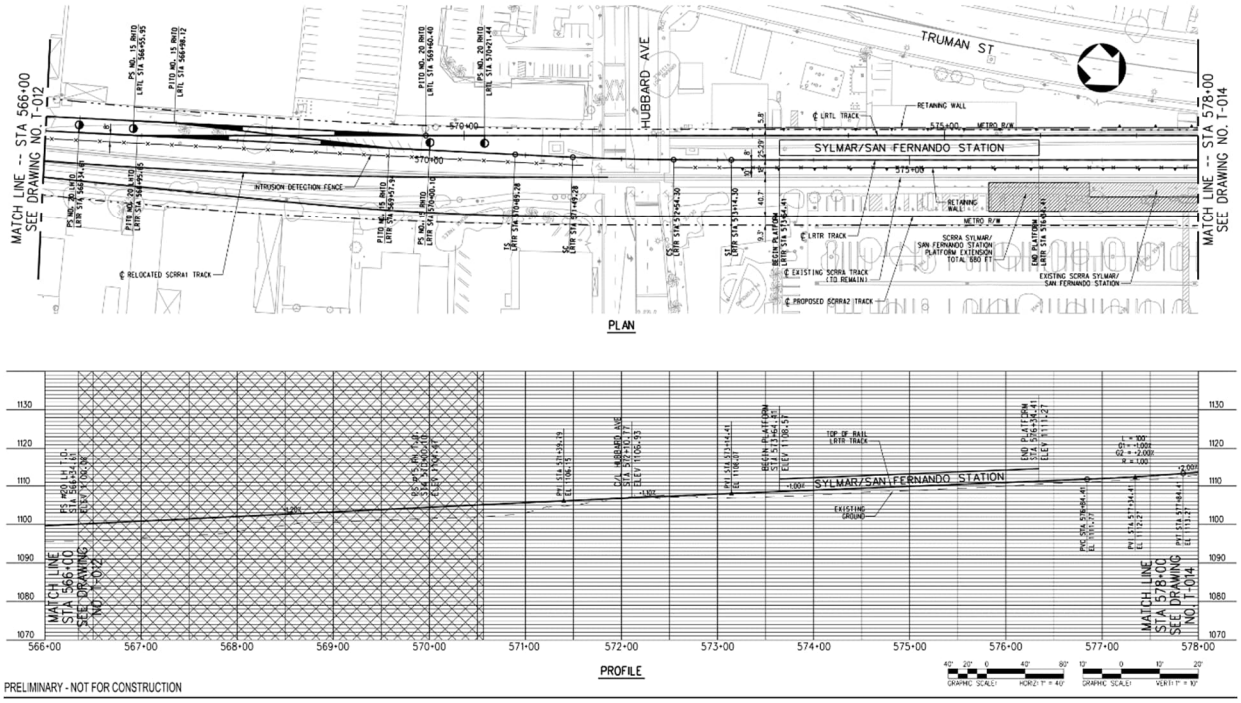
Figure 3-4: Scenario 1a LRT Tracks at Van Nuys Boulevard/San Fernando Road



The AVL/UPRR tracks would remain at grade throughout the shared ROW corridor. In order to fit the LRT tracks within the shared ROW corridor, the existing Metrolink mainline must be relocated to the eastern side of the corridor. The new second AVL/UPRR mainline track would parallel the existing mainline track on the east side. The realignment begins south of Van Nuys Boulevard and continues north of the Sylmar/San Fernando Station. In some places, additional ROW is required to fit the second mainline track.

The second Metrolink mainline track is proposed to widen out at Hubbard Avenue to allow for a center platform (see Figure 3-5). The pedestrian underpass at the LRT station would connect the LRT station with the Sylmar/San Fernando Metrolink station, and the adjacent parking lot to the east. The existing Metrolink station platform is 425 feet long and 15 feet wide, which is not the SCRRA standard size. The station platform would be extended to be a full-length platform by SCRRA standard (680 feet long).

Figure 3-5: Scenario 1a: Sylmar/San Fernando LRT and Metrolink Stations

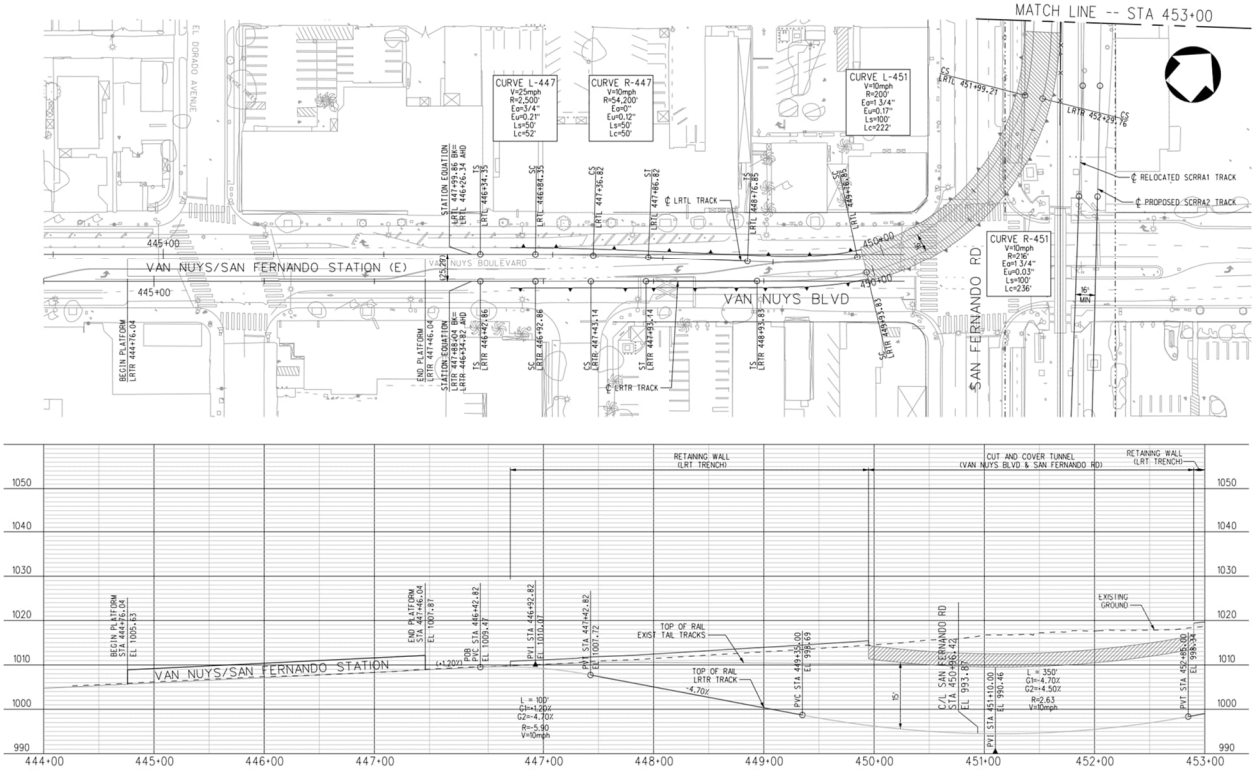


3.2.2 SCENARIO 1B FULL-BUILD LRT FULL GRADE SEPARATION

The LRT alignment extends the ESFV LRT southern segment alignment, currently under construction, from the proposed Van Nuys/San Fernando Station to the Sylmar/San Fernando Metrolink Station just north of Hubbard Avenue within the shared ROW corridor, with the crossing at Van Nuys Boulevard and Paxton Street being in a cut-and-cover tunnel (LRT underpass). The LRT tracks would be elevated at the crossings at Jessie/Wolfskill Street, Brand Boulevard, Maclay Avenue, and Hubbard Avenue. The concept includes three new LRT stations at Paxton Street (underpass), Maclay Avenue (elevated), and a terminal station (elevated) at Sylmar/San Fernando to connect through a pedestrian underpass or overpass with the existing Metrolink Station, which would be expanded to meet the SCRRA station standards.

The currently proposed tail tracks to be constructed for the ESFVTC project would be removed allowing for the alignments continuation in a cut-and-cover tunnel under the Van Nuys Boulevard/San Fernando Road intersection on a 10 mph curve into the shared ROW corridor so as not to require any property takes (see Figure 3-6). To provide operational flexibility, a pocket track would be added between Filmore Street and Weidner Street.

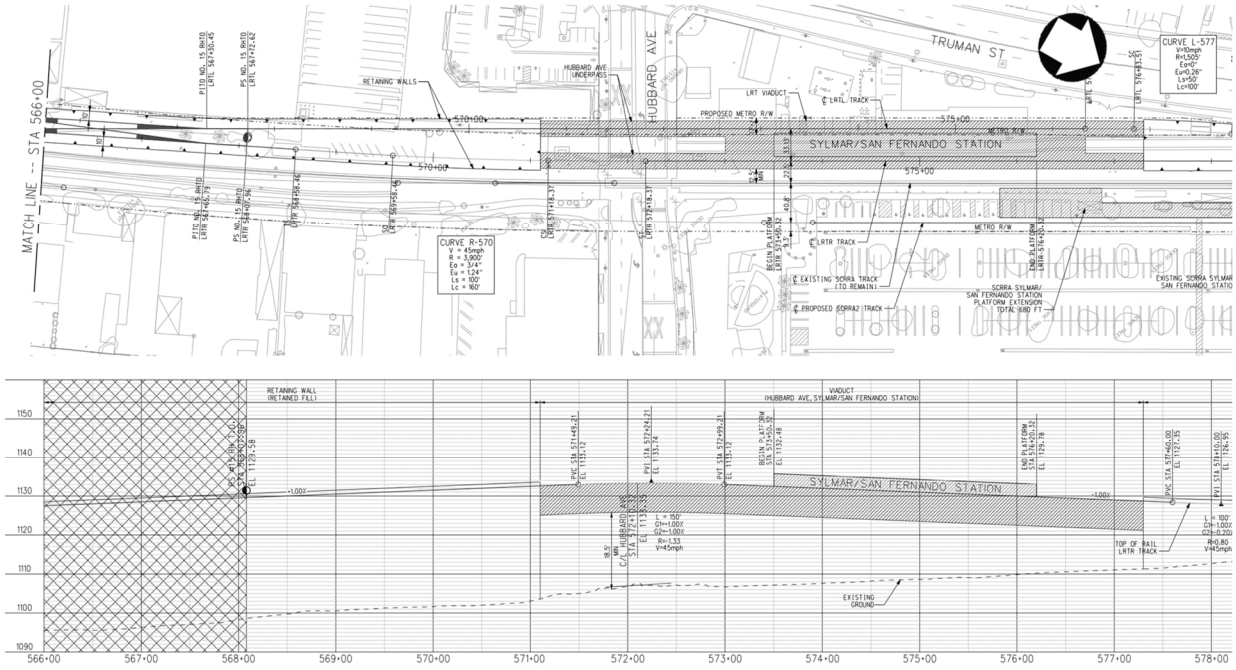
Figure 3-6: Scenario 1b LRT Tracks at Van Nuys Boulevard/San Fernando Road



The extended LRT racks in Scenario 1b would have multiple track curves through the crossings to minimize property takes and to maneuver the Metrolink tracks through the corridor for stations, bridges, and the pocket track. The design of these curves has been carefully considered so track alignments meet SCRRA Design Criteria for the design speeds and to ensure there is no superelevation on the relocated Metrolink mainline track(s). Reducing or eliminating the superelevation through the crossing provides for level-grade crossing profiles.

The LRT tracks would terminate at the Sylmar/San Fernando LRT station, which is located just north of Hubbard Avenue, with the tracks shifted further west when compared with Scenario 1a. This is due to the existing Metrolink track remains in place and spacing requirements. Space is required for the retaining wall between the LRT and Metrolink tracks, as well as a wider platform to allow for pedestrian circulation between the ground and elevated station (see Figure 3-7). The platform is located to allow for a pedestrian ramp to an overpass or underpass to connect with the Sylmar/San Fernando Metrolink Station. The configuration of the pedestrian connection will be slightly different from Scenario 1a, as the tracks and station platform will be elevated due to the grade separation at Hubbard Avenue. The AVL tracks would remain at grade throughout the shared ROW corridor.

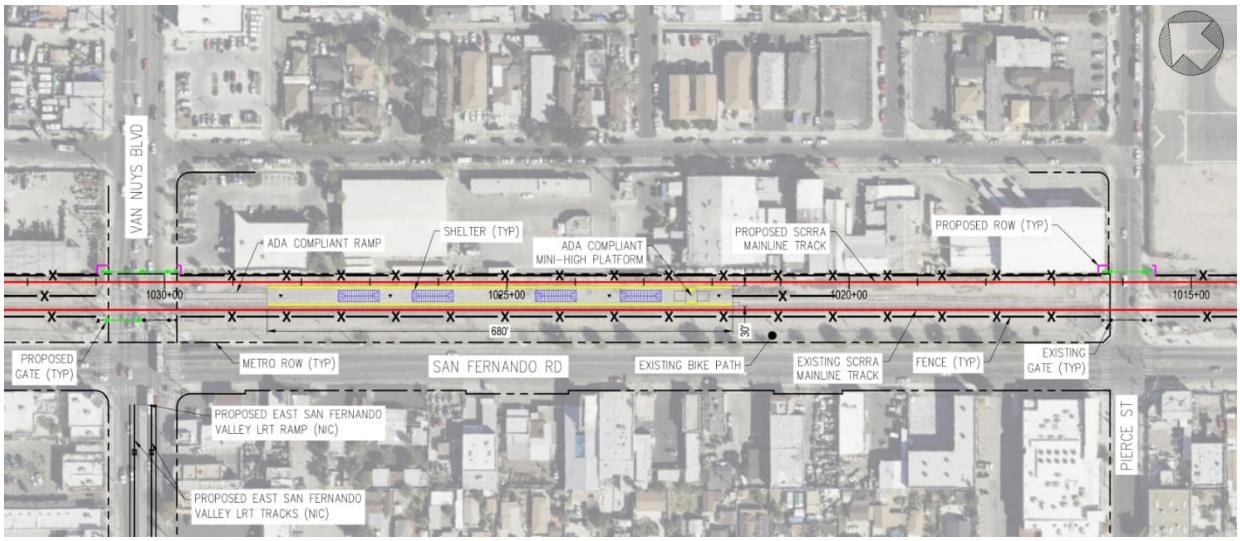
Figure 3-7: Scenario 1b Sylmar/San Fernando LRTand Metrolink Stations



3.2.3 SCENARIO 2A ESFV IOS METROLINK STATION, ISLAND PLATFORM

The infill Metrolink station would be placed in the southeast quadrant of the intersection of Van Nuys Boulevard and San Fernando Road, providing a connection to the southern segment of the ESFV LRT on Van Nuys Boulevard. As shown in Figure 3-8, this station would be a center platform station. The station would be placed east of the existing mainline track. The second mainline track would be placed east of the proposed infill Metrolink station. There is enough space in the corridor to fit the station and both mainline tracks within the existing ROW.

Figure 3-8: Scenario 2a ESFV IOS Metrolink Station, Island Platform Configuration



The existing AVL/UPRR track would remain untouched for most of the shared ROW corridor. The second AVL/UPRR track would be located east of the existing track throughout most of the corridor, except for north of the Sylmar/San Fernando Station, where the new track would be west of the existing track. At the Sylmar/San Fernando Station, the existing platform is approximately 425 feet long and 15 feet wide. This platform would be expanded to be 680 feet long and 16 feet wide, all within existing ROW. A new side platform would be added on the west side of the corridor, serving the proposed second mainline track.

As shown in Figure 3-9, north of the Sylmar/San Fernando Station, number 14 turnouts would be utilized to begin a turnback track. In this area, the eastern mainline track would be the existing track, and the proposed second mainline track would be west of the existing track. The turnback tracks would be on the far west side of the corridor, west of the proposed track.

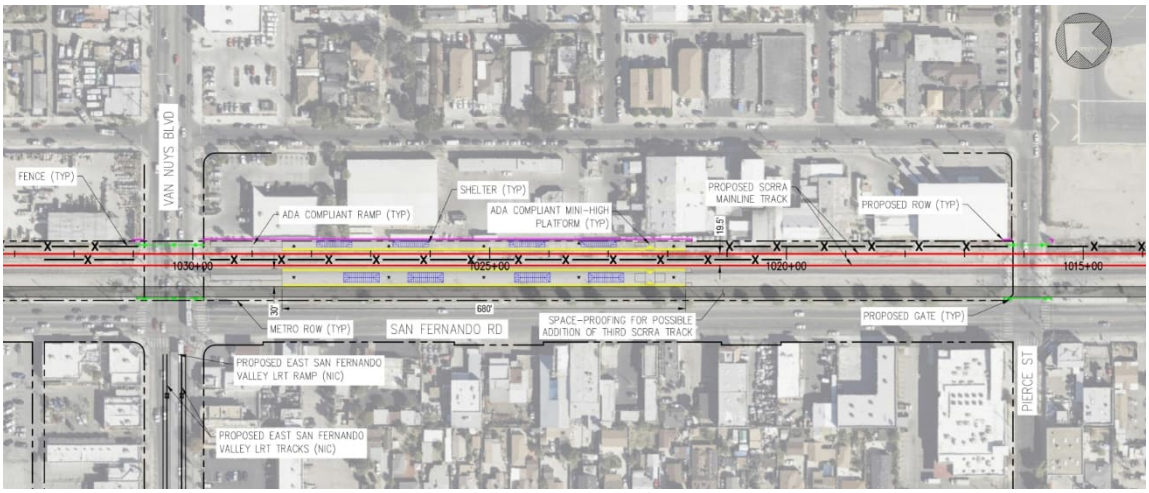
Figure 3-9: Scenario 2a Turnback Tracks at Sylmar/San Fernando Metrolink and LRT Stations



3.2.4 SCENARIO 2B ESFV IOS METROLINK STATION, SIDE PLATFORMS

An infill Metrolink station would be placed in the southeast quadrant of the intersection of Van Nuys Boulevard/San Fernando Road, providing a connection to the southern segment of ESFV LRT on Van Nuys Boulevard. As shown in Figure 3-10, this station would contain side platforms. There would be space allotted on the west side of the corridor for potential future use. The proposed design reserves space for the proposed western side platform so it could be expanded from a typical 16-foot side platform to a 30-foot island platform if a future use were to be identified. The proposed design for Scenario 2b would require the acquisition of approximately three (3) feet of additional ROW east of the shared ROW corridor between Van Nuys Boulevard and Pierce Street. Further coordination with SCRRA/Metrolink in the conceptual engineering phase would be required in order to analyze in greater detail if ROW takes can be avoided through an SCRRA design deviation.

Figure 3-10: Scenario 2b ESFV IOS Metrolink Station, Side Platforms Configuration



The existing Sylmar/San Fernando Metrolink platform would be widened to function as a center platform with mainline tracks on either side. The existing platform would be expanded to be 680 feet long and 25 feet wide, allowing the proposed features to stay within the station area and not intrude on parking spaces east of the station area. Additionally, there would be sufficient space west of the existing tracks for any potential future use in the station area.

Immediately north of the Sylmar/San Fernando Station, both sets of mainline tracks would shift westward to avoid an open channel on the west side of the corridor, north of the station (see Figure 3-11). After the shift is complete, number 14 turnouts would be utilized to begin a turnback track. The turnback tracks would be on the far west side of the corridor, west of the proposed tracks. The turnback track on the west side of the corridor would be in the space provided for potential future use.

Figure 3-11: Scenario 2b Turnback Tracks at Sylmar/San Fernando Metrolink and LRT Stations



4 TRANSPORTATION BENEFITS/SYSTEMS PERFORMANCE ANALYSIS

The proposed study scenarios were evaluated for transportation benefits in terms of travel time savings, ridership, and the quality of multi-modal connectivity. The No-Build Scenario is included in the analyses for comparison purposes.

For the travel time estimation of the representative origin-destination (O-D) pairs and ridership forecasting, Scenarios 1a and 1b were not treated differently due to their similarities in operational characteristics and will be categorized as the Full-Build LRT Scenario. Similarly, Scenarios 2a and 2b will be categorized as the ESFV IOS Metrolink Station Scenario for the same reason.

4.1 TRAVEL TIME OF REPRESENTATIVE ORIGIN-DESTINATION PAIRS

The representative origin-destination (O-D) pairs analysis provides insight into potential travel patterns, time savings, and route choice for transit riders going to and traveling from ESFV under each proposed Scenario. The origins and destinations in the selected O-D pairs are activity centers located in or around neighborhoods with high employment or population density. They are also on the route that could potentially benefit from the infill station at the Van Nuys Boulevard/San Fernando Road intersection on the AVL or the implementation of the northern segment of the ESFV LRT.

The No-Build Scenario would perform the worst for most travelers, due to the missing rail service gap along the San Fernando Road Shared ROW corridor, less frequency of the Metrolink AVL, and the lack of a transfer point between Metrolink AVL and Metro ESFV LRT.

The Full-Build LRT Scenarios (both 1a and 1b) would mainly benefit travel within the East San Fernando Valley, especially the areas along the alignment of the ESFV LRT Project.

The O-D travel time analysis concludes that the ESFV IOS Metrolink Station Scenarios (2a and 2b) would mainly benefit regional travel in the following directions:

- Between Central LA and the Van Nuys Boulevard Corridor, where the southern segment of the ESFV LRT would be built
- Between Northern Los Angeles County and West San Fernando Valley
- Between Northern Los Angeles County and South San Fernando Valley
- Between Northern Los Angeles County and Van Nuys Boulevard Corridor

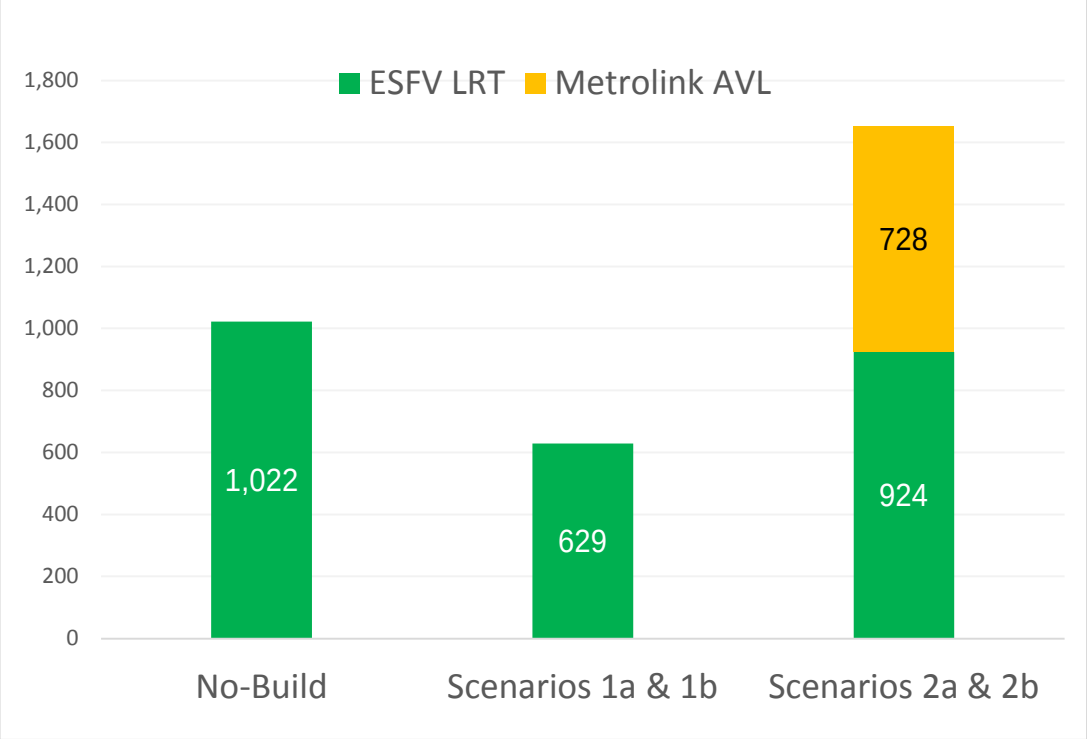
The Metrolink infill station at the Van Nuys Boulevard/San Fernando Road intersection would provide an easy transfer between the Metrolink service and the Metro ESFV LRT service, which saves travel time for transit riders.

4.2 RIDERSHIP FORECASTING

Under the ESFV IOS Metrolink Station Scenarios (2a and 2b), the Metrolink infill station along the AVL at the southeast corner at the intersection of Van Nuys Boulevard and San Fernando

Road is forecasted to generate daily boardings of approximately 730 on a typical weekday. The daily ridership at the Van Nuys/San Fernando ESFV LRT Station is forecasted to be around 920, an increase of about 300 from the Full-Build LRT Scenario and 180 more than the No-Build Scenario (see Chart 4-1).

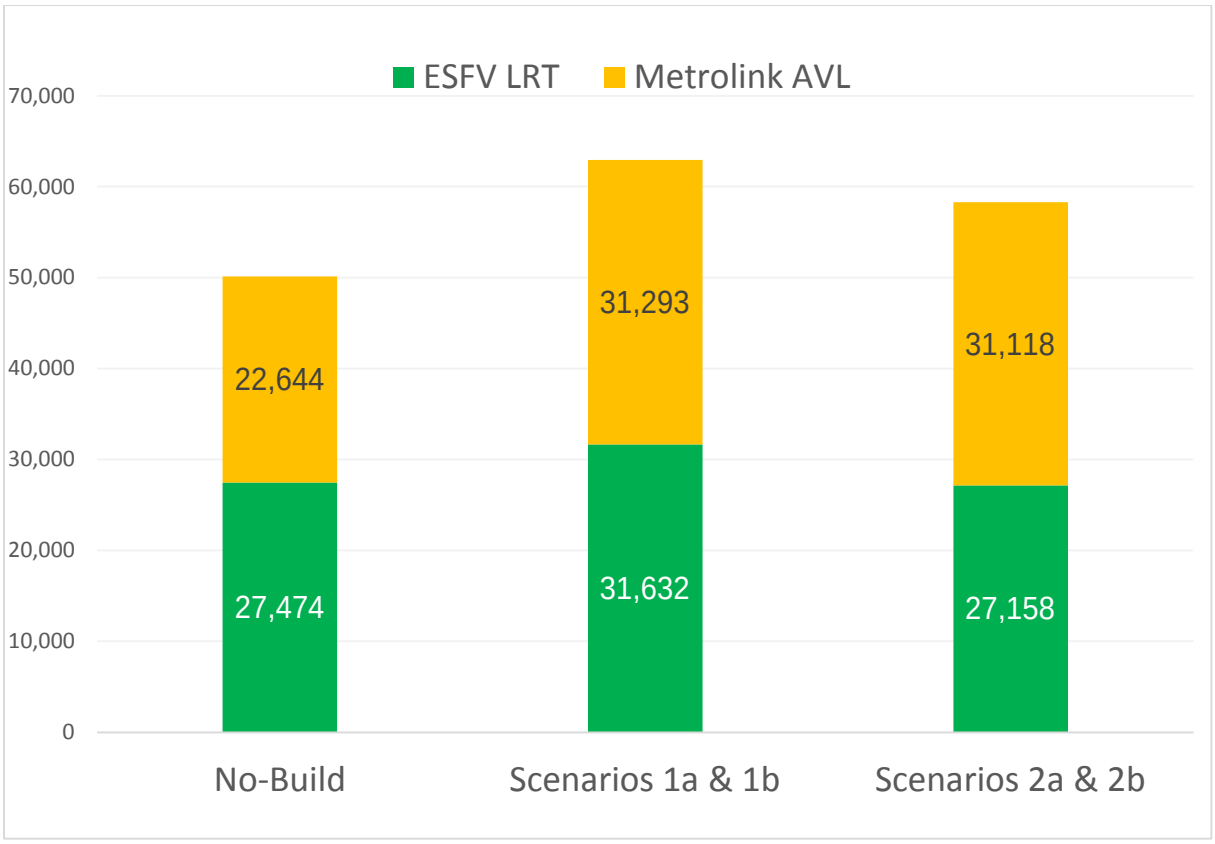
Chart 4-1: Estimated Future (2040) Typical Weekday Daily Ridership at Van Nuys/San Fernando



Under Scenarios 1a and 1b, the daily boarding on the ESFV LRT line is forecasted to be approximately 31,600, which is 4,150 more than the No-Build Scenario. However, the average boardings on the three stations in the northern segment would be approximately 1,600, which is much lower than the average boardings on the 11 stations in the southern segment, which is forecasted to be approximately 2,400. The forecasted ridership on the entire Metrolink AVL would increase to nearly 31,300 from approximately 22,600 in No-Build. This is mainly because of the enhanced service frequency of the AVL in the peak and off-peak periods.

The forecasted ridership on the entire ESFV LRT Line does not change much from No-Build to Scenarios 2a and 2b (see Chart 4-2). Although the infill Metrolink Station would connect the light rail line with AVL, the frequency enhancement would also make AVL more competitive against the ESFV LRT for some travel markets (e.g. between East San Fernando and Downtown Los Angeles). Therefore, the ridership on the ESFV LRT would not necessarily increase from No-Build to Scenarios 2a and 2b. The daily ridership for the entire AVL is estimated to be approximately 31,100 under Scenarios 2a and 2b.

Chart 4-2: Estimated Future (2040) Typical Weekday Daily Ridership on ESFV LRT and AVL



As summarized in Table 4-1, there would be a total of nearly 1,915,000 transit trips in the entire transit system in Southern California on a typical weekday in the No-Build Scenario. The total transit trips would increase to approximately 1,924,600 under Scenarios 1a and 1b, which would be about 9,600 new transit trips compared with the No-Build Scenario. Scenarios 2a and 2b would have approximately 6,500 new transit trips compared with the No-Build Scenario. These new transit trips would be shifted from driving or non-vehicular modes with enhanced transit services brought by the AVL and the ESFV LRT improvements.

Table 4-1: Systemwide Transit Trips Summary

Scenario	Total Transit Trips	New Transit Trips (compared with No-Build)
No-Build	1,914,986	-
Scenarios 1a and 1b	1,924,626	9,640
Scenarios 2a and 2b	1,921,507	6,521

4.3 QUALITY OF MULTI-MODAL CONNECTIVITY

The quality of multi-modal connectivity was evaluated by assessing each scenario's level of connectivity with transit services, the frequency of those services, and the type of services whether they provide regional or local connections. The quality of transfer conditions and impacts to surrounding existing bicycle lanes and facilities was also considered. A summary of this analysis is shown in Table 4-2.

Table 4-2: Transit & Multimodal Connectivity Summary

Criteria	No-Build	Scenario 1: Full-Build LRT		Scenario 2: ESV IOS Metrolink Station	
		1a: Partial Grade Separation	1b: Full Grade Separation	2a: With Island Platform	2b: With Side Platform
# of Connecting Services	18	23	23	19	19
Bus Connection Frequency (min) (peak/off-peak)	15 38	15 35	15 35	15 35	15 35
Impact to existing bike path along the Shared ROW	None	Impacted	Impacted	Impacted	Impacted
Quality of Transfer Conditions	No elevation changes	Fewer elevation changes	More elevation changes	No elevation changes	No elevation changes
Regional Connectivity (Metrolink connections)	VCL	VCL, AVL	VCL, AVL	VCL, AVL	VCL, AVL

Note: 1= top number=peak period, bottom number =off-peak period.

The No-Build Scenario would provide no transfer between the ESFV LRT and the Metrolink AVL. Under the Full-Build LRT Scenarios 1a and 1b, riders would be able to transfer between the ESFV LRT and the Metrolink AVL at the Sylmar/San Fernando Station. Scenario 1a would result in fewer elevation changes at the Maclay Station for passengers to access, however, there would be wider at-grade crossings with four tracks (two LRT and two AVL/UPRR) at the Maclay Avenue and Brand Boulevard crossings. In contrast, under Scenario 1b, passengers would need to go upstairs to access the Maclay Station while the at-grade crossings would be narrower with two AVL/UPRR tracks at the Maclay Avenue and Brand Boulevard crossings.

In the ESFV IOS scenarios (2a and 2b), a transfer could be made between the ESFV LRT and the Metrolink AVL at the Van Nuys Boulevard/San Fernando Road intersection. The total transfer walk time would be between two to four minutes, depending on whether the pedestrianwill encounter a green or red light at the intersection. Under Scenario 2a ESFV IOS Metrolink Station, Island Platform, riders would need to walk across one railroad track to access the location of the Metrolink infill station but would not be required to cross any LRT tracks (see Figure 4-1).

Under Scenario 2b ESFV IOS Metrolink Station, Side Platforms, riders would need to cross two railroad tracks if traveling northbound and zero railroad tracks if traveling southbound to reach the Metrolink station platform. Clear wayfinding would be needed to support riders in choosing the correct platform. This scenario would not require transit riders to cross any LRT tracks at the Van Nuys Boulevard/San Fernando Road intersection.

Figure 4-1: ESFV LRT Station at Van Nuys Blvd./San Fernando Rd. Intersection, Scenario 2a



Source: Mott MacDonald, 2024

5 IMPACT ANALYSIS

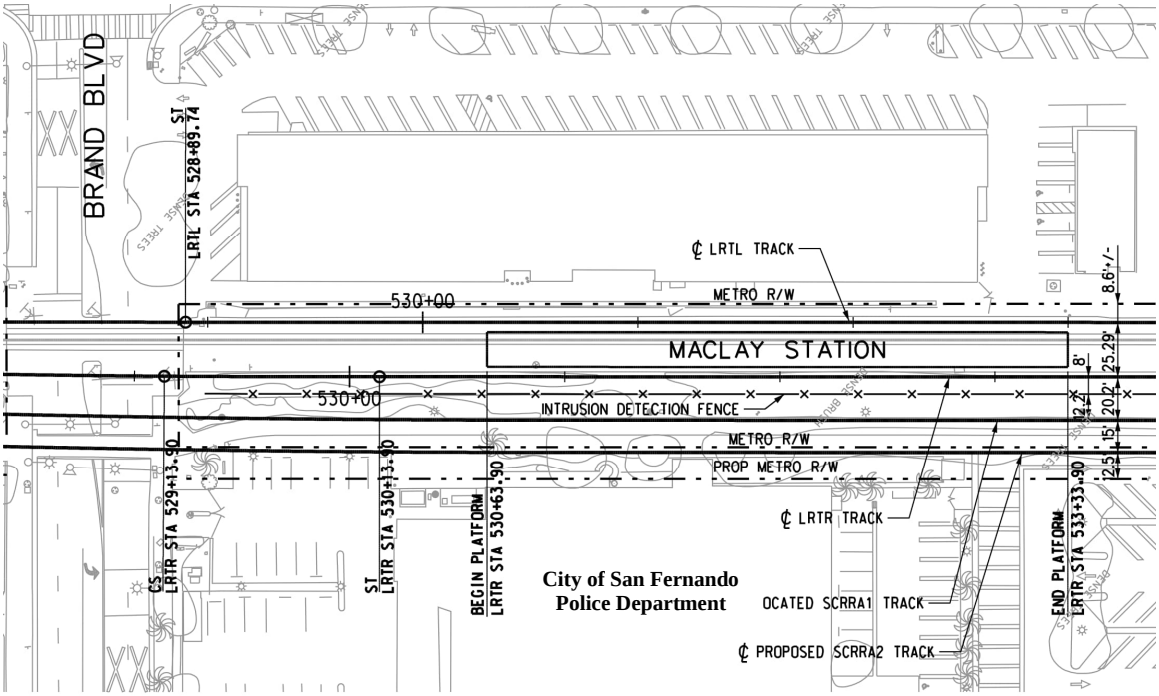
Five types of impacts were assessed for the Full-Build LRT and ESFV IOS Metrolink Station scenarios: right-of-way (ROW), utility, existing bicycle network, traffic, and parking.

5.1 RIGHT-OF-WAY (ROW) IMPACTS

The ROW impacts under Scenarios 1a and 1b would be mainly between Jessie/Wolfskill Street and Maclay Avenue, the narrowest portion of the shared ROW corridor. There would also be some ROW impacts on the parcels near the Hubbard Avenue crossing and the existing Sylmar/San Fernando Metrolink Station.

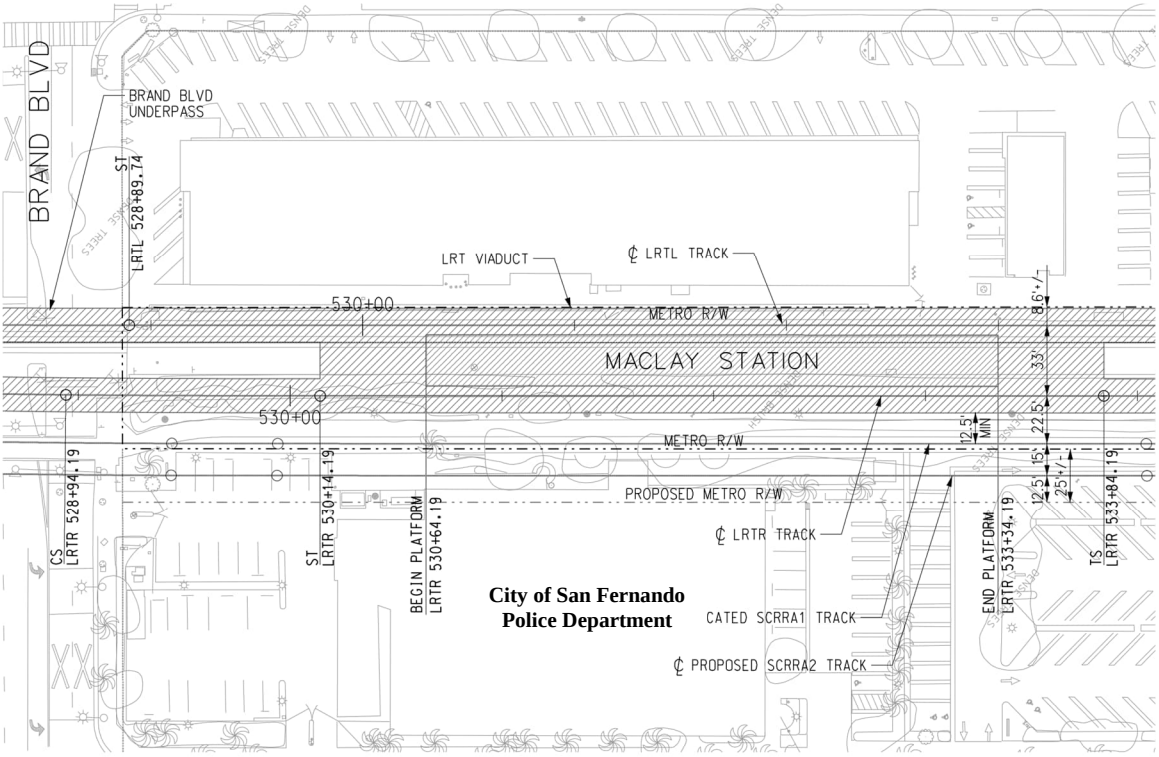
Specific to Scenario 1a, the second AVL/UPRR track would not impact the San Fernando Police Department as it would be 16.5 feet away from the west side of the police station. As shown in Figure 5-1, a partial easement would be required as the new ROW line would impact the parcel but not the building.

Figure 5-1: Permanent Right-of-Way (ROW) Impact at the City of San Fernando Police Department, Scenario 1a



Under Scenario 1b, the new ROW line would impact both the parcel and the building (see Figure 5-2). Therefore, it is assumed that a permanent full easement will be required, and the police station will need to be relocated.

Figure 5-2: Permanent Right-of-Way (ROW) Impact at the City of San Fernando Police Department, Scenario 1b



The shared railroad ROW corridor would be able to accommodate two AVL/UPRR tracks under Scenarios 2a and 2b, without any Metro or Metrolink design criteria deviations/exceptions. However, some partial ROW take would be required for the relocated and new gate arms and signal equipment. Specific to Scenario 2b partial ROW takes would occur between Van Nuys Boulevard and Pierce Street to accommodate the new track and the two side platforms of the proposed infill station unless Metrolink design criteria deviations/exceptions are granted.

The permanent ROW impacts for the four Scenarios are summarized in Table 5-1. Scenario 1a would have the most partial parcel takes whereas Scenario 1b would have the most full parcel takes. Scenario 2a would have the least permanent ROW impacts among all the build scenarios.

Table 5-1: Permanent Right-of-Way (ROW) Impacts Summary

Scenario	Impacted Number of Parcels		Main Impacted Areas
	Full Take	Partial Take	
No-Build Scenario	0	0	None.
Scenario 1a	3	15	East of the shared ROW corridor between Jessie/Wolfskill St and Maclay Ave; Hubbard Crossing and Station Area.
Scenario 1b	6	10	East of the shared ROW corridor between Jessie/Wolfskill St and Maclay Ave; Hubbard Crossing and Station Area;
Scenario 2a	0	6	Corner parcels at crossings to accommodate new gate arms/signal equipment.
Scenario 2b	0	13	Corner parcels at crossings to accommodate new gate arms/signal equipment; East of the Shared ROW corridor between Van Nuys Boulevard and Pierce Street

5.2 UTILITY IMPACTS

In all the study scenarios, most of the existing wet and dry facilities may be protected including pipe encasement for the sanitary sewer lines with a few facilities needing further depth confirmation. In Scenarios 1a and 1b, most of the oil pipelines ranging from 8-36 inches in diameter will need to be relocated by their owner either prior to construction or during construction. This is a major and costly utility impact. In addition to the oil pipelines, under Scenario 1b, various telecommunication facilities would need to be removed and relocated.

5.3 IMPACTS ON THE EXISTING BICYCLE NETWORK

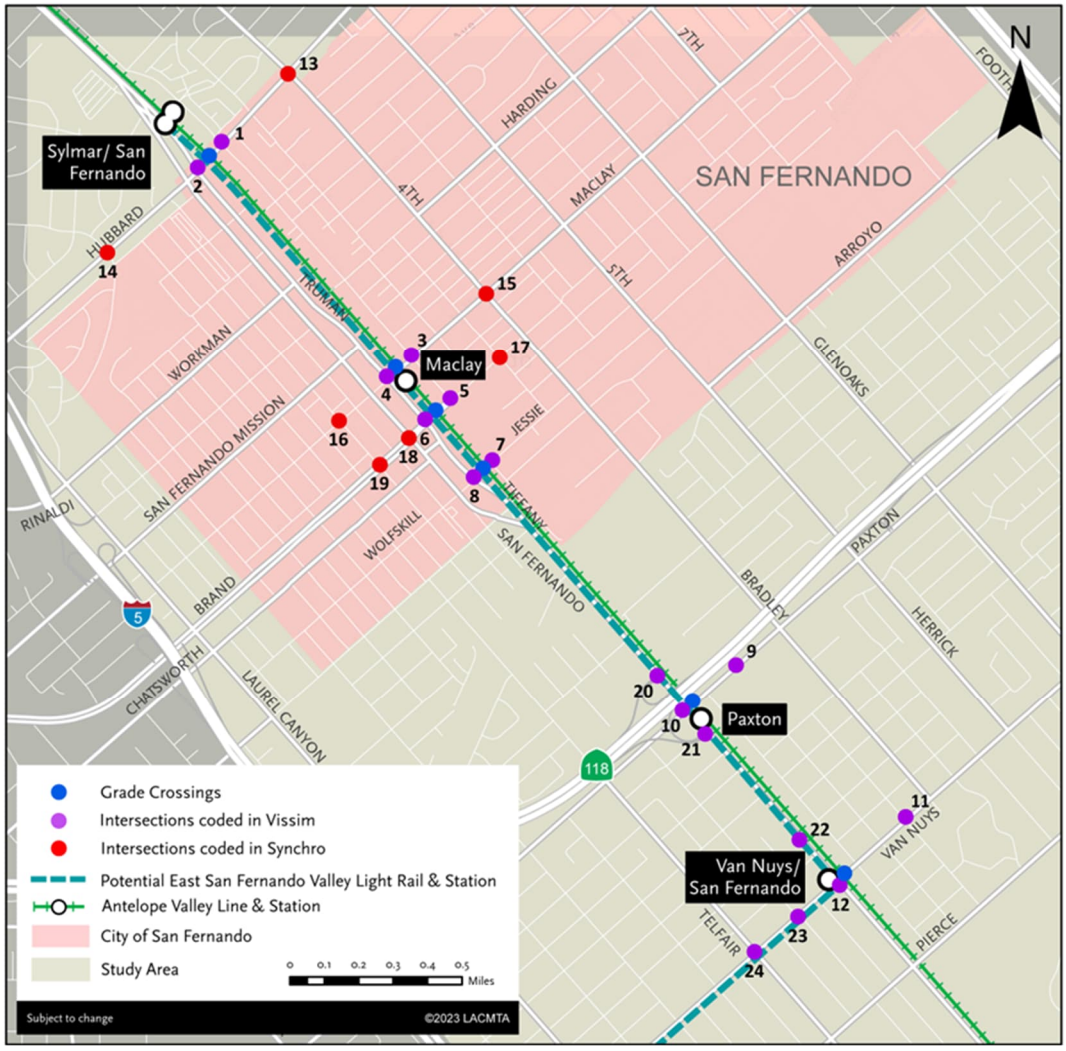
Scenarios 1a and 1b would have the greatest impact to existing bicycle networks in which the relocation of most of the Mission City Trail and the San Fernando Road Bike Path around the Hubbard Station would be needed.

Scenario 2a would have some impacts to the San Fernando Road Bike Path at Sylmar Metrolink Station for localized improvements while Scenario 2b would impact the San Fernando Road Bike Path around the Hubbard Station and the new infill Metrolink Station, as well as some stretches of the Mission City Trail.

5.4 TRAFFIC IMPACTS

A total of 24 study intersections along the study corridor are included in the traffic operational analysis. The locations of these intersections are shown in Figure 5-3.

Figure 5-3: Study Intersections for Traffic Operational Analysis



Source: Mott MacDonald, 2024

The level of service (LOS) values for the study intersections under the study scenarios are summarized in Table 5-2.

Table 5-2: Future Year 2040 Peak Hour Intersection LOS Summary

#	Intersection	No-Build		Scenario 1a		Scenario 1b		Scenario 2a		Scenario 2b	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1	Hubbard Ave & First St/Frank Modugno Dr	**E**	**E**	**F**	**F**	**E**	**E**	**E**	**E**	**E**	**E**
2	Hubbard Ave & Truman St	D	**E**	**F**	**F**	D	**E**	D	**E**	D	**E**
3	Maclay Ave & First St	**E**	C	**F**	**F**	**E**	C	**E**	C	**E**	C
4	Maclay Ave & Truman St	D	**E**	**F**	**F**	D	**E**	D	**E**	D	**E**
5	Brand Blvd & First St	B	B	D	**E**	B	B	B	B	B	B
6	Brand Blvd & Truman St	D	D	**F**	**F**	D	D	D	D	D	D
7	Jessie/Wolfskill St. & First St	**F**	**F**	**E**	**F**	**F**	**F**	**F**	**F**	**F**	**F**
8	Wolfskill St & Truman St	B	B	D	D	B	B	B	B	B	B
9	Paxton St & Plaza Pacoima Dr	D	**E**	**E**	**F**	D	**E**	D	**E**	D	**E**
10	Paxton St & San Fernando Rd	**E**	**E**	**F**	**F**	**F**	**F**	**E**	**E**	**E**	**E**
11	Van Nuys Blvd & Pala Ave	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**
12	Van Nuys Blvd & San Fernando Rd	**E**	**E**	**F**	**F**	**E**	**E**	**E**	**E**	**E**	**E**
13	Hubbard Ave & Fourth St	B	B	B	B	B	B	B	B	B	B
14	Hubbard Ave & Envoy St/Jackson Ave	B	A	B	A	B	A	B	A	B	A
15	Maclay Ave & Fourth St	C	D	C	B	C	D	C	D	C	D
16	Maclay Ave & Pico St	B	B	B	B	B	B	B	B	B	B
17	Brand Ave & Third St	B	B	B	B	B	B	B	B	B	B
18	Brand Ave & San Fernando Rd	A	B	A	B	A	B	A	B	A	B
19	Brand Ave & Pico St	B	B	B	B	B	B	B	B	B	B
20	San Fernando Rd & SR-118 WB on-off Ramp	D	D	**E**	D	D	D	D	D	D	D
21	San Fernando Rd & SR-118 EB on-off Ramp	B	D	**F**	**F**	B	D	B	D	B	D
22	San Fernando Rd & Pinney St	D	**F**	**F**	**F**	D	**F**	D	**F**	D	**F**
23A	Van Nuys Blvd & El Dorado St - North	A	A	A	A	A	A	A	A	A	A
23B	Van Nuys Blvd & El Dorado St - South	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**
24A	Van Nuys Blvd & Telfair Ave - North	A	A	A	A	A	A	A	A	A	A
24B	Van Nuys Blvd & Telfair Ave - South	F	F	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**

Under Scenario 1a, the number of trains through the six at-grade crossings would increase to 25 in both directions during the AM and PM peak hours, including 20 LRT trains, four AVL trains, and one freight train. The intensive gate-down activities would cause significant disruption to the traffic flows at the crossing and other nearby streets. Half (12) of the 24 study intersections are projected to operate at a LOS value of F during both peak hours. Two intersections would operate at LOS values of F during either the AM or PM peak hour and an additional two intersections would operate at LOS value E during either the AM or PM peak hour.

Scenario 2a and 2b would have seven intersections operating at LOS values of E during one or both peak hours. Five intersections are estimated to operate at a LOS value of F during either the AM or PM peak hour. The traffic operations at the six crossings and the nearby intersections would only be disrupted by the AVL trains running through the shared ROW corridor.

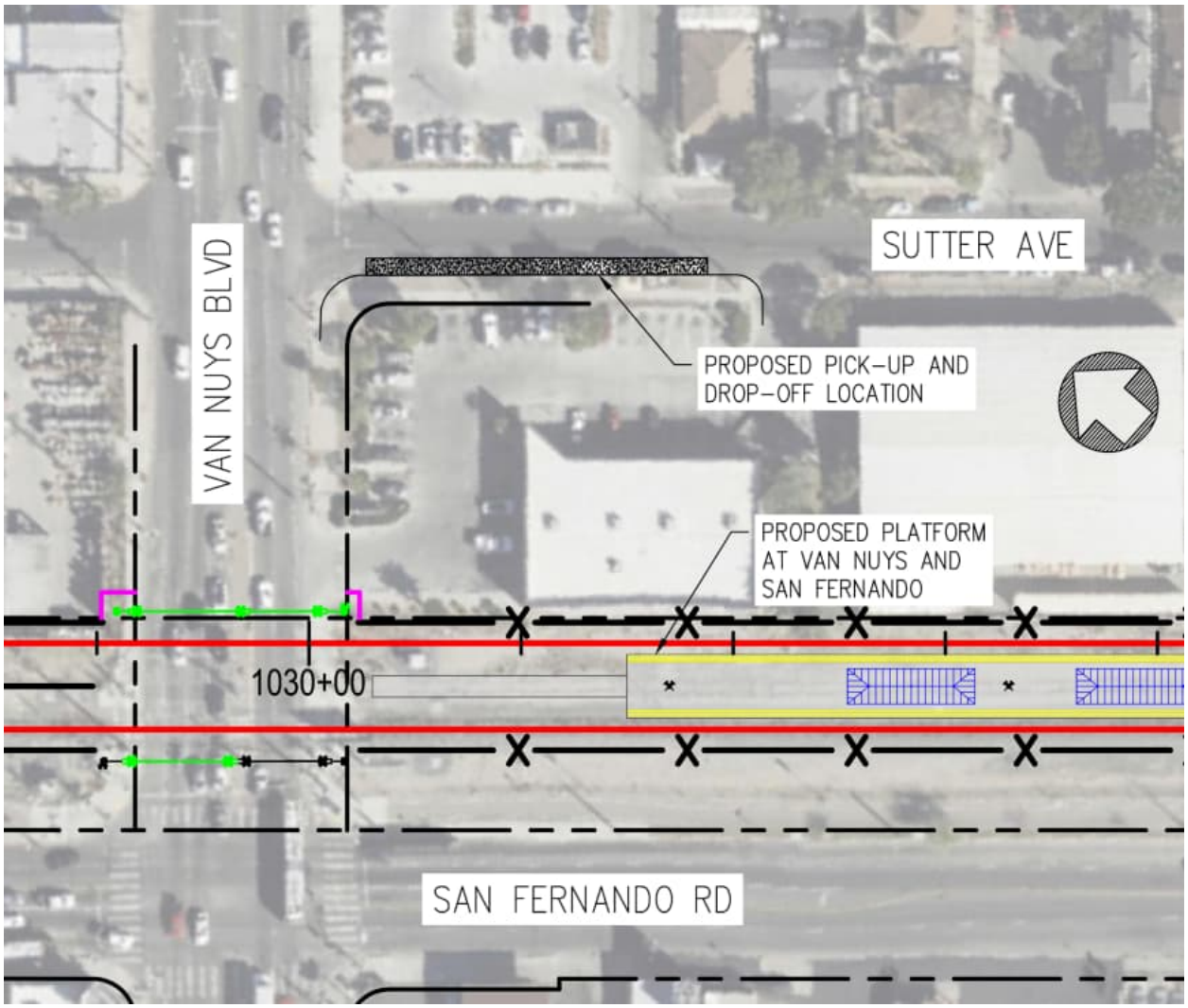
Under Scenario 1b Full-Build LRT Full Grade Separation Option, the traffic operational conditions for most study intersections would be similar to those under the ESFV IOS scenarios. This is because all the crossings would be grade-separated and the traffic operations would only be disrupted by the gate down activities when the four AVL trains and the one freight train approach the crossings during the peak hour, but not by the ESFV LRT trains. The lane geometry for intersection #10 - Paxton Street & San Fernando Road would be different. The northbound approach would have four lanes under the ESFV IOS scenarios and three lanes under Scenario 1b. In this case, this intersection would more likely operate at LOS F during the peak hours (as under Scenario 1a) instead of LOS E (as under the ESFV IOS scenarios).

5.5 PARKING IMPACTS

The No-Build Scenario would not have any parking impacts. Scenarios 1a and Scenario 1b would not impact any on-street parking along the study corridor. However, the Sylmar/San Fernando Metrolink Station adjacent to the new LRT station would require relocating nearly 20 accessible parking spaces. The total number of available parking spaces at the parking lot might be reduced after restriping the parking lot. Scenario 2a would not require the removal of accessible parking spaces at the Sylmar/San Fernando Metrolink Station. This differs from Scenario 2b which would require relocation of nearly 20 accessible parking spaces in the parking lot.

Under Scenarios 2a and 2b, up to eight on-street parking spaces on Sutter Street may be lost to provide a pickup and drop-off area for the new Metrolink infill station that would be added at the southeast corner of Van Nuys/San Fernando (see Figure 5-4). The No-Build Scenario, Scenarios 1a, and Scenario 1b would not have the Metrolink infill Station and therefore would not incur any parking impacts on Sutter Street.

Figure 5-4: Proposed Passenger Pick-Up and Drop-Off for Scenarios 2a and 2b



6 COST ESTIMATES

Planning-level capital cost estimates and Operations and Maintenance (O&M) costs were developed for all the study scenarios.

6.1 CAPITAL COST

The capital cost estimating methodology complies with the Federal Transit Administration (FTA) Standard Cost Categories (SCC) for major capital projects. This cost estimate was developed in a spreadsheet format that presents construction cost items and unit quantities which were sorted according to individual line items based on FTA SCC categories. To estimate project capital cost quantities, a breakdown of the 5% conceptual design elements was performed.

The cost estimate was developed using multiple resources, derived from historical bid data, price books, supplier quotes, completed projects, and information obtained from similar projects along the West Coast. In some cases, pricing was compared to other LA Metro projects. Unit prices used for this estimate are in current year dollars (Q4 2023) when the estimate was initially prepared. In addition to this, the estimator's professional judgment was used to allow for the specific type, location, size, and complexity. Unit prices were applied to the unit quantities identified for each cost item to produce an overall unit price for each element.

At this level of design, the level of confidence for cost estimate is an American Association of Cost Engineers (AACE) Class 5. The AACE guidance for the low range of a Class 5 estimate is -20% to -50%. The high range of a Class 5 estimate is recommended to be +30% to +100%. +50% was chosen for this estimate. Estimator opinion was used to create a static upper and lower limit. The 30% lower limit was chosen for the rare case of contingency being over-applied. On the high side, 50% was chosen because the confidence is there that the cost shouldn't double but based on material and labor trends cost could be 50% higher than the current estimate.

Contingencies have been applied to the cost estimates. After a discussion with Metro's capital cost estimation group, it was determined that the percentage values of hard construction cost used in this estimate are:

- 40 percent on FTA SCC categories 10 through 50 and 80
- 50 percent for FTA SCC categories 60
- 16 percent for FTA SCC categories 70
- 33 percent for professional service
- 10 percent for unallocated contingency

Table 6-1 summarizes the capital cost estimate ranges in 2023 dollars without escalation. The capital cost of Scenario 1a, Full-Build LRT Partial Grade Separation is estimated to be approximately $432 million to $926 million in 2023 dollars. Scenario 1b, Full-Build LRT Full Grade Separation is estimated to have the highest capital cost among all the proposed transit options at $561 million to $1.20 billion in 2023 dollars.

The capital cost for Scenario 2a, ESFV IOS Island Platform Metrolink Station is estimated to be approximately $71 to $153 million in 2023 dollars. The capital cost of Scenario 2b, ESFV IOS with Side Platforms Metrolink Station is estimated to be about 28.3 percent higher than that of Scenario 2a at $92 to $196 million. Whereas the No-Build scenario would incur zero capital costs because there would not be any capital improvements.

Table 6-1: Capital Cost Estimate Summary ($ millions) in 2023 Dollars

AACE Class 5 Estimate Cost Ranges	No-Build Scenario	Scenario 1: Full-Build LRT		Scenario 2: ESFV IOS Metrolink Station at Van Nuys Blvd/San Fernando Rd	
	Single Metrolink track without new infill Metrolink station	1a: Partial Grade Separation	1b: Full Grade Separation	2a: Island Platform	2b: Side Platforms
Low Range (AACE: -20% to -50%) assumed -30%	$0	$432	$561	$71	$92
Class 5, 100% - Estimate of Probable Cost	$0	$618	$801	$102	$131
High Range (AACE: +30% to +100%) assumed +50%	$0	$926	$1,202	$153	$196

This cost estimate is validated in 2023 dollars, but total project costs have been presented in the base year and escalated to the proposed year of expenditure, 2038, the estimated midpoint of the construction. The actual anticipated start date has yet to be decided. To estimate the capital cost in the future year 2038, Engineering News-Record (ENR) Construction Cost Index (CCI) data nationwide average from 2013 to 2023 was compiled. The average rate (2013 to 2023) is 3.41 percent so it was decided to use 3.5 percent as a round number.

Table 6-2 summarizes the capital cost estimate ranges escalated to 2038 dollars. The highest cost for a scenario alternative belongs to Scenario 1b with a high range cost estimated to exceed $2 billion in 2038 dollars. This is significantly different from Scenario 2a in which high-cost range is estimated to be $256 million in 2038 dollars.

Table 6-2: Escalated Capital Cost Estimate Summary ($ millions) in 2038 Dollars

AACE Class 5 Estimate Cost Ranges	No-Build Scenario	Scenario 1: Full-Build LRT		Scenario 2: ESFV IOS Metrolink Station at Van Nuys Blvd/San Fernando Rd	
	Single track without new infill Metrolink station	1a: Partial Grade Separation	1b: Full Grade Separation	2a: Island Platform	2b: Side Platforms
Low Range (AACE: -20% to -50%) assumed -30%	$0	$724	$940	$120	$154
Class 5, 100% - Estimate of Probable Cost	$0	$1,035	$1,343	$171	$219
High Range (AACE: +30% to +100%) assumed +50%	$0	$1,552	$2,014	$256	$329

Table 6-3 summarizes the cost-effectiveness of all the build scenarios. Cost-effectiveness measures the incremental capital cost per new project trip compared with the No-Build scenario. Scenario 2a is estimated to have the best cost-effectiveness: the capital cost for each projected trip would be approximately $26.2 thousand in 2038 dollars. Scenario 1b would have the worst cost-effectiveness with $139.3 thousand per project trip.

Table 6-3: Cost-effectiveness (2038 dollars, millions)

Scenario	Incremental Capital Cost* Range in 2038 US Dollars (millions)	New Transit Trips**	Incremental Capital Cost per New Transit Trip (thousands)
1a: Full-Build LRT Partial Grade Separation	$1,034.5	9,640	$107
1b: Full-Build LRT Full Grade Separation	$1,342.5	9,640	$139
2a: ESFV IOS Metrolink Station, Island Platform	$170.9	6,521	$26
2b: ESFV IOS Metrolink Station, Side Platforms	$219.3	6,521	$34

Note*: The capital cost of each build scenario minus the capital cost of the No-Build Scenario, which is zero in this case
Note**: The number of transit trips in each build scenario minus the number of transit trips in the No-Build Scenario

6.2 OPERATIONS AND MAINTENANCE (O&M) COST

Data on Operations and Maintenance (O&M) costs for Metro LRT and Metrolink services were collected to develop a typical unit cost for each type of service. The primary data source for O&M costs is the National Transit Database (NTD), which collects information on the financial, operating, and asset conditions of transit systems.

To develop the O&M cost estimates, either the operating cost per vehicle revenue hour or cost per revenue mile could be used. Vehicle operations costs are typically linked with costs per revenue hour since vehicle maintenance is approximately proportional to how many hours vehicles are running. Vehicle maintenance costs are often linked with costs per revenue mile since vehicle maintenance is approximately proportional to how many miles the vehicles operate. For this study, costs were calculated using the unit cost per vehicle revenue hour to focus on the changes in operational parameters between each scenario.

The LRT service is based on operations for 21 hours per day, with seven of those hours operating peak period service headways (6 minutes) and 14 hours operating off-peak service headways (12 minutes) on weekdays. Peak period LRT trains would be comprised of 3-car sets and off-peak period LRT trains would be comprised of 2-car sets. The LRT weekend and holiday service is assumed to operate for 21 hours with 12 minutes headway throughout the day. Each LRT train would be composed of 2-car sets.

The No-Build Scenario assumes similar to the existing Metrolink AVL service on the single-tracked corridor. Future Metrolink AVL service is based on SCORE operations with 30-minute bidirectional service providing 36 round trips per weekday and current levels of weekend service with 12 round trips. Each train is comprised of one locomotive plus three coach cars for all trips.

For each scenario, it was assumed that of the 365 days per year, 255 of those days are weekdays and 110 days are weekend days or holidays.

A summary of the estimated O&M costs in 2022 dollars is shown in Table 6-4. The No-Build Scenario is estimated to have the lowest O&M Cost at approximately 73.9 million in 2022 dollars. Scenarios 1a and 1b are the costliest scenarios to operate due to providing the highest number of trains and thus the highest total annual revenue hours of service. The annual O&M cost is estimated to be approximately $90.5 million in 2022 dollars. The annual O&M cost for Scenarios 2a and 2b is estimated to be approximately $81.6 million in 2022 dollars.

Table 6-4: Annual O&M Cost Estimates by Scenario (2022 dollars, millions)

Scenario	LRT	Metrolink	Total
No-Build Scenario	$66.5	$7.4	$73.9
Scenario 1a	$77.1	$13.4	$90.5
Scenario 1b	$77.1	$13.4	$90.5
Scenario 2a	$66.5	$15.1	$81.6
Scenario 2b	$66.5	$15.1	$81.6

The costs developed in this study originate from 2022 unit costs and are initially presented in 2022 US dollars. Similar to the capital cost estimating methodology, an annual escalation rate of 3.5 percent was used to determine operating costs for 2040, the year of planned operations. The future year defined for the ESFVTC project under the environmental clearance phase was 2040. This annual growth rate was applied with compounding for 18 years to escalate costs from 2022 to 2040 dollars.

A summary of the O&M costs broken down by study scenario in 2040 dollars is shown in Table 6-5. The annual O&M cost for the No-Build Scenario is estimated to be approximately $137.3 million in 2040 dollars. The annual O&M cost for Scenarios 1a and 1b is estimated to be approximately $168.2 million in 2040 dollars. The annual O&M cost for Scenarios 2a and 2b are estimated to be approximately $151.6 million in 2040 dollars.

Table 6-5: Annual O&M Cost Estimates by Scenario (2040 dollars, millions)

Scenario	LRT	Metrolink	Total
No-Build Scenario	$123.5	$13.8	$137.3
Scenario 1a	$143.3	$24.9	$168.2
Scenario 1b	$143.3	$24.9	$168.2
Scenario 2a	$123.5	$28.1	$151.6
Scenario 2b	$123.5	$28.1	$151.6

7 ALTERNATIVE EVALUATION

The study scenarios were evaluated for transportation system benefits, operational compatibility, multi-modal connectivity, cost to build and operate, as well as impacts on ROW, utility, traffic, and parking.

7.1 EVALUATION CRITERIA AND PERFORMANCE MEASURES

Each scenario will be quantitatively and qualitatively evaluated against 19 criteria within the categories on a points system, with the more favorable scenarios receiving the most points. The following subsections describe how each scenario will be evaluated against the eight categories. The 19 criteria are shown in Table 7-1.

Table 7-1: Evaluation Criteria

No.	Category	Criteria	Score Range
1	Integration of Operations	Does the scenario preclude future freight or regional rail expansion?	0-1
2	Transit and Multimodal Connectivity	How many transit services does this scenario connect with?	0-2
3		What are the median peak and off-peak frequencies of connecting transit services?	Not Scored
4		Does the scenario impact the existing bike network?	0-2
5		What is the quality of the transfer conditions at the LRT/AVL stations based on the safety and comfort aspects of the surrounding walking environment and bicycle amenities?	0-2
6		Does the scenario enhance regional connectivity?	0-1
7	Safety	How many at-grade railway tracks do pedestrians need to walk across?	0-2
8		Is there an adequate storage length for gate spillback queuing?	0-1
9		Is there an adequate storage length for influence zone queuing?	0-1
10	Travel Time Savings and Ridership	Which scenario has the lowest median travel time of the representative O-D pairs?	0-2
11		Which scenario has the highest typical weekday ESFV LRT ridership for 2040?	0-2
12		Which scenario has the highest per ESFV LRT station ridership forecasted for 2040?	0-2
13		Which scenario has the highest typical weekday AVL ridership for 2040?	0-2
14		Which scenario has the highest systemwide total linked trips in Southern California?	0-2
15		Which scenario has the highest user benefits in hours on a typical weekday?	0-2
16	Capital and O&M Costs	Which scenario has the lowest capital cost estimate?	0-4

No.	Category	Criteria	Score Range
17		Which scenario has the lowest O&M cost estimate?	0-2
18	ROW Impacts	Which scenario has the least ROW impacts?	0-4
19	Traffic and Parking Considerations	In 2040, what will be the peak hour traffic operational conditions at key intersections in the study corridor?	0-2
20		Does the scenario impact the existing parking supply?	0-2
21	Equity Considerations	How many people living in EFC[1] tracts would benefit from a new LRT station within a 1/2-mile radius?	0-1

Note: [1]EFC = Equity Focus Communities

7.2 EVALUATION RESULTS

Based on the analysis, the top-performing scenario has been identified as Scenario 2a ESFV IOS Metrolink Station with an island platform. Scenario 2a provided competitive connectivity and ridership benefits when compared to the other scenarios, with lower estimated costs and impacts to ROW and future traffic volumes. The No-Build scenario would have no proposed changes to existing traffic patterns or ROW, but provided the least potential benefits to transit riders. Both Scenarios 1a and 1b received the lowest scores among all scenarios. While an extended ESFV LRT to Sylmar could reach more transit riders, the forecasted benefits in ridership and new transit trips added are comparable to other lower-cost scenarios.

The scoring calculated from the previous sections' criteria is summarized in Table 7-2.

[1] Equity Focused Community

Table 7-2: Summary of Scenario Scoring by Category

Category	No-Build	Scenario 1: Full-Build LRT		Scenario 2: ESFV IOS	
		1a: Partial Grade Separation	1b: Full Grade Separation	2a: Island Platform Metrolink Station	2b: Side Platforms Metrolink Station
1. Integration of Operations	1	0	0	1	1
2. Transit and Multimodal Connectivity	4	3	3	4	4
3. Safety	3	0	3	2	2
4. Travel time Savings and Ridership	2	10	10	8	8
5. Capital and O&M Costs	6	1	0	4	3
6. Right-of-Way (ROW) Impacts	4	1	0	3	2
8. Traffic and Parking Considerations	4	0	1	3	2
9. Equity Considerations	0	1	1	0	0
Results	24	16	18	25	22

Notes: Category 7: Stakeholder preferences were not included in this table. The input provided by the City of San Fernando and SCRAA/Metrolink will not be scored as part of this analysis but is documented for further consideration.

8 INSTITUTIONAL STAKEHOLDER ENGAGEMENT

Stakeholders play a crucial role in this study as they provide diverse perspectives on the community, inform decision-makers, and gather future community support for the implementation of the preferred alternative. As this study is an extension of the ESFVTC Project, currently under construction, the stakeholders and communities were already involved in the previous planning study, conceptual engineering, and environmental clearance process. Therefore, Metro was fortunate to be working with stakeholders who are well-informed and have desires on how they would like to influence a future extension or connection to the ESFVTC Project.

The 2.5 miles of the shared ROW corridor directly links with three key stakeholders that were included in this study. This includes the City of Los Angeles (neighborhoods of Pacoima and Sylmar), the City of San Fernando, and Southern California Regional Rail Authority (SCRRA) which operates the Metrolink regional rail service. The following meetings and touchpoints were conducted to encourage interaction and input from these stakeholders:

- Southern California Regional Rail Authority (Metrolink)
  - April 2022 – Study kick-off meeting
  - August 2022 – Shared the Metro Milestone 1 analysis results
  - March 2023 – Refined the study scenarios for Milestone 2
  - February 2024 – Scenario refinement and results of grade crossing analysis
- City of San Fernando
  - May 2022 – Study kick-off and seek inputs on data collection and grade crossing analysis methodologies
  - July 2022 – Presented study overview to the City Council
  - September 2022 – Presented design plans to City staff
  - January 2023 – Presented the Metro Grade Crossing Analysis Milestone 1 and Metrolink Grade Crossing Analysis Step 1; sought input for circulation plan study intersections
  - February 2024 – Scenario refinement and results grade crossing analysis
- City of Los Angeles
  - February 2023 – Presented the Metro Grade Crossing Analysis Milestone 1 and Metrolink Grade Crossing Analysis Step 1; sought input for circulation plan study intersections
  - August 2023 – Presented study overview to Council District 7

Inputs from these stakeholder meetings allowed for refinements to various outputs of the study. Examples of these refinements included expanding the location and number of traffic counts, refinement of scenarios studied to meet the existing status with the ESFVTC project, and inclusion of two LRT grade separation alternative scenarios.

9 MAJOR FINDINGS

9.1 SUMMARY OF MAJOR FINDINGS OF THE STUDY SCENARIOS

The major findings of studying the four proposed scenarios are summarized as follows:

- All the study scenarios except for the No-Build scenario assume the completion of the SCRRA double track between Van Nuys Boulevard and Metrolink Sylmar/San Fernando Station. The double tracking would support the safe operation of the AVL to improve to 30 minutes in both directions throughout the day. The design of the second track will minimize impacts on the existing single track. An infill Metrolink Station would be built near the intersection of Van Nuys Boulevard and San Fernando Road under Scenarios 2a and 2b.
- In Scenario 1a, the Full-Build LRT – Partial Grade Separation, the Paxton Street crossing is where the LRT tracks need to be grade separated. Therefore, a partial grade separation option with an underpass at the Paxton Street crossing is defined.
- In Scenario 1b, the Full-Build LRT – Full Grade Separation, the LRT tracks would be grade separated at all six grade crossings. The two AVL/UPRR tracks would remain at grade in both options.
- Scenario 1a would have the worst traffic operational conditions due to the frequent gate down activities by as many as 25 LRT, AVL, and freight trains during peak hours.
- Scenario 1b would have better and similar traffic operational conditions as Scenarios 2a and 2b because there would be only up to five AVL and freight trains per hour running through the shared ROW corridor. Both Scenario 1a and 1b would be significantly more expensive to build than Scenario 2a and Scenario 2b. The capital cost range for the two IOS scenarios would be between $120 to $329 million in 2038 dollars and the cost range for the two Full-Build LRT scenarios would be between $724 million to $2 billion to construct. Whereas the No-Build Scenario is not expected to incur any capital costs.
- Scenarios 1a and 1b would add approximately 4,800 boardings to the ESFV LRT on a typical weekday. However, the estimated average daily boardings on the three new stations in the San Fernando Road shared ROW corridor would be 1,600, which is much lower than the estimated 2,400 average daily boardings on the 11 stations along Van Nuys Boulevard.
- The average capital cost in 2038 dollars to generate each new transit trip going to or from San Fernando Valley is estimated to be $107 to $139 thousand for Scenarios 1a and 1b, $26.2 thousand for Scenario 2a, and $33.6 thousand for Scenario 2b.
- Scenarios 1a and 1b would have significantly more ROW impacts than Scenario 2a and 2b, mainly east of the shared ROW corridor between Jessie/Wolfskill St and Maclay Ave, which is the narrowest stretch of the shared ROW corridor. Furthermore, Scenario 1b would most likely have a full take of the parcel currently occupied by the City of San Fernando Police Department.
- In Scenarios 1a and 1b, most of the oil pipeline ranging from 8” to 36” in diameter will need to be relocated by its owner either prior to construction or during construction. This is a major and costly utility impact.

- Scenarios 1a and 1b would have a greater impact to existing bike infrastructure networks where the realignment or relocation of most of the Mission City Trail would be needed.
- Scenario 2b would have similar benefits as Scenario 2a in terms of providing a transfer between AVL and ESFV LRT and saving travel time for long-distance riders going to and from East San Fernando Valley. However, the capital cost and ROW impacts of Scenario 2b would be much more than Scenario 2a.



March – July 2025

Outreach Summary Report

Prepared by

Metro

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Appendix A – Pop-up events

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Appendix E– Public Participation and Comments

I. Overview

In December 2020, the Metro Board approved the Final Environmental Impact Statement (FEIS) and Final Environmental Impact Report (FEIR) for the East San Fernando Valley Light Rail Transit (ESFV LRT) project. This milestone advanced construction on the southern 6.7-mile stretch along Van Nuys Boulevard, while highlighting the need for further evaluation of the northern 2.5-mile segment that runs along the Antelope Valley Line (AVL) shared right-of-way (ROW). Concerns raised by the City of San Fernando, the Southern California Regional Rail Authority (Metrolink), and other key stakeholders prompted Metro to launch additional studies. These studies focus on issues related to safety, traffic, noise, and operational impacts within the shared ROW. The analysis is particularly important given upcoming projects like the Brighton to Roxford Double-Track and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, both of which are expected to increase train frequency and activity in the corridor.

The East San Fernando Valley Shared ROW Study (Study) is evaluating rail transit alternatives that provide additional service to the communities of Pacoima and Sylmar and the City of San Fernando along the 2.5-mile route. The alternatives (scenarios) under consideration include:

- **Light Rail Extension:** extending light rail service along the existing Metrolink railroad ROW with three (3) stations at Paxton, Maclay and Sylmar/San Fernando.
- **New Pacoima Metrolink Station:** adding a new Metrolink rail station at Van Nuys/San Fernando Rd, including a Mobility Hub. This hub is a convenient location where different types of transportation— like buses, trains, bikes, and ride-shares—come together to make it easier and more comfortable for people to get where they need to go. It would facilitate transfers for riders to connect from Metro's ESFV LRT to Metrolink.

The study also considers a range of mitigation strategies—such as grade separations—to address identified safety and operational issues.

II. Outreach Approach

The outreach team, in coordination with Metro, developed an equitable outreach program to provide many opportunities for the community to engage in this Study. Given that the Study area falls under Equity Focus Communities (EFC) in the City of San Fernando and communities of Pacoima and Sylmar, it was important to create a range of formats where the community felt comfortable to participate. The team implemented an outreach approach that included traditional tools to engage the community, grassroots methods, and digital tools to reach the communities in this Study. A sizable portion of the community members along this corridor primarily speak Spanish with notable concentrations in key areas such as the City of San Fernando, where 78% of residents identify Spanish as their primary language, Pacoima at 76%, and Sylmar at 46%. As such, the outreach team implemented an English/Spanish bilingual program and ensured all project information was in Spanish and that Spanish speaking staff was available at all community activities. Additionally, a Spanish simultaneous interpreter was available at the community meetings.

The goal was to attain maximum public participation by optimizing access to engagement through the removal of barriers and the support of strategic local community partners. The outreach team and Metro received support in publicly sharing project information from local community groups, like Pacoima Beautiful and Metro's East San Fernando Valley Light Rail Transit (LRT) Community Leadership Council (CLC) which was formed to promote, foster, and advance community-based dialogue and opportunities arising from the project.

To maximize public participation and reduce barriers to engagement, the outreach team implemented a robust notification campaign, including flyers, door-to-door outreach, eblasts, Nextdoor posts, and earned media and a comprehensive, culturally responsive strategy in partnership with trusted local organizations. Stakeholder briefings and presentations were held to inform and involve key community leaders, while a series of bilingual "Conversaciones y Recursos" sessions and community meetings created safe, welcoming spaces for dialogue. Pop-up events at high-traffic locations further extended outreach, offering informal opportunities for residents to learn about the project. Surveys were distributed both digitally and in person to gather community input.

To amplify the local voices, community engagement opportunities were supported by groups like Pacoima Beautiful, El Nido Family Centers and Metro's East San Fernando Valley Light Rail Transit Community Leadership Council, which helped foster grassroots dialogue. Additionally, partnerships with the Los Angeles County Department of Public Social Services and Food Access Los Angeles enabled the distribution of boxes of fresh produce alongside project information, addressing both immediate food insecurity needs and long-term planning.

Below are some highlights of the engagement conducted for the ESFV ROW Study in Spring and Summer 2025, resulting in over 800 stakeholder engagements.

- Thirteen (13) stakeholder briefings and presentations, including two Spanish-only engagement
- Four (4) pop-ups at local community events
- Three (3) community meetings: an outdoor open house, one (1) virtual session and one (1) in-person
- One (1) presentation at the ESFV Light Rail Community Leadership Council meeting
- Electronic and print notification
- Survey campaign – electronic and print

Metro staff are reviewing all public feedback collected during the community engagement efforts. This input will inform staff's recommendations to the Board, which is expected to take action in Fall/Winter 2025 regarding the next steps in the corridor planning process.

III. Briefings and Presentations

Metro conducted a total of thirteen (13) briefings and presentations tailored for local representatives and key stakeholders throughout the corridor. These sessions were strategically scheduled both prior to and during the community engagement period to ensure ongoing communication and transparency. Each session offered a platform for Metro's team to present up-to-date Study information, explain project goals, and outline anticipated impacts on local communities. Stakeholders were also encouraged to share input on the project and engagement process. Feedback collected during these briefings directly informed the outreach approach, ensuring that the methods and materials used for broader public engagement were responsive, culturally appropriate, and aligned with community expectations.

The briefings and presentations played a pivotal role in cultivating trust and strengthening collaborative relationships between Metro, local organizations, and residents. This established a solid platform for robust community engagement throughout the corridor planning process. Notable examples of this outreach were two dedicated group briefings conducted entirely in Spanish for Pacoima Beautiful and El Nido Family Centers, established grassroots organizations known for their advocacy and service to the Pacoima community and surrounding neighborhoods. The briefing with Pacoima Beautiful centered on Metro's planning and implementation of major projects in the San Fernando Valley, with a focus on the Sepulveda Transit Corridor and the ESFV ROW Study. The briefing was conducted entirely in Spanish to a group of approximately 30 Spanish-speaking Pacoima Beautiful members, represented by Spanish-

speaking residents serving as community advocates who are deeply invested in local transportation and environmental issues. The El Nido briefing was conducted entirely in Spanish for approximately 30 Spanish-speaking stakeholders who advocate for equity in the San Fernando Valley. They learned about the ESFV ROW and had the opportunity to speak with staff on the ESFV LRT project. In both briefings, attendees were invited to ask questions and provide suggestions on how these projects can better address their community's needs. A brief survey—inclusive of the same survey questions featured at all engagement activities—was also issued to gather input on participants' experiences and challenges with accessing transit service, as well as potential improvements that could encourage greater use of these services.



Figure 1: Presentation at Pacoima Beautiful

The following table lists the key stakeholder briefings and presentations conducted as part of the outreach process, including the organizations reached and other corresponding details.

Table 1: Stakeholder Briefings and Presentations

No	Organization	Date
Leading up to the Community Engagement Activities (late April to mid-May 2025)		
1.	Elected Officials Briefings	Wed., 4/30/25
2.	Walking Tour/Van Nuys Bl with ESFV LRT Community Leadership Council	Wed., 4/30/25
3.	Board Staff Briefing	Fri., 5/2/25
4.	San Fernando City Council	Mon., 5/5/25
5.	Valley Industry & Commerce Association (VICA), Transportation Committee	Tue., 5/13/25
6.	Greater San Fernando Valley Chamber of Commerce	Wed., 5/14/25
Conducted During the Community Engagement Activities (mid-May to July 2025)		
7.	United Chambers of Commerce, Government Affairs Committee	Mon., 5/19/25
8.	Pacoima Beautiful	Fri., 5/30/25
9.	San Fernando Valley Council of Governments (SFVCOG), Transportation Committee	Mon., 6/2/25
10.	LA Metro San Fernando Valley Service Council Meeting	Wed., 6/4/25

No	Organization	Date
11.	El Nido Family Centers	Fri., 6/20/25
12.	San Fernando City Council	Mon., 7/7/25
13.	San Fernando Valley Council of Governments (SFVCOG), Board Meeting	Mon., 7/14/25

IV. Community Engagement Activities

Recognizing the importance of meaningful public input, the project team launched a series of nine (9) dedicated engagement activities designed to inform community members about the Study and its various scenarios, while providing ample opportunities for questions and feedback. Given the demographics of the corridor, Spanish-speaking staff attended all community meetings and pop-up events, and Spanish interpretation was provided for the virtual community meeting. These activities featured background on the study, scenarios considered, and key results, along with targeted questions and interactive activities. At each engagement activity, the team encouraged open dialogue, inviting residents to share their insights on how transit in their neighborhoods could be improved. This collaborative approach ensured that community voices played a central role in shaping the future of local transit.

The following table provides a detailed summary of the community engagement activities conducted as part of the outreach program conducted for the ESFV ROW Study from mid-May to June 2025. Details for each type of engagement activity are provided in the following sections.

Table 2: Community Engagement Activities

No	Meeting/Event	Date/Time	Location/Address	Additional Features	Attendance
A. Pop-up Events					
1.	**Event #1 – San Fernando Senior Fair**	Fri., 5/16/25 8:30am – 1pm	San Fernando	> Survey questions	125
2.	**Event #2 – San Fernando Middle School Open House**	Thu., 5/22/25 5 – 7pm	San Fernando	> Survey questions	150
3.	**Event #3 – 20th Annual Celebrating Words Festival**	Sat., 5/31/25 2 – 7pm	Pacoima	> Survey questions	100
4.	**Event #4–Lopez Canyon Green Space & Dog Park Grand Opening**	Fri., 6/7/25 10am – 1pm	Sylmar	> Survey questions	65
Subtotal Participants					440
B. Community Meetings					
1.	**Outdoor Open House '*Conversaciones y Recursos*'** / Conversations and Resources	Fri., 5/30/25 8:30 – 10:30am	San Fernando Recreation Park 208 Park Av San Fernando, CA 91340	> 9 information stations > Survey questions > Food distribution	150

No	Meeting/Event	Date/Time	Location/Address	Additional Features	Attendance
2.	**Community Meeting #1 (Virtual)**	Thu., 6/12/25 6 – 7pm	Zoom Link: bit.ly/ESFVROWMeeting Meeting ID: 837 9327 3049 Call-in: 213 338 8477 *Spanish call-in: 08.650.3123* *Access code: 293-234-253*	> Presentation > Question/Answer (Q&A) session > Survey questions > Spanish interpretation > Spanish call-in option	23
3.	**Community Meeting #2 (in-person)**	Sat., 6/14/25 10 – 11:30am	Alicia Broadous-Duncan Multipurpose Senior Center 1300 Glenoaks Bl Pacoima, CA 91331	> Open House segment > Information stations > Survey questions > Presentation, Q&A	7
				Subtotal Participants	180
C. LRT Construction Meetings					
1.	**ESFV Construction Meeting #1 (Virtual)**	Wed., 6/17/25 6 – 7:30pm	Virtual Meeting	Metro's Community Relations presented	38
2.	**ESFV Construction Meeting #2 (In person)**	Thu., 6/26/25 6 – 7:30pm	Mid Valley Family YMCA 6901 Lennox Av Los Angeles, CA 91405	Metro's Community Relations presented	18
Subtotal Participants					56
TOTAL PARTICIPANTS *(includes Stakeholder Briefings and Presentations)*					**746**

A. Pop-up Events

Approximately 440 local community members were engaged at four pop-up events (see Table 2) within the Study area, including two in San Fernando, one in Pacoima, and one in Sylmar. These events served to enhance project visibility and facilitate informed feedback from local community members. Attendees were provided with a project fact sheet and flyer describing engagement opportunities and were invited to subscribe for project updates. Documentation from the pop-up events including sign-in sheets, photographs, and post-event summaries, can be found in Appendix A.



Figure 2: Pop-up events in San Fernando and Sylmar

B. Outdoor Open House and Community Meetings

On May 30, 2025, Metro organized an innovative 'Conversaciones y Recursos' event at San Fernando Recreation Park, which included an outdoor community open house for the ESFV ROW Study and provided booths for various resource agencies. In partnership with the Los Angeles County Department of Public Social Services and Food Access Los Angeles, Metro facilitated the distribution of 200 boxes of produce, with Food Access Los Angeles contributing an additional 50 boxes, bringing the total to 250 boxes distributed to the community, where food insecurity is a pressing need. The event was attended by approximately 145 participants, about 90% of whom were Spanish-speaking. To foster a sense of belonging and strengthen community connection, a Lotería-inspired Discovery Pass was created to guide participants through each station. The event featured nine information stations representing Metro projects, City of San Fernando departments, and other resource agencies. Metro presented information regarding the ESFV ROW Study, ESFV Light Rail Transit Project, and Sepulveda Transit Corridor. Most of the information stations featured information on the ESFV ROW Study along with pointed survey questions—inclusive of the same questions featured at other engagement activities—to gather input on participants' experiences and challenges with accessing transit service, as well as potential improvements that could encourage greater use of these services.



Figure 3: Information Stations



Figure 4: Community engagement and fresh produce boxes

Key participants:

- Councilmember Patsy Ayala, City of Santa Clarita
- Redacted sign-in sheets that list stakeholders who participated at the meetings are available in Appendix E.

To broaden community participation, the project team held an online meeting on June 12, 2025, that included both a presentation and a Q&A session. The virtual meeting was attended by twenty-three (23) stakeholders who shared their perspectives and raised important questions.

Key participants:

- Office of Metro Board Director/LA County Supervisor L. Horvath – Dylan Sittig, Regional Planning Deputy
- Office of Metro Board Director/City of LA Councilmember Imelda Padilla – Lamont Cobb, Director of Planning & Land Use
- Office of Congresswoman Luz Rivas – Cynthia Becerra, Field Representative

- Neighborhood Legal Services of Los Angeles County (NLSLA) – Yvonne M. Jimenez, President/CEO
- Sylmar Neighborhood Council – Hiral Bhakta
- Van Nuys Neighborhood Council – Kathy Schreiner
- Metrolink – Roderick Diaz, Director of Planning and Development
- Media – KNX News 97.1 FM

An in-person community meeting was conducted in Pacoima on June 14, 2025, to provide Study information. The meeting featured a formal presentation with Q&A as well as an open house with information stations as well as survey boards with the same questions asked at all other engagement activities. There was a lower turnout with seven (7) stakeholders attending the meeting.

C. ESFV Light Rail Transit Construction Update Meetings

The ESFV ROW Study team delivered a presentation and answered questions during the ESFV LRT Construction Update Meetings on June 17 and 26, 2025. These meetings are held to provide updates on construction progress, community outreach, and business mitigation programs. The June 17 meeting was held on Zoom in a webinar format, with 38 participants in attendance. The June 26 meeting occurred in person at the Van Nuys Boys & Girls Club. The first hour featured an open house where attendees could learn about San Fernando projects and community resources, followed by a presentation focused on construction updates and resources.

Survey Activity

Four targeted survey questions were created to gather community input on improving transit in San Fernando, Pacoima, and Sylmar. These questions guided discussions and were displayed on boards for participants to respond using color dot stickers, as well as through an online form promoted via Metro's newsletters and project emails.

Through the engagement efforts and discussions, a total of 1,244 responses were submitted with the following key takeaways:

- When asked for the top 3 priorities for transportation improvements, a total of 357 responses were provided. A reduction in traffic was reported the highest at 28%; followed by 23% prioritizing safer pedestrian crossings and 19% prioritizing an increase in transit service. Overall, this reflects a community that values safety, connectivity and comfort.
- When asked to identify safety concerns, a total of 309 responses were provided with the highest reporting 42% for pedestrian crossings; followed by 18% for bicycle access; 18% for emergency vehicle access. Based on the responses and through verbal dialogue the community expressed a recurring priority for pedestrian safety.
- When asked about features that would make a mobility hub most ideal, 417 responses were received. The highest reported of 31% was to have safe pedestrian crossings; 17% for having comfortable seating and shade; and 17% having real time arrival information.
- When asked the likeliness of using a mobility hub, 161 respondents were submitted with 58% reporting they would very likely use a mobility hub and 18% indicating they would somewhat likely use it. Based on the responses there’s strong support for a mobility hub.

The survey results by engagement activity are available in Appendix B. The following table indicates the questions featured on the survey activity.

Table 3: Survey Questions

No	Question	Options
1.	What are your top 3 priorities for transportation improvements in your neighborhood?	a. Increased transit service b. Reduced traffic congestion c. Safer pedestrian crossings d. Better bicycle infrastructure e. Less noise or vibration from rail f. Improved connections between different types of transit g. Other: _____
2.	What are your main safety concerns near along the San Fernando rail corridor? Select all that apply.	a. Pedestrian crossings b. Bicycle access c. Vehicle congestion d. Train noise e. Emergency vehicle access f. None
3.	What features would make a mobility hub most useful to you? *Select all that apply*	a. Safe pedestrian crossings b. Secure bike storage c. Comfortable seating and shade d. Retail or food options e. Real-time arrival info f. Access to micro-mobility options (e.g., scooters, shared bikes) g. Other
4.	How likely are you to use a mobility hub that includes connections to buses, light rail, bikeways, and pedestrian routes?	a. Very likely b. Somewhat likely c. Not sure d. Unlikely

V. Public Notification

To ensure effective community engagement and timely dissemination of information, the outreach team worked in close collaboration with Metro's Community Relations and Strategy and Programming (S&P) departments. By utilizing Salesforce as a central platform, they were able to track outreach tasks, monitor progress, and streamline communication among all involved parties. This coordinated approach enabled the team to efficiently distribute materials and updates through Metro's various channels, ensuring that important information reached a broad and diverse audience. The combined efforts of these departments not only facilitated comprehensive outreach but also allowed for more targeted and responsive communication with stakeholders, supporting the overarching goals of transparency and inclusivity throughout the engagement process. The complete materials used during the notification process are available in Appendix C.

A. Database (Project Campaign List)

To ensure comprehensive communication regarding the ESFV LRT project, Metro gathered a wide range of stakeholder information from Salesforce for a total of 2,629 contacts. This contact list served as the foundation for distributing project notifications and keeping stakeholders informed throughout the process. Outreach efforts included targeted communications and engagement opportunities, such as pop-up events and digital campaigns, aimed at increasing awareness and participation. As a result of these initiatives, 82 individuals subscribed to receive Study updates, reflecting effective engagement

strategies and growing interest in the Study's progress. The full redacted list of new sign-in sheets are available in Appendix C and are active on Salesforce.

B. Meeting Flyer

The outreach team, in collaboration with Metro's S&P, developed an 8.5"x11" bilingual (English and Spanish) flyer to help support the notification campaign. This flyer provided information about '*Conversaciones y Recursos'* as well as community meetings, including dates, locations, times, and relevant project contact details. Furthermore, the City of San Fernando and the Los Angeles County Department of Public Social Services produced additional flyers to promote the ESFV ROW Study engagement activities.

C. Door-to-door Distribution

Printed Metro-branded flyers were distributed door-to-door by a vendor (The Walking Man) to the following targeted areas along the project corridor:

- City of San Fernando – over 7,500 properties received Metro's flyer and a second flyer developed by the City of San Fernando.
- Over 1,500 properties in the following areas received the Metro-branded flyer.
    - Sylmar/San Fernando Metrolink Station – ¼-mile buffer
    - City of Los Angeles – 500 ft buffer along the project corridor
    - Proposed Pacoima Mobility Hub – ¼ mile buffer
- An additional 500 flyers were distributed through the four (4) pop-up events.

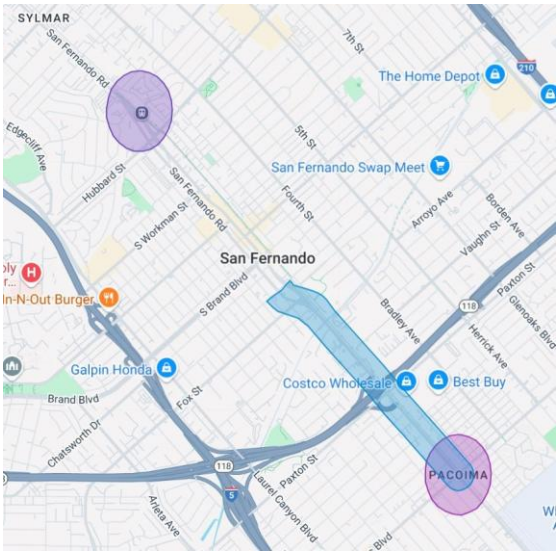


Figure 5: Distribution Map

D. Eblasts

In coordination with Metro's Community Relations, the outreach team prepared content from the meeting flyer to send eblasts through Metro's Salesforce. The eblasts were distributed via direct project campaign list (database contacts), Metro's monthly newsletter and Friday regional newsletters. The eblasts were sent in English and Spanish.

Table 4: Eblast Schedule

No	Date	Sent	Campaign
1.	Community Meeting Announcement	Tue., 5/20/25	Monthly newsletter
2.	Community Meeting Announcement	Thu., 5/22/25	Project campaign list
3.	Community Meeting Reminder #1	Wed., 5/28/25	Project campaign list
4.	Community Meeting Reminder #1	Fri., 6/6/25	Friday Regional newsletter
5.	Community Meeting Reminder #2	Wed., 6/11/25	Project campaign list
6.	Community Meeting Reminder #3	Fri., 6/13/25	Friday Regional newsletter

E. Nextdoor

Using Salesforce, AA coordinated to have Nextdoor posts to promote the *Conversaciones y Recursos* event and community meetings. A total of three (3) posts were made on May 28, June 6 and June 11, 2025.

F. Earned Media

The project received media coverage regarding the '*Conversaciones y Recursos'* event and community meetings through social media and The San Fernando Valley Sun. The following table provides an overview of the earned media. Copies of each of these articles is available in Appendix C.

Table 5: Earned Media

No.	Source	Type	Title	Date
1.	The San Fernando Valley Sun	Article	Metro Wants Community Input on the East San Fernando Valley Light Rail Northern Segment	Wed., 5/14/25
2.	L.A. County Department of Public Social Services	Facebook post & newsletter		Tue., 5/20/25
3.	Sylmar Neighborhood Council	Newsletter	Join us on May 30, June 12 and June 14 to discuss how we can improve transit in your area.	Tue., 5/27/25
4.	The San Fernando Valley Sun	Article	Residents Learn More About Metro Projects Impacting the Northeast Valley	Wed., 6/4/25

VI. Community Meeting Materials

Several meeting materials were produced by the outreach team, in coordination with Metro Community Relations and S&P, to facilitate the meeting and comments from stakeholders. All meeting materials produced for this meeting series are available in Appendix D.

The materials listed below were created and distributed during these activities:

Table 6: Materials

Materials	Featured information	Meeting/Event
1. Collateral		
Fact sheet	> Provided short information on the Study's background, current goal. > Featured information on the alternatives (scenarios) > Map > Contact	> Briefings/presentations > All pop-up events (4) > *'Conversaciones y Recursos'* > Community meetings
2. 'Conversaciones y Recursos' Stations		
Station 1: ESFV Light Rail Construction	> Information on construction project, work notices and sign-ups	> *'Conversaciones y Recursos'*
Station 2: ESFV ROW Overview		
Station 3: Scenario Comparison		

Materials	Featured information	Meeting/Event
Station 4: Pacoima Mobility Hub Concept	> Provided information on the Study's background, current goal. > Featured information on the alternatives (scenarios)	
Station 5: Metro in the Valley and Sepulveda Transit Corridor	> Information on projects in the Valley	
Station 6: City of San Fernando – Recreation and Community Services Dept. and Business & Community Resource Ctr.	> Information on city resources	
Station 7: Food Access Los Angeles	> Information on county resources	
Station 8: Metro LIFE Program	> Information on Metro's current fares, discounts	
Station 9: DPSS Sign-ups	> Information on county resources	
Food distribution	> Provided boxed food as attendees left the event	
3. Display Boards		
ESFV Shared Right-of-Way (ROW) – Overview	> Featured information on the Study, alternatives (scenarios)	> All pop-up events (4) > *'Conversaciones y Recursos'* > *Virtual* Community meeting
Scenarios Studied		
Scenario 1: Full-Build Light Rail Transit		
Scenario 2: ESFV Light Rail to San Fernando Rd with New Metrolink Station		
Study Scenario Characteristics & Assumptions		
Potential New Pacoima Metrolink Station & Mobility Hub		
Scenario 2: Connection to ESFV LRT Station		
Safety Mitigation Measures		
4. Activity Board (as shown above)		
Four (4) questions	> An opportunity to understand community members' safety concerns and transportation priorities	> Briefings/presentations > All pop-up events (4) > *'Conversaciones y Recursos'* > Community meetings
5. Presentation		
English and Spanish presentation	> Slides with Study information, graphics to display alternatives (scenarios)	> *'Conversaciones y Recursos'* > Community meetings
6. Comment cards		

Materials	Featured information	Meeting/Event
English and Spanish comment cards	> Comment card with mail-in option for community members to provide additional comments or questions	> *'Conversaciones y Recursos'* > Community meetings > All pop-up events (4)

VII. Summary of Public Comments

As mentioned earlier, the stakeholder briefings and presentations, *'Conversaciones y Recursos'*, two (2) community meetings and four (4) pop-up events resulted in a total of 746 participants. Through the engagement, the community indicated the pros and cons of both scenarios. The community is receptive to having the full build out of the light rail transit in their area, however there are concerns over safety and impacts especially during construction. A majority of the community also expressed knowledge of LRT due to the construction of the southern segment. With both scenarios, the key takeaway from the engagement is the community wants to see improvements in their neighborhood as they currently face too much traffic and safety issues for both pedestrians and vehicles.

The table below summarizes the comment themes received at each of the meetings. Comments and questions were submitted via comment cards or during the Q&A session of the virtual community meeting. Redacted versions of the comment cards can be found in Appendix E.

Table 7: Summary of Public Comments

Meeting	Topics
Scenario 1	> **Amenities** • Recommendation to build community gardens using surplus land along the ROW > **Funding** • Concerns over scenario being too expensive > **Impacts** • Concerns during construction and safety > **Local infrastructure improvements** • Recommendation to install a series of pedestrian bridges along San Fernando Rd, at Lazard St, Workman St, Fox St and Vaughn St to connect the community separated by the Metrolink tracks > **New stations** • Interest and desire for Metro LRT stations along SF Rd • Desire to use new LRT stations over a personal vehicle > **Property acquisitions** • Concerns over potential property acquisitions, especially businesses, church on corner of San Fernando and Van Nuys > **Safety and homelessness** • Concerns over crime on the Metro system > **Traffic** • Concerns over the project creating more traffic on local roads
Scenario 2	> **Less Impacts** • Belief that negative impacts will be less compared to Scenario 1 > **Mobility Hub** • Desire for Mobility Hub and its amenities

Meeting	Topics
	• Interest in local street infrastructure improvements • What connectors, if any, would be available to bring residents who live between San Fernando and Glenoaks/Foothill to the mobility hub? • How would existing bike paths be integrated into the social hub? • Where would the bike lanes go, especially if lanes are being relocated? > **New Infill Metrolink Station** • Desire for a new station • Interest in traveling to Santa Clarita, Palmdale, and DTLA • Recommendation to build a grade-separated Metrolink station at Van Nuys Bl/San Fernando Rd • Greater disruption and feels unsafe
Other	> Metro to focus on addressing current safety issues on buses before introducing additional projects that bring in new concerns > **LRT/ROW Study Alignment** • Recommendation to reroute LRT along Van Nuys Bl more north from San Fernando Rd to Foothill Bl • Recommendation to build a grade-separated Metro station at Van Nuys Bl/San Fernando Rd

VIII. Next Steps

Metro will conduct a comprehensive review of the feedback collected through various engagement channels, including briefings, public presentations, community meetings, pop-up events, and survey participation. All insights and perspectives shared by residents, stakeholders, and community organizations will play a pivotal role in shaping the next phase of planning. This community input will be meticulously analyzed and used to guide staff recommendations, which are scheduled to be presented to the Metro Board of Directors in Fall/Winter 2025. The upcoming Board decision, informed by these recommendations, will determine the subsequent steps for planning and developing the corridor, ensuring that the voices of the community are central to the future direction of the Project.

WALKER CONSULTANTS

AVS CONSULTING



Metro®

EAST SAN FERNANDO VALLEY
INTERIM TERMINUS PARKING ANALYSIS



NOVEMBER 2024

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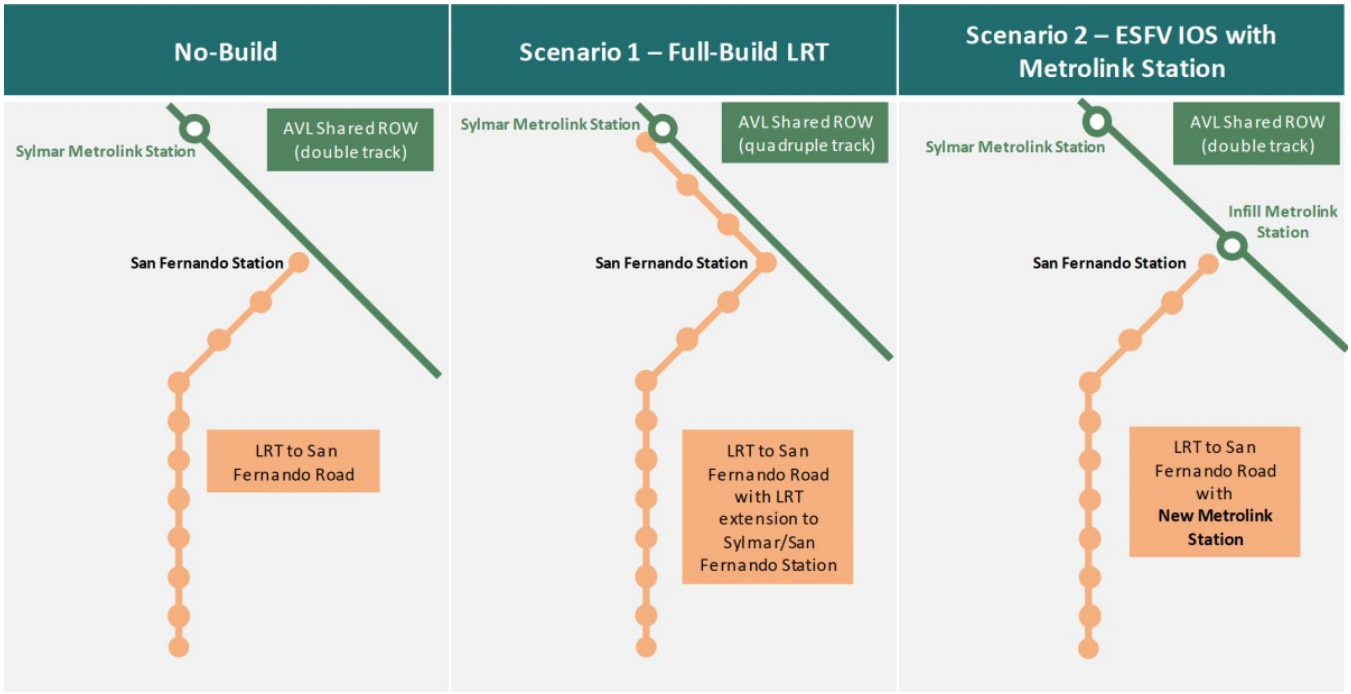
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01 Executive Summary

EXECUTIVE SUMMARY

The Los Angeles County Metropolitan Transportation Authority (Metro) East San Fernando Valley Light Rail Transit (ESFV LRT) Project comprises two segments. The southern segment stretches 6.7 miles between Van Nuys and Pacoima and is scheduled to begin construction in 2024. The northern segment stretches 2.5 miles from Pacoima to Sylmar, terminating at the Sylmar Metrolink Station, and is still in the planning and design phase. After completion of the southern segment, but before completion of the northern segment, the Van Nuys/San Fernando Station would be the temporary terminus Station for the line. In addition, Metro is studying potential alternatives, including constructing an infill Metrolink Station at Van Nuys/San Fernando to provide a connection between Metrolink and Metro in place of the northern segment, creating a transfer point at the Station.



Source: LA Metro

Metro has engaged the Walker team to analyze the projected parking needs at the San Fernando Station for the No-Build Scenario and the ESFV IOS with Metrolink Station Scenario (Scenario 2) and to provide parking management recommendations that support local businesses and the surrounding community.

This analysis includes the following components:

- A review of the existing parking landscape near the planned San Fernando Station, including public and private parking inventory and occupancy and on-street parking rules and restrictions.
- An assessment of projected commuter parking demand associated with boardings onto the ESFV LRT at the San Fernando Station with and without the infill Metrolink Station.
- Recommendations on parking management strategies around the interim terminus Station.

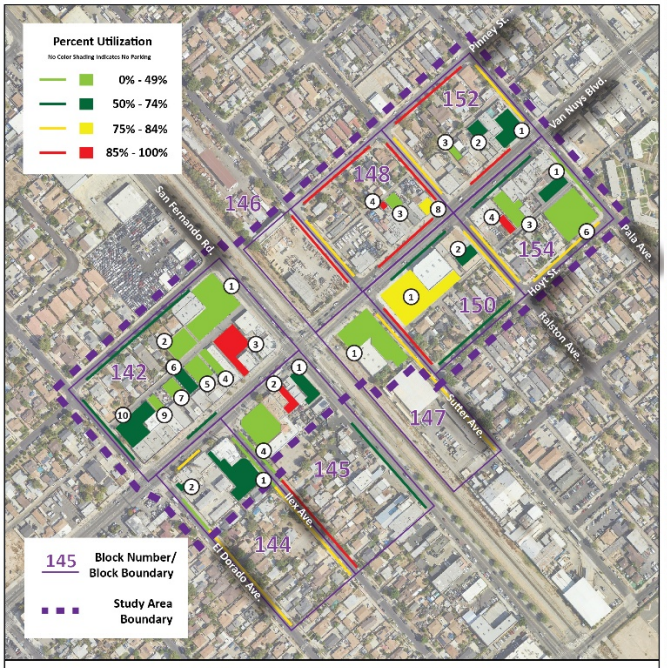
The Importance Of Managing Parking & Access

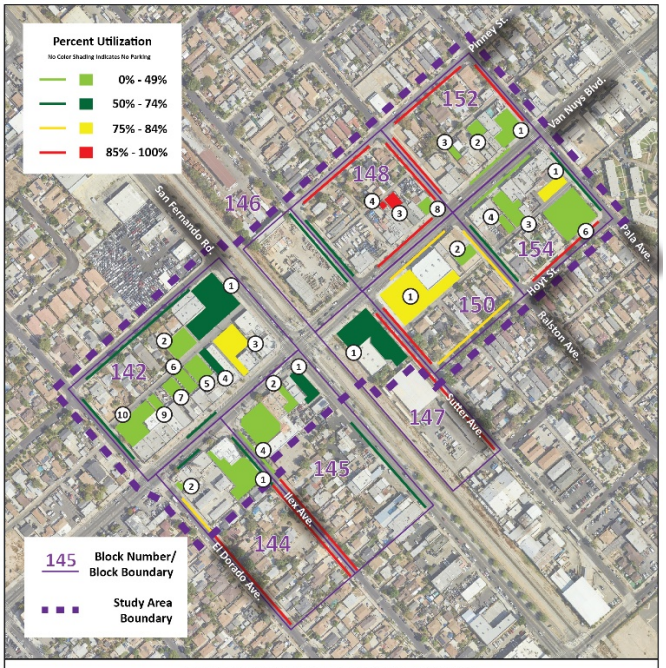
Metro wants to be part of the community as a mobility partner to ensure people and goods can move safely and efficiently throughout Los Angeles County and to assist cities with managing parking resources and access for the community. Active parking management can:

- Help distribute parking more effectively across parking resources.
- Promote equity for all users of an area's parking resources.
- Reduce vehicle congestion and excessive vehicle circulation.
- Improve the experience for all travel options by ensuring appropriate accommodation for each travel choice.
- Advance goals for reducing the use of single-occupancy vehicles in favor of other transportation choices (called transportation demand management, or TDM)

Existing Conditions

There are 310 on-street parking spaces and 523 private off-street parking spaces in the analysis area around the interim terminus Station. At peak times on the seven days (7) of data collection, the area's parking was utilized 50-55 percent overall. On-street parking was more highly utilized (80-90 percent occupancy during peak periods) than private off-street parking (approximately 40 percent occupied during peak periods). **There were hundreds of available parking spaces near the planned Station at peak times.**





Transit Parking Demand Projections

Utilizing Metro's Parking Demand Model, adjusted for post-COVID parking demand patterns seen at other Metro Stations, and stabilized opening year ridership projection, the following transit rider parking demand is projected at the interim terminus Station:

The analysis started with forecast year 2040 daily boardings projections at the Station, provided by Metro, and made adjustments to account for the following:

- Reduced forecast year 2040 boardings to 'stabilized opening year' boardings based on a comparison of projected boardings to actual boardings at the most recently completed Metro facilities (Gold Line 2A Extension and K-Line).
- Adjusted the projected percentage of daily boardings that occur before 10 a.m. to reflect actual Metro boarding data across the system.
- Adjusted the Parking Demand Model output to reflect post-COVID parking demand patterns at other terminus stations such as Norwalk and APU/Citrus.

San Fernando Station Station Typology	Without Infill Metrolink Terminus - Urban	With Infill Metrolink Tranfer
Daily Boardings (2040)[1]	774	774
Opening Year Daily Boardings	464	464
Opening Year Open to 10AM Boardings[1]	232	232
Parking Price	$3/day	$3/day
Unadjusted Model Output (Parking Demand)	98	33
Model Adjustment Factor (post-COVID)	0.5	0.5
Adjusted Transit Rider Parking Demand	49	17

Notes: 1: Source = Metro

Parking Management Recommendations

The Walker team recommends implementing parking management strategies to manage parking demand around the Station area and ensure adequate parking for residents, businesses, and transit patrons. However, the team does not recommend constructing new parking facilities for transit patrons.

- Recommendation 1: Create a mobility hub at the interim terminus Station.
- Recommendation 2: Consider 2-hour time-limited parking on side streets adjacent to Van Nuys Boulevard.
- Recommendation 3: Consider 4-hour time-limited parking adjacent to residential properties within a 1/3-mile radius of the interim terminus Station.
- Recommendation 4: Secure agreement(s) with underutilized private parking lots to provide public and/or transit rider parking.
- Recommendation 5: Work with Metro marketing to further promote transit and provide a customer experience ride to businesses/employees within 1/3 mile of the Station.

The Metro parking demand model projects a need for 49 parking spaces at San Fernando as a terminus Station and 17 spaces as a midpoint/transfer Station with the construction of a Metrolink Infill Station without parking management around the Station area. There are hundreds of vacant spaces near the Station on any given day. Parking management, such as time restrictions on on-street spaces, can protect business and resident parking. Agreements could be made for transit patrons to utilize underutilized off-street facilities. The construction of additional parking in the station area specifically for transit parking is not recommended.

02 Existing Conditions

EXISTING CONDITIONS

Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) East San Fernando Valley Light Rail Transit (ESFV LRT) Project comprises two segments. The southern segment stretches 6.7 miles between Van Nuys and Pacoima and is scheduled to begin construction in 2024. The northern segment stretches 2.5 miles from Pacoima to Sylmar, terminating at the Sylmar Metrolink Station, and is still in the planning and design phase. After completion of the southern segment, but before completion of the northern segment, the Van Nuys/San Fernando Station would be the temporary terminus Station for the line. In addition, Metro is studying potential alternatives, including constructing an infill Metrolink Station at Van Nuys/San Fernando to provide a connection between Metrolink and Metro in place of the northern segment, creating a transfer point at the Station.

This analysis includes the following components:

- A review of the existing parking landscape near the planned Van Nuys/San Fernando Station, including public and private parking inventory and occupancy and on-street parking rules and restrictions.
- An assessment of projected commuter parking demand associated with boardings onto the ESFV LRT at the Van Nuys/San Fernando Station with and without the infill Metrolink Station.
- Recommendations on parking management strategies around the interim terminus Station.

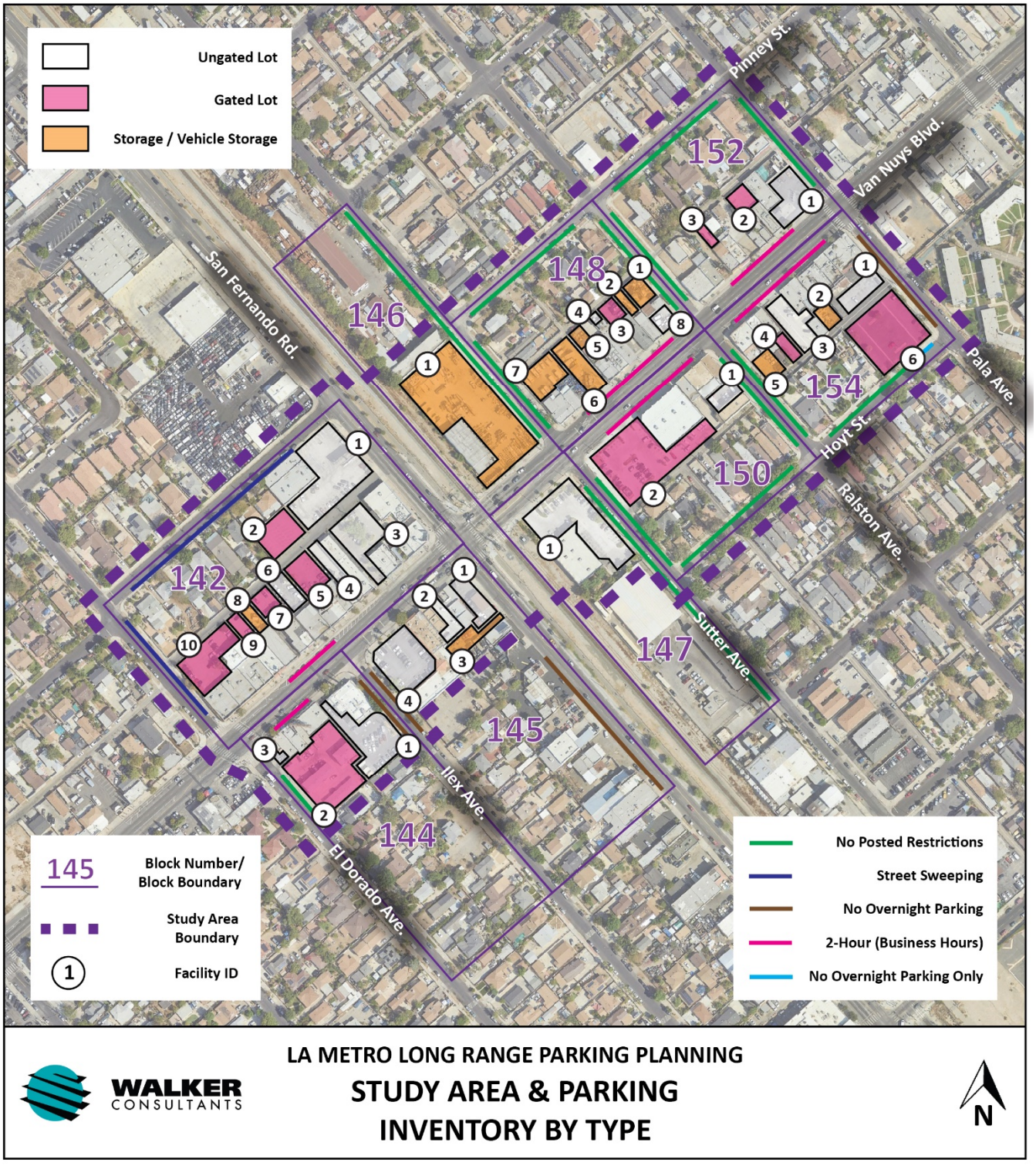
Analysis Area

Figure 1, on the next page, shows the analysis area limits and observed on-street parking restrictions within the analysis area. While Walker has denoted storage/vehicle storage lots within the analysis area, these areas have not been inventoried or counted since they do not function as traditional parking facilities. They are included for informational purposes as they represent potential opportunity sites.

There is no residential parking permit district within the analysis area. Parking on Van Nuys Boulevard is time-limited, with a 2-hour maximum during business hours (8 a.m. to 6 p.m.). Pinney Street and El Dorado Avenue south of San Fernando Road have street sweeping restrictions, and San Fernando Road, Ilex Avenue, and a portion of Pala Avenue have restrictions on overnight parking.

The block numbers used in this analysis start at 142 since it analyzes a subset of the blocks in the East San Fernando Valley Corridor, which is being studied in its entirety as part of a separate analysis.

Figure 1: Analysis Area



Existing Conditions

Walker and AVS staff visited the analysis area in August and October 2024 to confirm the parking inventory and collect parking occupancy counts on a total of seven (7) days; four (4) weekdays, two (2) Saturdays, and one (1) Sunday. Figure 2 summarizes the existing on-street parking inventory, and Figure 3 summarizes the existing off-street parking inventory. The inventory of access-controlled lots was based on a review of aerial photography.

Figure 2: Existing On-Street Parking Inventory

Block Number	Street	From	To	Supply
142	San Fernando Rd.	Pinney	Van Nuys	0
	Van Nuys Blvd.	San Fernando	El Dorado	7
	El Dorado Ave.	Van Nuys	Pinney	11
	Pinney St.	El Dorado	San Fernando	20
144	Ilex Ave.	Van Nuys	10707 Ilex	22
	El Dorado Ave.	10646 El Dorado	Van Nuys	17
	Van Nuys Blvd.	El Dorado	Ilex	6
145	San Fernando Rd.	Van Nuys	10707 San Fernando	3
	Ilex Ave.	10676 Ilex Ave.	Van Nuys	21
	Van Nuys Blvd.	Ilex Ave.	San Fernando	0
146	Sutter Ave.	Mercer	Van Nuys	20
	Van Nuys Blvd.	Sutter	Railroad Tracks	0
147	Sutter Ave.	Van Nuys	Carl St.	25
	Van Nuys Blvd.	Railroad Tracks	Sutter	0
148	Ralston Ave.	Pinney	Van Nuys	8
	Van Nuys Blvd.	Ralston	Sutter	7
	Sutter Ave.	Van Nuys	Pinney	10
	Pinney St.	Sutter	Ralston	12
150	Ralston Ave.	Van Nuys	Hoyt	11
	Hoyt St.	Ralston	Sutter	13
	Sutter Ave.	Hoyt	Van Nuys	10
	Van Nuys Blvd.	Sutter	Ralston	6
152	Ralston Ave.	Van Nuys	Pinney	12
	Pinney St.	Ralston	Pala	10
	Pala Ave.	Pinney	Van Nuys	9
	Van Nuys Blvd.	Pala	Ralston	7
154	Ralston Ave.	Hoyt	Van Nuys	10
	Van Nuys Blvd.	Ralston	Pala	12
	Pala Ave.	Van Nuys	Hoyt	10
	Hoyt St.	Pala	Ralston	11
				310

Figure 3: Existing Off-Street Parking Inventory

Block Number	Facility ID	Facility Type	Facility Description	Total
142	1	Ungated Lot	Iglesia Fuente de Agua Viva	**65**
	2	Gated Lot	Iglesia Fuente de Agua Viva Overflow	**24**
	3	Ungated Lot	MoneyGram, Cash Advance	**11**
	4	Ungated Lot	Tanya's, Willy's Beauty Salon	**12**
	5	Gated Lot	Pacoima Pet Clinic	**18**
	6	Ungated Lot	El Paseo	**14**
	7	Gated Lot	Salcido Tours	**10**
	8	Gated Storage	Paleta's Pacoima	-
	9	Gated Lot	Dental Clinic	**7**
	10	Gated Lot	LA County Neighborhood Legal Services	**31**
144	1	Ungated Lot	Pacoima Public Health Center	**25**
	2	Gated Lot	Private Apartments	**33**
	3	Ungated Lot	Los Pilares	**3**
145	1	Ungated Lot	M&V Auto Electric & Tires	**15**
	2	Ungated Lot	Diaz Mini Market	**5**
	3	Gated Storage	Henry's Auto Body Shop	-
	4	Ungated Lot	PS Discounts	**40**
146	1	Gated Storage	SiteOne Landscape Supply	-
147	1	Ungated Lot	Auto Zone Auto Parts	**38**
148	1	Gated Storage	13201 Van Nuys Blvd.	-
	2	Gated Storage	Martinez Upholstery	-
	3	Gated Lot	Iglesia Vida y Luz	**7**
	4	Ungated Lot	Playa Azul	**2**
	5	Gated Storage	Urizar Dental Clinic	-
	6	Gated Storage	Food Truck Storage Lot 1	-
	7	Gated Storage	Food Truck Storage Lot 2	-
	8	Ungated Lot	Auto Repair	**5**
150	1	Ungated Lot	O'Reilly Auto Parts	**42**
	2	Gated Lot	Jesse's Pet Grooming	**8**
152	1	Ungated Lot	GT Mini Market	**13**
	2	Gated Lot	Stylesville Beauty Lot	**10**
	3	Gated Lot	Joyas de Dios Church	**4**
154	1	Ungated Lot	Omega Supermarkets/El Toro Grande Front	**12**
	2	Gated Storage	13164 Van Nuys Blvd.	-
	3	Ungated Lot	Initiating Change in Neighborhoods Lot	**17**
	4	Gated Lot	Ramirez Bookkeeping	**2**
	5	Gated Storage	Lidia's Beauty Salon	-
	6	Ungated Lot	Omega Supermarkets/ El Toro Grande Rear	**50**
				523

Parking occupancy counts were collected on the following seven (7) days:

- Saturday, August 10, 2024
- Wednesday, August 14, 2024
- Thursday, August 15, 2024
- Saturday, October 26, 2024
- Sunday, October 27, 2024
- Wednesday, October 30, 2024
- Thursday, October 31, 2024.

Over the seven days of data collection, parking demand was consistent, with minor variation in peak parking demand each day, as shown in Figure 4.

Figure 4: Observed Overall Study Area Parking Occupancy

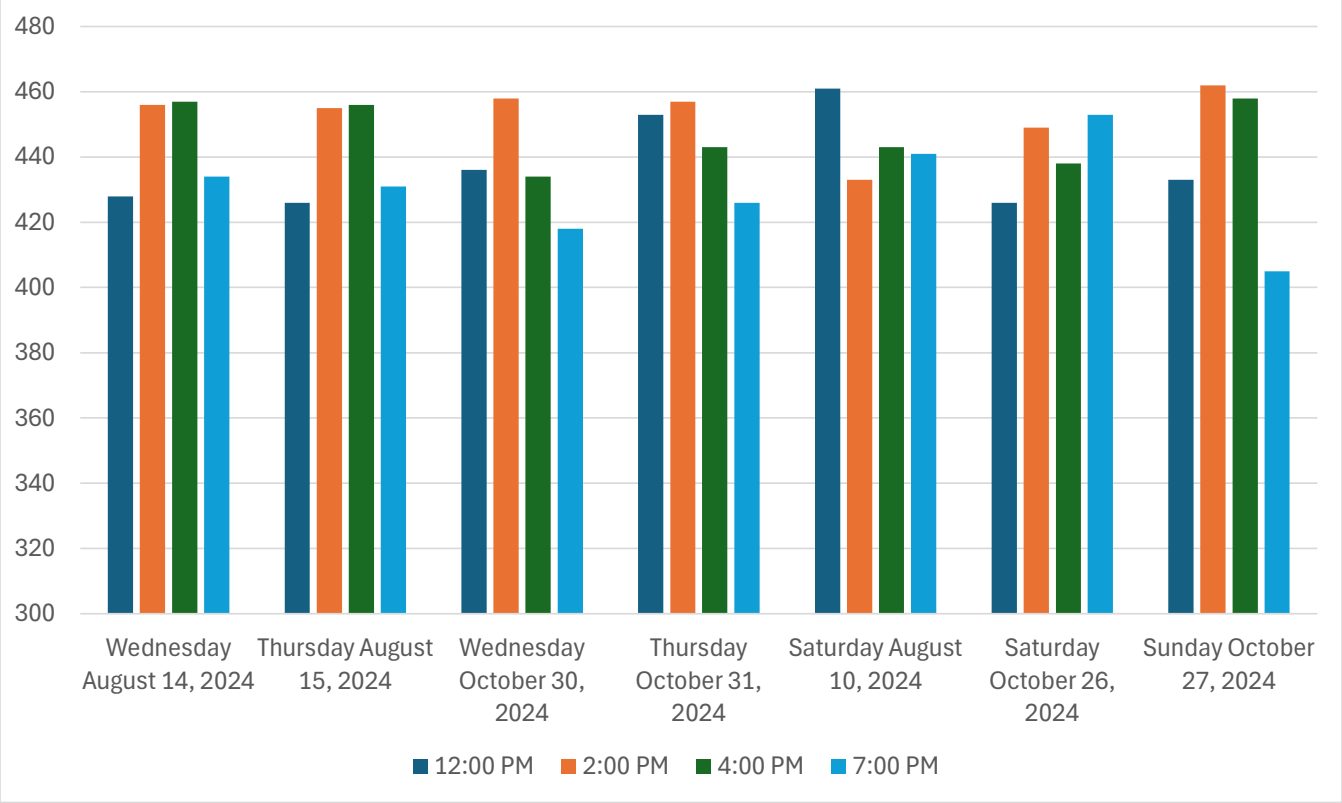


Figure 5 shows the peak parking occupancy observed on Sunday, October 27, 2024, and Wednesday, October 30, 2024. On Sunday, October 27, 2024, peak parking occupancy occurred during the 2:00 p.m. count. The highest observed weekday occupancy was Wednesday, October 30, 2024, at 2:00 p.m.

Detailed parking occupancy tables are provided in the appendix to this report.

Figure 5: Observed Peak Parking Occupancy

Off-Street	Inventory	Sunday 10/27/2024 2:00 PM Peak		Wednesday 10/30/2024 2:00 PM Peak	
		Occupancy	Occupancy %	Occupancy	Occupancy %
Block 142	192	57	30%	65	34%
Block 144	61	17	28%	32	52%
Block 145	60	17	28%	20	33%
Block 146	0	0		0	
Block 147	38	20	53%	16	42%
Block 148	14	9	64%	8	57%
Block 149	50	32	64%	36	72%
Block 150	27	9	33%	15	56%
Block 151	81	28	35%	23	28%
Total	523	189	36%	215	41%
On-Street	**Inventory**	**Saturday 11:00 AM Peak**		**Wednesday 3:00 PM Peak**	
		Occupancy	Occupancy %	Occupancy	Occupancy %
Van Nuys Blvd.	45	31	69%	35	78%
All Other Streets	265	242	91%	208	78%
Total	310	273	88%	243	78%
Grand Total	**833**	**462**	**55%**	**458**	**55%**

Overall, on-street parking was more highly utilized than private off-street parking facilities. Walker made the following observation during data collection:

- Several businesses along Van Nuys Boulevard use the on-street supply to store vehicles during the day. Businesses also parked vehicles on-street in front of their driveways.
- Residential streets were near, at, or beyond capacity during all counts on both days.
- Residential streets featured vehicles double parking on the sidewalk and in driveways encroaching into the street.
- There was some availability on streets fronted wholly or partially by commercial or storage uses.
- Most off-street lots are secured and inaccessible; many are used for storage, auto repair, etc.
- A few streets in the study area have significant RV encampment activity.
- Van Nuys Blvd. appeared to have plenty of available spaces during all times except for the block north of Telfair on Sunday during the Dia de Los Muertos event (even then, a few spaces were open).
- While on-street parking adjacent to residential was full in the evening, residents were not observed parking on or within half a block of Van Nuys.
- Parking demand on Van Nuys and on side streets adjacent to commercial properties decreased in the evening. There was a visible turnover on residential streets between 4-7 p.m., indicating that some employees park on residential streets during the day.
- All ungated commercial and church parking lots had some availability during all observations.
- The east-west residential streets (assuming Van Nuys is north-south) are highly utilized all the time, and some people use their trash bins to save their parking space when they leave.
- The north-south streets like Carl Street, one block away from Van Nuys, are not as full.

- There appeared to be a lot of vehicle storage on the residential streets, indicated by vehicles with thick dust and grime on windows and the windshield, cars with flat tires, vehicles on blocks, and damaged vehicles coated in dust.
- The autobody uses also pull vehicles onto the side streets during the day and bring them back in in late afternoon.
- There was parking enforcement along Van Nuys enforcing both permanent and temporary parking restrictions related to the Dia de Los Muertes event on October 26th.
- The Dia de Los Muertes event did not change parking demand patterns noticeably.
- The data collection team noted that parking time limits on Van Nuys Boulevard are not frequently enforced, and on side streets, at least one vehicular homeless encampment occupied 6-8 spaces.

Figure 6 shows a homeless encampment on Sutter Avenue that has been in place since late 2022.

Figure 6: Homeless Encampment on Sutter Avenue



Figures 7 and 8 graphically show the peak observed parking occupancy on weekends and weekdays.

Figure 7: Parking Occupancy Sunday, October 27, 2024, 2:00 p.m.

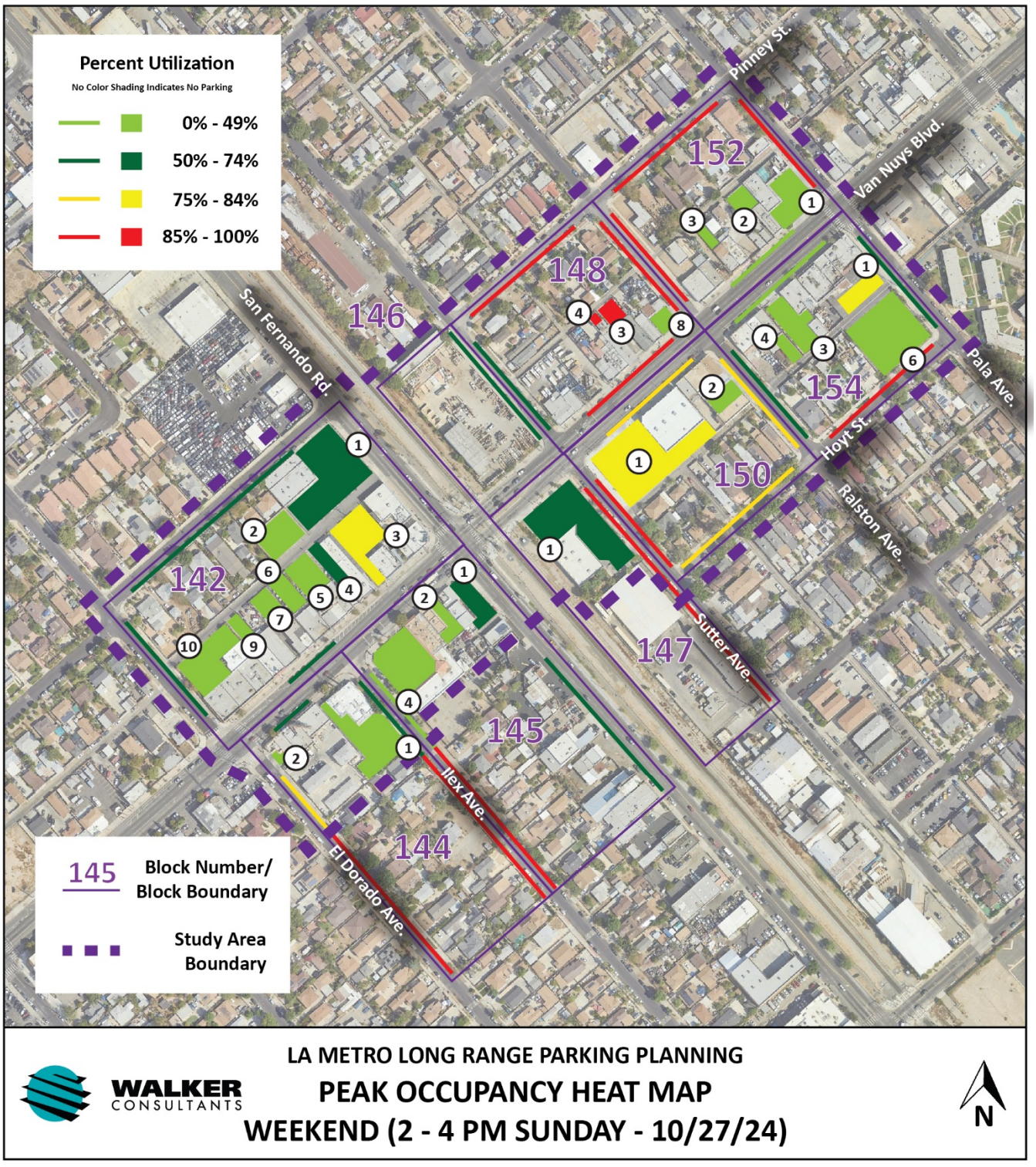
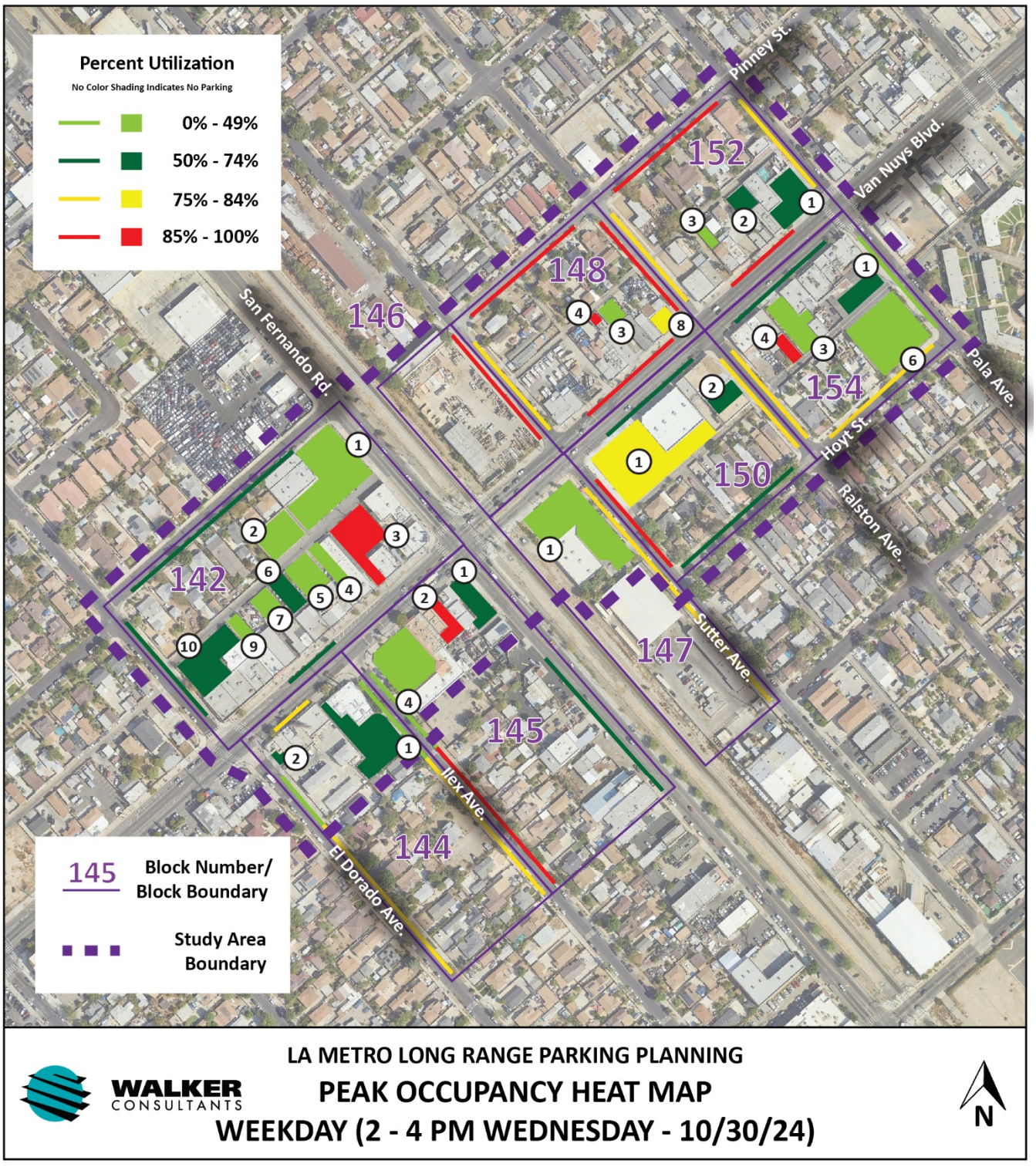


Figure 8: Parking Occupancy Wednesday, October 30, 2024, 2:00 p.m.



03 Interim Terminus Parking Demand

INTERIM TERMINUS PARKING DEMAND

This section utilizes Metro's Parking Demand Model, developed within Metro's Supportive Transit Parking Program (STPP) in 2018 and recent ridership and parking demand information from other Stations in the LA Metro system to provide a projection of transit rider parking demand at the interim terminus Station at Van Nuys Boulevard and San Bernardino Road, without and with the infill Metrolink Station.

Parking Demand Model Adjustments

Since the development of the Parking Demand Model in 2018, the COVID pandemic has introduced a shock to the transit system. While ridership on Metro Rail has not recovered to pre-pandemic levels, parking demand recovery lags even further behind ridership recovery. As a result, parking demand is much lower per rider than when the Parking Demand Model was developed and calibrated. In addition, Metro has completed the K Line, with minimal parking along the route and no parking at the terminus, indicating that transit parking demand and transit parking impacts can be reduced or eliminated with parking management strategies around stations.

To help understand how to adjust the model output to reflect existing realities, Walker looked at four existing Stations: Norwalk, the eastern terminus of the C Line; APU/Citrus, the northern terminus of the A Line; Fairview Heights, the only Station with parking on the K Line; and Westchester, the southern terminus of the K Line.

These stations were selected for comparison for the following reasons:

- Norwalk and APU/Citrus are terminus stations with parking facilities. These stations are in less dense surroundings than the planned San Fernando Station. As an interim terminus, the San Fernando Station could be projected to have parking demand characteristics similar to these stations.
- Fairview Heights is a midpoint station on Metro's newest line, the K-Line. With the infill Metrolink station, the San Fernando station would function more as a midpoint and transfer station, with lower parking demand per rider than as a terminus station. Fairview Heights is the only location on the K-Line with parking and could reasonably be expected to draw riders who wish to park and ride from the stations on either side of it (Downtown Inglewood and Hyde Park).
- Westchester is the current southern terminus of the K-Line. It does not provide parking, but as a terminus, it would typically be expected to draw additional parking demand from outlying areas beyond the extent of the line. Westchester Station's parking demand model output as a terminus has been included to illustrate that with parking management policies in place, it is possible to reduce or even eliminate the need for parking at a station while continuing to serve transit riders.

Figure 9 compares the Parking Demand Model output for these Stations based on current ridership levels to the actual observed parking demand.

Figure 9: Modeled Versus Observed Parking Demand

Station: Norwalk	Average Weekday Ridership		Highest Parking Count	PDM Output	Observed as % of Projected
Month	Open to 10AM	Total			
January 2024	1131	2196	469	862	**54%**
February 2024	1218	2381	496	931	**53%**
March 2024	1319	2625	517	1015	**51%**
April 2024	1149	2242	511	877	**58%**
May 2024	1181	2327	499	905	**55%**
June 2024	1167	2344	463	902	**51%**

Station: Fairview Heights	Average Weekday Ridership		Highest Parking Count	PDM Output	Observed as % of Projected
Month	Open to 10AM	Total			
January 2024	92	185	8	26	**31%**
February 2024	93	184	8	26	**31%**
March 2024	104	208	12	29	**41%**
April 2024	108	225	12	30	**40%**
May 2024	106	214	10	30	**33%**
June 2024	95	210	10	27	**37%**

Station: APU/Citrus	Average Weekday Ridership		Highest Parking Count	PDM Output	Observed as % of Projected
Month	Open to 10AM	Total			
January 2024	827	1677	188	641	**29%**
February 2024	820	1682	184	639	**29%**
March 2024	950	1844	198	724	**27%**
April 2024	863	1718	201	664	**30%**
May 2024	881	1777	195	682	**29%**
June 2024	798	1579	189	613	**31%**

Station: Westchester	Average Weekday Ridership		Highest Parking Count	PDM Output	Observed as % of Projected
Month	Open to 10AM	Total			
January 2024	246	543	No Parking	106	-
February 2024	254	560	No Parking	102	-
March 2024	256	567	No Parking	111	-
April 2024	292	627	No Parking	125	-
May 2024	293	684	No Parking	129	-
June 2024	278	597	No Parking	120	-

Based on this information, the recommended adjustment factor to Parking Demand Output for current conditions is 0.50 (50 percent). This is lower than the adjustment factor implied by looking at the Fairview Heights and APU Citrus data, but slightly higher than the factor implied if looking at Norwalk.

Parking Demand Model Projection Without and With Infill Metrolink

Walker received ridership projections from Metro for the interim terminus Station.

The Parking Demand Model takes projected daily boardings until 10 a.m., the station's typology, and various parking price points ranging from 3-5 dollars to estimate the parking demand.

The Parking Demand Model is a “here and now” model intended to project near-term parking needs. The main inputs in the model determining each typology’s parking demand characteristics are current boardings and current parking demand at existing Metro stations and parking facilities. It does not consider potential changes to the transportation network in the future or changes in commute preferences and behavior. When looking at future stations and alignments, the parking demand model provides a projection of parking demand at new stations, assuming current behaviors have generally stayed the same. Therefore, the appropriate boarding projection input for the model should be a reasonable projection of stabilized boardings at future stations after the ‘honeymoon’ opening period, not projected horizon year boardings.

Metro's daily boardings projections are for 2040. With the Gold Line Extension and other new rail facilities, such as the K-Line, opening day ridership has been a fraction (typically 40-50 percent) of the long-term ridership projection and continues to be so. Thus, it is also appropriate to reduce the boardings projection to reflect stabilized opening year conditions. Based on recent history, the recommended adjustment to boardings is 60 percent. Additionally, boarding projections during route planning have been heavily weighted towards the open to 10 a.m. period, with projections assuming 80 percent of boardings occur within this window. The actual performance of the system in general, and the Gold Line Extension and K-Line in particular, indicate that open to 10 a.m. boardings are approximately half of total daily boardings at outlying stations.

Figure 10 shows the parking demand model output with and without the infill Metrolink station, assuming parking is $3.00/day.

Figure 10: Van Nuys/San Fernando Interim Terminus Parking Demand Projection.

San Fernando Station Station Typology	Without Infill Metrolink Terminus - Urban	With Infill Metrolink Tranfer
Daily Boardings (2040)[1]	774	774
Opening Year Daily Boardings	464	464
Opening Year Open to 10AM Boardings[1]	232	232
Parking Price	$3/day	$3/day
Unadjusted Model Output (Parking Demand)	98	33
Model Adjustment Factor (post-COVID)	0.5	0.5
Adjusted Transit Rider Parking Demand	49	17

Notes: 1: Source = Metro

The team projects that parking management around the Station can reduce potential parking demand and that any observed transit rider parking spillover could be accommodated in underutilized private parking facilities.

As demonstrated in the existing conditions analysis, there are over 400 vacant on- and off-street spaces near the planned San Fernando Station on any given weekday. A portion of these spaces are available on-street; these spaces can be protected for a specific user group (customers of businesses, residents) through parking management. The bulk of available spaces are available in underutilized private off-street parking lots, which could potentially be unlocked for transit rider parking with the execution of a parking agreement.

Parking and transportation demand management could reduce transit rider parking demand at the San Fernando Station. The K-Line terminus in Westchester and the E-Line terminus in Santa Monica do not provide transit rider parking, opting for parking management around the Station area to limit transit parking spillover into adjacent neighborhoods and businesses.

The Walker team recommends implementing parking management strategies to manage parking demand around the station area and ensure adequate parking for residents, businesses, and transit patrons. However, the team does not recommend constructing new parking facilities specifically for transit patrons. The next section of the report details the team's parking management recommendations.

04 Parking Management Recommendations

PARKING MANAGEMENT RECOMMENDATIONS

Walker recommends the following parking and transportation demand management measures be considered for the area around the interim terminus.

Recommendation 1: Create a mobility hub at the interim terminus Station.

Creating a mobility hub at the interim terminus Station will improve first/last-mile connections and encourage transit riders and area employees to utilize alternative means of transportation to the Station area. Mobility hub elements at this location could include a drop-off/pick-up area for kiss-and-ride and transportation network companies, bicycle racks, bicycle lockers, scooter docks/racks, real-time transfer information for the four bus routes currently serving the Van Nuys Boulevard/San Fernando Road intersection, support services such as Station ambassadors, and if space permits, active uses such as retail/kiosks.

Figure 11 shows a sample mobility hub design at Universal Station

Figure 11: Sample Mobility Hub Design



Recommendation 2: Consider 2-hour time-limited parking on side streets adjacent to Van Nuys Boulevard.

Within the analysis area, 13 on-street parking spaces on Van Nuys Boulevard between El Dorado Avenue and San Fernando Road will be eliminated as part of constructing the ESFV LRT Line. These spaces were observed to be highly utilized on Saturday and more modestly used during the weekday observations by patrons of the adjacent businesses. The existing parking on Van Nuys Boulevard is limited to two-hour parking. To ensure that proximate on-street parking is available during the day, Walker recommends that 2-hour parking time limits be implemented on the following side street segments:

- El Dorado Avenue for the first 150 feet north and south of Van Nuys Boulevard
- Ilex Avenue for the first 200 feet south of Van Nuys Boulevard
- Sutter Avenue from Pinney Street to Hoyt Street
- Ralston Avenue from Pinney Street to Hoyt Street
- Pala Avenue from Pinney Street to Hoyt Street

Recommendation 3: Consider 4-hour time-limited parking adjacent to residential properties within a 1/3-mile radius of the interim terminus Station.

A four-hour time limit for adjacent residential properties near the interim terminus Station would prevent transit patrons from parking in front of residences all day while still providing flexibility for residents and residential services (landscaping, in-home care, etc.) to park as needed.

Recommendation 4: Secure agreement(s) with underutilized private parking lots to provide public and/or transit rider parking.

If Metro desires to provide off-street parking for transit riders at the interim terminus, ample underutilized parking already exists that could be unlocked to provide the needed parking. Field staff observed several off-street parking facilities that were lightly utilized throughout the day on weekdays and on Saturday, including the following locations:

- Iglesia Fuente de Agua Viva (Block 142 facility 1) – 65 spaces – observed weekday occupancy of 24 and Saturday occupancy of 35.
- Iglesia Fuente de Agua Viva Overflow (Block 142 facility 2) – 24 spaces – observed weekday occupancy of 0 spaces, Saturday occupancy of 0 spaces.
- Omega Supermarket Rear Lot (Block 154 facility 6) – 50 spaces – observed weekday occupancy of 8 spaces, weekend occupancy of 16 spaces

In particular, the Iglesia Fuente de Agua Viva overflow lot is a standalone facility that is only used by the church on Sundays and special events. It could potentially provide weekday parking.

Recommendation 5: Work with Metro marketing to further promote transit and provide a customer experience ride to businesses/employees within 1/3 mile of the Station.

To encourage the use of transit to work, Metro could actively promote the use of the new line to residents, businesses, and their employees. Marketing should be targeted to residents within 1/3 mile of the station and to

employees of businesses in the station area with the goal of encouraging them to try transit and converting them to paying transit customers.

CONCLUSIONS

The Metro parking demand model projects a need for 49 parking spaces at San Fernando as a terminus Station and 17 spaces as a midpoint/transfer Station with the construction of a Metrolink Infill Station without parking management around the Station area. There are hundreds of vacant spaces near the Station on any given day. Parking management, such as time restrictions on on-street spaces, can protect business and resident parking. As needed, agreements could be made for transit patrons to utilize underutilized off-street facilities. The construction of additional parking in the station area specifically for transit parking is not recommended.

05 Appendices

APPENDIX A – PARKING DATA COLLECTION

					Saturday August 10, 2024					Wednesday August 14, 2024			
Block Number	**Facility ID**	**Facility Type**	**Facility Description**	**Total**	**11:00 AM**	**2:00 PM**	**4:00 PM**	**6:00 PM**	**11:00 AM**	**1:00 PM**	**3:00 PM**	**6:00 PM**
142	1	Ungated Lot	Iglesia Fuente de Agua Viva	**65**	35	24	22	21	7	22	15	21
	2	Gated Lot	Iglesia Fuente de Agua Viva Overflow	**24**	0	0	0	0	0	0	0	0
	3	Ungated Lot	MoneyGram, Cash Advance	**11**	6	8	8	7	5	8	7	8
	4	Ungated Lot	Tanya's, Willy's Beauty Salon	**12**	7	9	9	4	2	5	7	7
	5	Gated Lot	Pacoima Pet Clinic	**18**	2	2	2	2	2	2	1	1
	6	Ungated Lot	El Paseo	**14**	5	5	5	4	9	9	9	6
	7	Gated Lot	Salcido Tours	**10**	6	6	6	6	2	2	2	6
	8	Gated Storage	Paleta's Pacoima	**0**								
	9	Gated Lot	Dental Clinic	**7**	3	3	3	3	3	3	4	0
	10	Gated Lot	LA County Neighborhood Legal Services	**31**	0	0	0	0	26	24	21	2
144	1	Ungated Lot	Pacoima Public Health Center	**25**	3	3	3	3	16	20	19	3
	2	Gated Lot	Private Apartments	**33**	16	12	14	16	12	14	15	16
	3	Ungated Lot	Los Pilares	**3**	3	2	3	1	1	2	1	1
145	1	Ungated Lot	M&V Auto Electric & Tires	**15**	7	9	3	6	6	10	11	12
	2	Ungated Lot	Diaz Mini Market	**5**	2	0	1	1	1	1	1	2
	3	Gated Storage	Henry's Auto Body Shop	**0**								
	4	Ungated Lot	PS Discounts	**40**	20	20	15	11	27	18	18	16
146	1	Gated Storage	SiteOne Landscape Supply	**0**								
147	1	Ungated Lot	Auto Zone Auto Parts	**38**	13	10	13	20	6	11	15	12
148	1	Gated Storage	13201 Van Nyus Blvd.	**0**								
	2	Gated Storage	Martinez Upholestry	**0**								
	3	Gated Lot	Iglesia Vida y Luz	**7**	6	6	6	6	6	6	6	6
	4	Ungated Lot	Playa Azul	**2**	1	1	1	1	0	0	0	0
	5	Gated Storage	Urizar Dental Clinic	**0**								
	6	Gated Storage	Food Truck Storage Lot 1	**0**								
	7	Gated Storage	Food Truck Storage Lot 2	**0**								
	8	Ungated Lot	Auto Repair	**5**	8	8	7	6	6	6	7	6
150	1	Ungated Lot	O'Reilly Auto Parts	**42**	35	37	36	16	22	26	28	18
	2	Gated Lot	Jesse's Pet Grooming	**8**	6	4	5	4	4	5	6	5
152	1	Ungated Lot	GT Mini Market	**13**	8	4	2	2	2	2	3	2
	2	Gated Lot	Stylesville Beauty Lot	**10**	2	2	2	2	1	1	1	2
	3	Gated Lot	Joyas de Dios Church	**4**	0	0	0	0	0	0	0	0
154	1	Ungated Lot	Omega Supermarkets Lot/ El Toro Grande Market Front	**12**	3	8	5	6	3	5	6	6
	2	Gated Storage	13164 Van Nuys Blvd.	**0**								
	3	Ungated Lot	Initiating Change in Neighborhoods Lot	**17**	0	0	0	0	6	6	6	4
	4	Gated Lot	Ramirez Bookkeeping	**2**	0	0	0	0	0	2	2	2
	5	Gated Storage	Lidia's Beauty Salon	**0**								
	6	Ungated Lot	Omega Supermarkets Lot/ El Toro Grande Market Rear	**50**	18	15	13	16	8	6	6	8
				523	**215**	**198**	**184**	**164**	**183**	**216**	**217**	**172**

Block Number	Total	11:00 AM	2:00 PM	4:00 PM	6:00 PM	11:00 AM	1:00 PM	3:00 PM	6:00 PM
142	192	64	57	55	47	56	75	66	51
144	61	22	17	20	20	29	36	35	20
145	60	29	29	19	18	34	29	30	30
146	0	0	0	0	0	0	0	0	0
147	38	13	10	13	20	6	11	15	12
148	14	15	15	14	13	12	12	13	12
150	50	41	41	41	20	26	31	34	23
152	27	10	6	4	4	3	3	4	4
154	81	21	23	18	22	17	19	20	20

Thursday August 15, 2024

11:00 AM	1:00 PM	3:00 PM	6:00 PM
8	22	15	20
0	0	0	0
6	9	8	9
2	6	8	9
2	2	1	1
9	9	9	6
2	2	2	7
3	2	4	0
24	22	20	3
15	15	18	3
13	15	14	16
1	2	1	1
6	9	10	12
0	2	1	3
30	15	17	15
6	10	14	12
6	6	6	6
0	0	0	0
6	6	7	6
25	27	29	21
5	5	6	5
2	2	5	4
1	0	0	0
0	0	0	0
4	4	2	5
6	6	8	4
0	1	2	2
8	5	7	8
190	**204**	**214**	**178**

Wednesday October 30, 2024

12:00 PM	2:00 PM	4:00 PM	7:00 PM
11	15	20	18
0	0	0	0
9	10	11	9
3	2	2	0
2	3	5	2
9	7	6	3
2	2	2	9
0	0	0	0
2	3	2	1
21	23	12	1
17	15	14	4
13	15	14	16
0	2	1	1
7	7	7	7
6	5	3	2
0	0	0	0
6	8	15	32
0	0	0	0
15	16	14	9
0	0	0	0
0	0	0	0
2	2	1	0
1	2	2	2
0	0	0	0
0	0	0	0
0	0	0	0
4	4	2	1
33	32	20	11
1	4	3	3
6	9	7	3
4	5	4	1
2	1	2	1
4	6	5	6
0	0	0	0
6	5	5	0
1	2	2	0
0	0	0	0
7	10	7	9
194	**215**	**188**	**151**

11:00 AM	1:00 PM	3:00 PM	6:00 PM	12:00 PM	2:00 PM	4:00 PM	7:00 PM
56	74	67	55	59	65	60	43
29	32	33	20	30	32	29	21
36	26	28	30	19	20	25	41
0	0	0	0	0	0	0	0
6	10	14	12	15	16	14	9
12	12	13	12	7	8	5	3
30	32	35	26	34	36	23	14
3	2	5	4	12	15	13	5
18	16	19	19	18	23	19	15

Thursday October 31, 2024				Saturday October 26, 2024				Sunday October 27, 2024			
12:00 PM	2:00 PM	4:00 PM	7:00 PM	12:00 PM	2:00 PM	4:00 PM	7:00 PM	12:00 PM	2:00 PM	4:00 PM	7:00 PM
12	15	21	17	26	24	25	19	39	35	30	22
1	0	1	0	0	2	4	3	1	2	1	3
10	10	11	10	10	10	10	6	11	9	10	5
4	2	2	0	3	5	7	10	3	6	6	5
3	2	4	2	0	0	0	2	1	0	0	1
8	5	5	4	5	4	5	3	4	3	3	2
3	2	2	6	2	2	2	2	2	2	2	2
0	0	0	0	0	0	0	0	0	0	0	0
2	3	1	0	0	0	0	0	0	0	0	0
22	22	10	0	0	0	0	0	0	0	0	0
17	16	16	3	2	2	2	2	1	1	1	1
13	15	14	16	13	15	14	16	13	15	14	16
1	2	0	0	3	2	2	0	2	1	1	0
5	6	6	6	7	8	8	6	6	5	6	6
5	3	6	2	0	1	2	1	3	2	1	1
0	0	0	0	0	0	0	0	0	0	0	0
10	13	16	30	23	12	15	6	6	10	12	11
0	0	0	0	0	0	0	0	0	0	0	0
18	15	10	10	13	14	19	10	16	20	21	13
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
4	1	1	0	2	2	2	1	5	6	3	1
2	2	2	2	1	1	1	1	2	2	1	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
4	3	1	1	3	2	3	1	3	1	2	0
30	32	23	14	27	31	27	13	3	32	15	11
2	2	3	3	1	1	1	0	1	0	0	0
9	7	8	4	9	6	5	5	6	5	4	3
7	5	3	0	6	4	2	2	8	3	2	1
1	2	1	1	3	3	2	1	3	1	1	1
5	7	4	8	2	4	8	3	5	9	7	4
0	0	0	0	0	0	0	0	0	0	0	0
8	6	5	0	0	0	5	7	7	7	7	7
2	2	2	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
11	12	10	10	11	14	11	6	15	12	18	12
219	**212**	**188**	**149**	**172**	**169**	**182**	**126**	**166**	**189**	**168**	**128**

12:00 PM	2:00 PM	4:00 PM	7:00 PM	12:00 PM	2:00 PM	4:00 PM	7:00 PM	12:00 PM	2:00 PM	4:00 PM	7:00 PM
65	61	57	39	46	47	53	45	61	57	52	40
31	33	30	19	18	19	18	18	16	17	16	17
20	22	28	38	30	21	25	13	15	17	19	18
0	0	0	0	0	0	0	0	0	0	0	0
18	15	10	10	13	14	19	10	16	20	21	13
10	6	4	3	6	5	6	3	10	9	6	1
32	34	26	17	28	32	28	13	4	32	15	11
17	14	12	5	18	13	9	8	17	9	7	5
26	27	21	18	13	18	24	16	27	28	32	23

						Saturday August 10, 2024				Wednesday August 14, 2024			
Block Number	**Street**	**From**	**To**	**Supply**	**2013**	**11:00 AM**	**2:00 PM**	**4:00 PM**	**6:00 PM**	**11:00 AM**	**1:00 PM**	**3:00 PM**	**6:00 PM**
142	San Fernando Rd.	Pinney	Van Nuys	0	0	0	0	0	0	0	0	0	0
	Van Nuys Blvd.	San Fernando	El Dorado	7	12	6	3	3	3	6	4	3	3
	El Dorado Ave.	Van Nuys	Pinney	11	11	7	8	6	7	7	8	9	7
	Pinney St.	El Dorado	San Fernando	20	20	14	17	17	18	12	12	12	14
144	Ilex Ave.	Van Nuys	10707 Ilex	22	22	12	10	12	17	22	19	19	22
	El Dorado Ave.	10646 El Dorado	Van Nuys	17	17	10	9	12	14	17	14	14	17
	Van Nuys Blvd.	El Dorado	Ilex	6	6	7	4	6	6	6	5	5	4
145	San Fernando Rd.	Van Nuys	10707 San Fernando	3	3	3	3	5	3	2	2	2	1
	Ilex Ave.	10676 Ilex Ave.	Van Nuys	21	21	14	12	15	17	20	20	20	21
	Van Nuys Blvd.	Ilex Ave.	San Fernando	0	2	0	0	0	0	0	0	0	0
146	Sutter Ave.	Mercer	Van Nuys	20	20	20	19	21	20	19	15	13	15
	Van Nuys Blvd.	Sutter	Railroad Tracks	0	0	0	0	0	0	0	0	0	0
147	Sutter Ave.	Van Nuys	Carl St.	25	25	16	19	21	20	17	16	16	20
	Van Nuys Blvd.	Railroad Tracks	Sutter	0	0	0	0	0	0	0	0	0	0
148	Ralston Ave.	Pinney	Van Nuys	8	8	8	9	10	10	9	9	9	9
	Van Nuys Blvd.	Ralston	Sutter	7	7	7	10	12	13	3	7	5	9
	Sutter Ave.	Van Nuys	Pinney	10	10	7	8	8	8	7	7	7	7
	Pinney St.	Sutter	Ralston	12	12	12	12	14	13	11	11	11	11
150	Ralston Ave.	Van Nuys	Hoyt	11	11	8	9	12	12	8	9	9	10
	Hoyt St.	Ralston	Sutter	13	13	6	11	14	13	7	10	11	14
	Sutter Ave.	Hoyt	Van Nuys	10	10	10	10	10	9	10	10	10	10
	Van Nuys Blvd.	Sutter	Ralston	6	5	5	5	5	9	5	5	5	5
152	Ralston Ave.	Van Nuys	Pinney	12	12	11	10	10	10	11	11	11	11
	Pinney St.	Ralston	Pala	10	10	10	10	8	10	10	10	10	10
	Pala Ave.	Pinney	Van Nuys	9	9	8	8	7	8	7	6	5	7
	Van Nuys Blvd.	Pala	Ralston	7	7	9	3	2	2	6	5	5	4
154	Ralston Ave.	Hoyt	Van Nuys	10	10	7	6	7	11	7	7	7	8
	Van Nuys Blvd.	Ralston	Pala	12	12	11	4	3	5	6	7	7	6
	Pala Ave.	Van Nuys	Hoyt	10	10	7	5	7	7	5	4	6	7
	Hoyt St.	Pala	Ralston	11	11	11	11	12	12	5	7	9	10
				310	316	246	235	259	277	245	240	240	262
			Van Nuys Boulevard	45	51	45	29	31	38	32	33	30	31
			All Other On-Street	265	265	201	206	228	239	213	207	210	231

					Thursday August 15, 2024						Wednesday October 30, 2024		
Block Number	**Street**	**From**	**To**	**Supply**	**11:00 AM**	**1:00 PM**	**3:00 PM**	**6:00 PM**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**7:00 PM**
142	San Fernando Rd.	Pinney	Van Nuys	0	0	0	0	0	0	0	0	0
	Van Nuys Blvd.	San Fernando	El Dorado	7	4	6	2	2	4	6	2	2
	El Dorado Ave.	Van Nuys	Pinney	11	7	10	9	6	2	8	5	7
	Pinney St.	El Dorado	San Fernando	20	11	14	14	14	12	12	13	14
144	Ilex Ave.	Van Nuys	10707 Ilex	22	22	20	21	21	18	15	17	22
	El Dorado Ave.	10646 El Dorado	Van Nuys	17	16	14	16	17	13	12	15	17
	Van Nuys Blvd.	El Dorado	Ilex	6	4	7	3	4	4	5	3	6
145	San Fernando Rd.	Van Nuys	10707 San Fernando	3	1	1	2	1	6	3	3	1
	Ilex Ave.	10676 Ilex Ave.	Van Nuys	21	20	20	20	21	17	15	18	21
	Van Nuys Blvd.	Ilex Ave.	San Fernando	0	0	0	0	0	0	0	0	0
146	Sutter Ave.	Mercer	Van Nuys	20	18	16	15	17	18	18	20	22
	Van Nuys Blvd.	Sutter	Railroad Tracks	0	0	0	0	0	0	0	0	0
147	Sutter Ave.	Van Nuys	Carl St.	25	19	18	19	22	24	23	24	28
	Van Nuys Blvd.	Railroad Tracks	Sutter	0	0	0	0	0	0	0	0	0
148	Ralston Ave.	Pinney	Van Nuys	8	8	8	8	9	8	7	7	8
	Van Nuys Blvd.	Ralston	Sutter	7	2	5	3	10	10	9	9	4
	Sutter Ave.	Van Nuys	Pinney	10	7	6	6	5	7	8	8	7
	Pinney St.	Sutter	Ralston	12	10	10	10	10	11	11	11	12
150	Ralston Ave.	Van Nuys	Hoyt	11	7	9	8	9	10	9	10	10
	Hoyt St.	Ralston	Sutter	13	8	11	12	14	9	9	10	14
	Sutter Ave.	Hoyt	Van Nuys	10	10	10	10	10	7	9	8	9
	Van Nuys Blvd.	Sutter	Ralston	6	5	6	4	4	1	3	3	3
152	Ralston Ave.	Van Nuys	Pinney	12	11	10	10	11	10	11	10	10
	Pinney St.	Ralston	Pala	10	10	10	10	10	9	10	10	10
	Pala Ave.	Pinney	Van Nuys	9	7	5	5	7	7	7	8	9
	Van Nuys Blvd.	Pala	Ralston	7	3	6	4	1	2	5	2	1
154	Ralston Ave.	Hoyt	Van Nuys	10	8	8	9	9	10	8	8	10
	Van Nuys Blvd.	Ralston	Pala	12	8	8	9	6	10	7	5	3
	Pala Ave.	Van Nuys	Hoyt	10	4	5	6	4	5	4	7	6
	Hoyt St.	Pala	Ralston	11	6	8	7	9	8	9	10	11
				310	236	251	242	253	242	243	246	267
			Van Nuys Boulevard	45	26	38	25	27	31	35	24	19
			All Other On-Street	265	210	213	217	226	211	208	222	248

					Thursday October 31, 2024							
Block Number	**Street**	**From**	**To**	**Supply**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**7:00 PM**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**7:00 PM**
142	San Fernando Rd.	Pinney	Van Nuys	0	0	0	0	0	0	0	0	0
	Van Nuys Blvd.	San Fernando	El Dorado	7	4	6	2	2	4	6	2	2
	El Dorado Ave.	Van Nuys	Pinney	11	7	9	9	7	3	2	5	7
	Pinney St.	El Dorado	San Fernando	20	14	11	14	16	13	18	20	17
144	Ilex Ave.	Van Nuys	10707 Ilex	22	17	14	20	22	22	20	22	22
	El Dorado Ave.	10646 El Dorado	Van Nuys	17	14	15	16	17	17	15	17	17
	Van Nuys Blvd.	El Dorado	Ilex	6	6	5	5	4	6	6	6	2
145	San Fernando Rd.	Van Nuys	10707 San Fernando	3	3	2	2	2	3	3	2	3
	Ilex Ave.	10676 Ilex Ave.	Van Nuys	21	16	16	17	20	20	20	21	21
	Van Nuys Blvd.	Ilex Ave.	San Fernando	0	0	0	0	0	0	0	0	0
146	Sutter Ave.	Mercer	Van Nuys	20	17	19	21	22	17	18	21	19
	Van Nuys Blvd.	Sutter	Railroad Tracks	0	0	0	0	0	0	0	0	0
147	Sutter Ave.	Van Nuys	Carl St.	25	23	25	25	27	24	22	28	28
	Van Nuys Blvd.	Railroad Tracks	Sutter	0	0	0	0	0	0	0	0	0
148	Ralston Ave.	Pinney	Van Nuys	8	7	8	8	8	10	10	11	11
	Van Nuys Blvd.	Ralston	Sutter	7	3	7	5	8	7	9	7	3
	Sutter Ave.	Van Nuys	Pinney	10	6	7	7	7	8	8	8	8
	Pinney St.	Sutter	Ralston	12	11	10	11	12	12	12	12	14
150	Ralston Ave.	Van Nuys	Hoyt	11	8	9	9	10	9	8	6	12
	Hoyt St.	Ralston	Sutter	13	7	10	11	13	10	12	13	12
	Sutter Ave.	Hoyt	Van Nuys	10	8	7	8	11	12	9	12	12
	Van Nuys Blvd.	Sutter	Ralston	6	2	4	4	3	4	5	1	1
152	Ralston Ave.	Van Nuys	Pinney	12	11	10	9	11	12	11	11	12
	Pinney St.	Ralston	Pala	10	11	10	9	11	9	10	11	12
	Pala Ave.	Pinney	Van Nuys	9	7	8	7	8	8	8	6	9
	Van Nuys Blvd.	Pala	Ralston	7	5	5	4	4	9	3	1	0
154	Ralston Ave.	Hoyt	Van Nuys	10	7	8	8	9	12	11	9	11
	Van Nuys Blvd.	Ralston	Pala	12	8	7	8	6	12	0	1	1
	Pala Ave.	Van Nuys	Hoyt	10	6	5	7	7	6	10	7	8
	Hoyt St.	Pala	Ralston	11	6	8	9	10	8	13	11	12
				310	234	245	255	277	277	269	271	276
			Van Nuys Boulevard	45	28	34	28	27	42	29	18	9
			All Other On-Street	265	206	211	227	250	235	240	253	267

Sunday October 27, 2024

Block Number	Street	From	To	Supply	12:00 PM	2:00 PM	4:00 PM	7:00 PM
142	San Fernando Rd.	Pinney	Van Nuys	0	0	0	0	0
	Van Nuys Blvd.	San Fernando	El Dorado	7	4	6	2	2
	El Dorado Ave.	Van Nuys	Pinney	11	5	8	6	7
	Pinney St.	El Dorado	San Fernando	20	16	17	17	18
144	Ilex Ave.	Van Nuys	10707 Ilex	22	22	21	22	21
	El Dorado Ave.	10646 El Dorado	Van Nuys	17	16	15	17	17
	Van Nuys Blvd.	El Dorado	Ilex	6	6	4	5	1
145	San Fernando Rd.	Van Nuys	10707 San Fernando	3	2	3	5	2
	Ilex Ave.	10676 Ilex Ave.	Van Nuys	21	20	21	21	21
	Van Nuys Blvd.	Ilex Ave.	San Fernando	0	0	0	0	0
146	Sutter Ave.	Mercer	Van Nuys	20	18	17	19	20
	Van Nuys Blvd.	Sutter	Railroad Tracks	0	0	0	0	0
147	Sutter Ave.	Van Nuys	Carl St.	25	24	24	27	28
	Van Nuys Blvd.	Railroad Tracks	Sutter	0	0	0	0	0
148	Ralston Ave.	Pinney	Van Nuys	8	11	11	10	11
	Van Nuys Blvd.	Ralston	Sutter	7	7	9	10	4
	Sutter Ave.	Van Nuys	Pinney	10	6	7	8	8
	Pinney St.	Sutter	Ralston	12	12	13	14	13
150	Ralston Ave.	Van Nuys	Hoyt	11	8	9	12	12
	Hoyt St.	Ralston	Sutter	13	7	11	14	14
	Sutter Ave.	Hoyt	Van Nuys	10	10	9	12	11
	Van Nuys Blvd.	Sutter	Ralston	6	3	5	4	2
152	Ralston Ave.	Van Nuys	Pinney	12	12	12	11	12
	Pinney St.	Ralston	Pala	10	10	10	9	11
	Pala Ave.	Pinney	Van Nuys	9	8	8	9	10
	Van Nuys Blvd.	Pala	Ralston	7	7	3	4	2
154	Ralston Ave.	Hoyt	Van Nuys	10	7	7	8	11
	Van Nuys Blvd.	Ralston	Pala	12	9	4	3	0
	Pala Ave.	Van Nuys	Hoyt	10	7	7	8	7
	Hoyt St.	Pala	Ralston	11	10	12	13	12
				310	267	273	290	277
			Van Nuys Boulevard	45	36	31	28	11
			All Other On-Street	265	231	242	262	266

Metro

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

Board Report

File #: 2020-0780, **File Type:** Motion / Motion Response **Agenda Number:** 10.1.

PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2020

Motion by:

DIRECTORS NAJARIAN AND KUEHL

Related to Item 10: East San Fernando Valley Light Rail Transit Final Environmental Impact Report

The East San Fernando Valley Light Rail project is a great project that will lead to greater connectivity in the entire region. It fits in with Metro's promise to deliver high quality transit options to those who depend on the system. We are eager to move forward with the project and take it from the planning stage into the construction stage.

However, we continue to have some concerns about the portion of track that runs through the City of San Fernando. The last Grade Crossing Safety Study was completed prior to the Metrolink double-tracking through San Fernando. Therefore, an updated traffic study is needed for this segment. These two studies must be completed to reassess what steps should be taken to mitigate the City's safety concerns before any further work outside of the light rail line is proposed that will impact the City of San Fernando.

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

RECOMMENDATION

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

East San Fernando Valley Light Rail Transit Project

Project Area



Metro

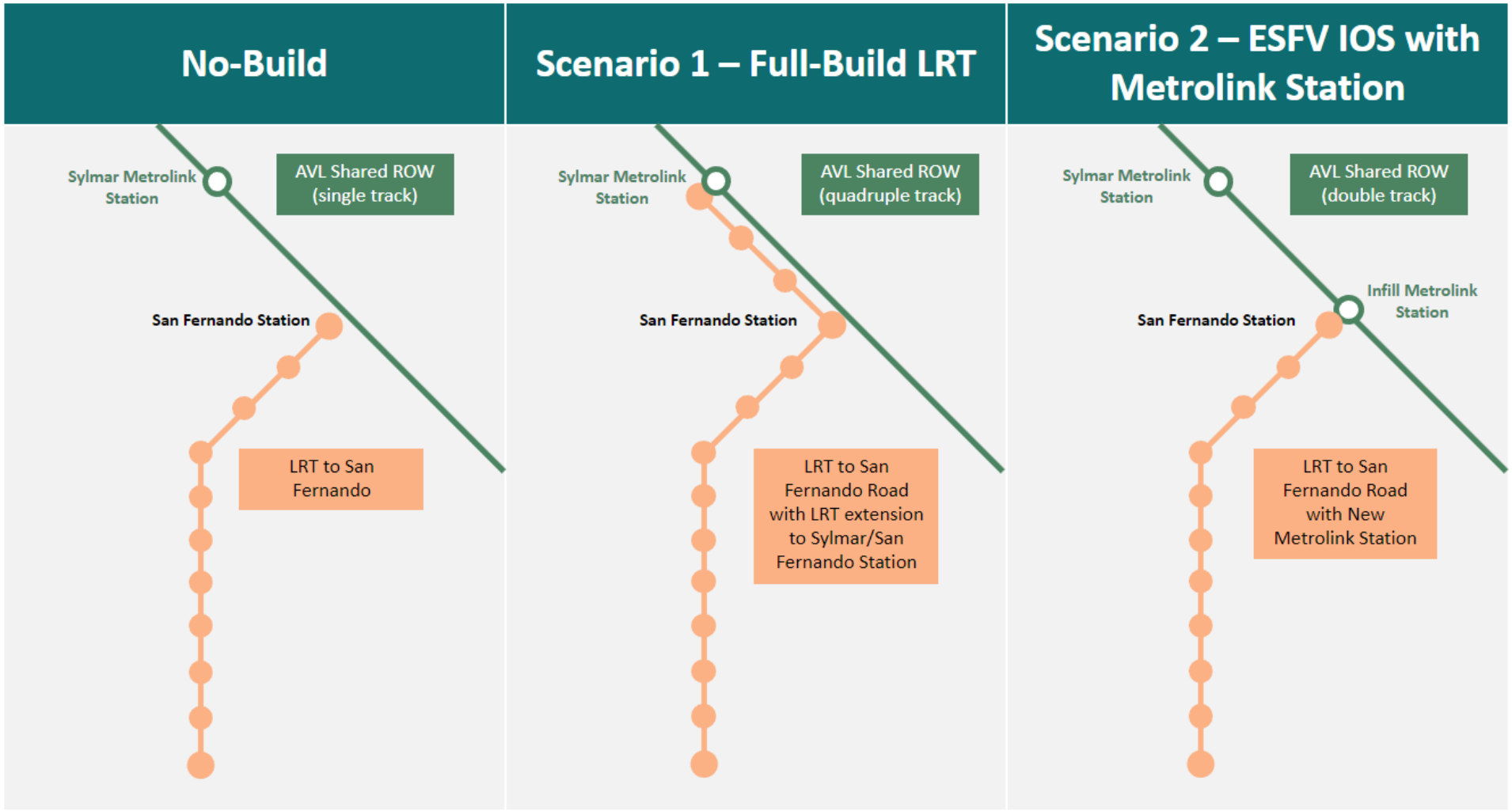
Proyecto de Transporte de Tren Ligero del Este del Valle de San Fernando

Área del proyecto



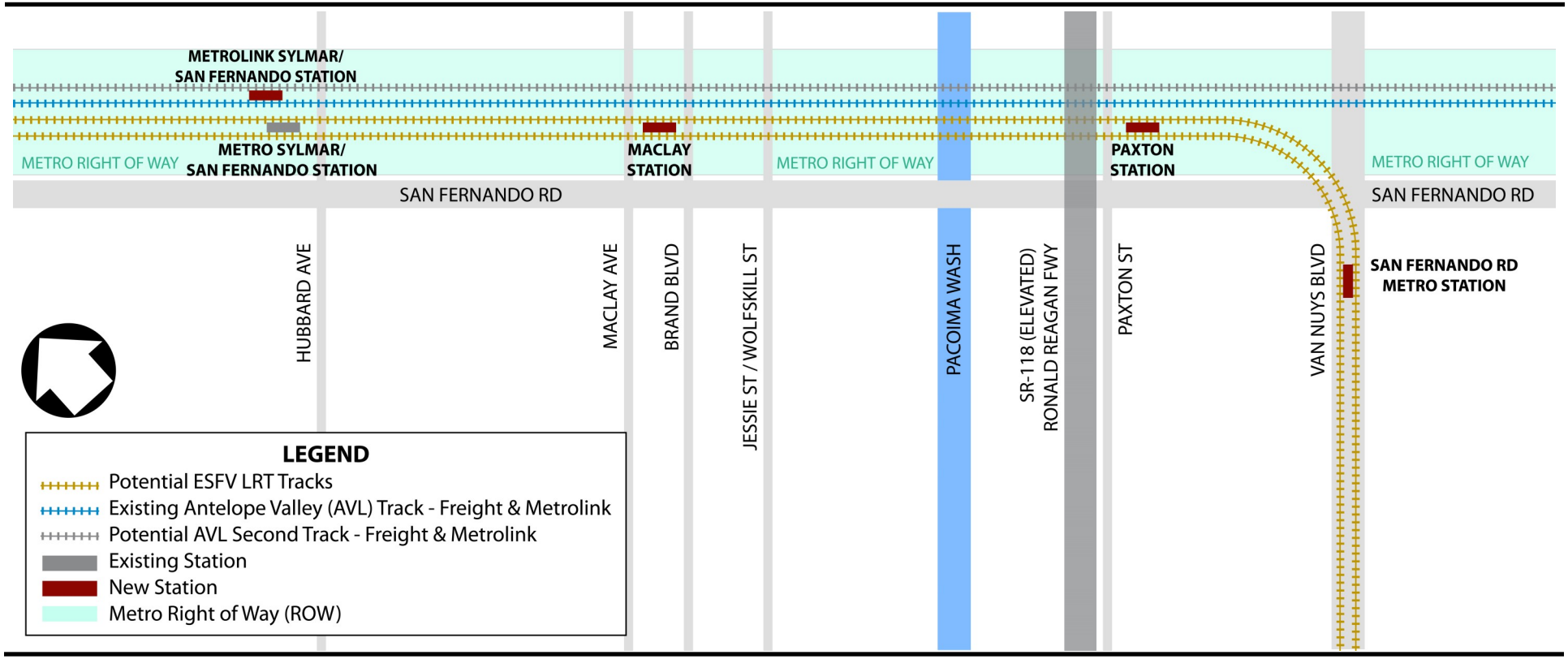
Metro®

ESFV Shared ROW Study Phase 2 Scenario Refinements (Overview)



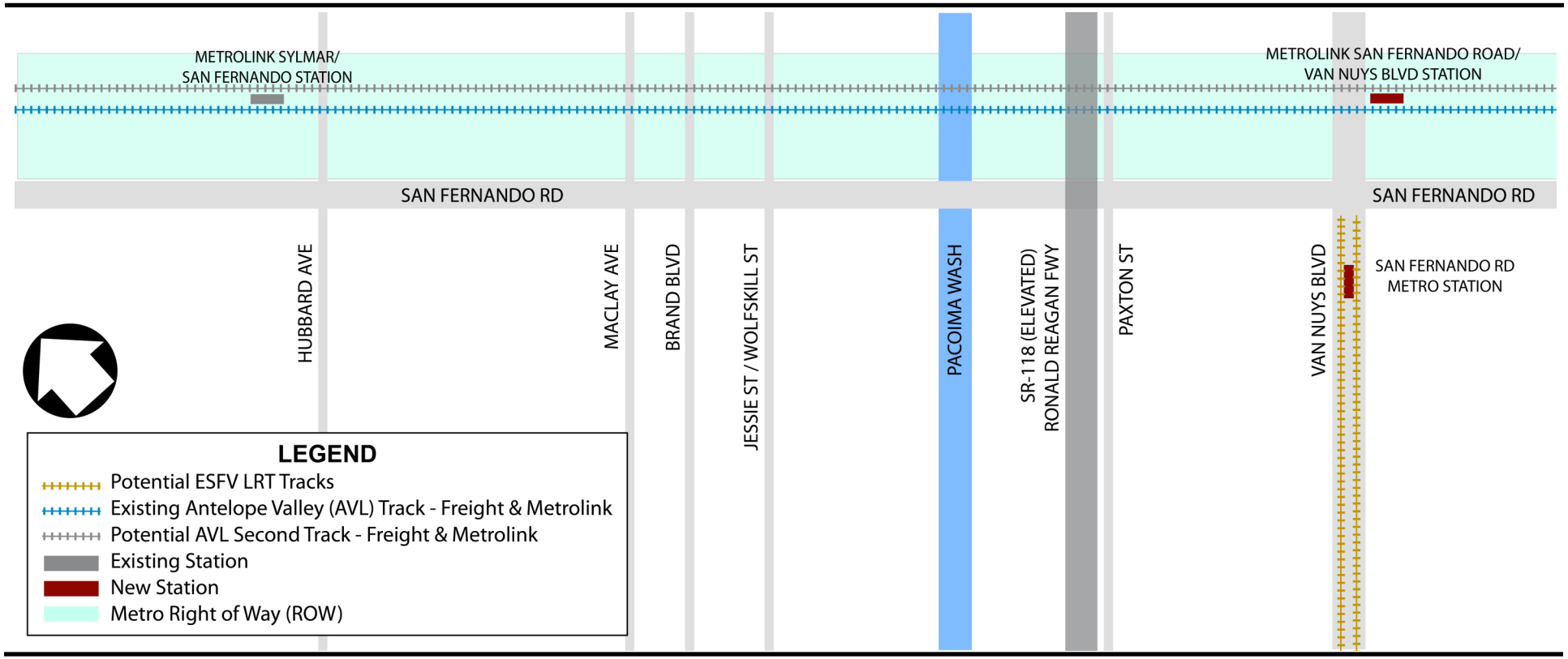
ESFV Shared ROW Study Phase 2 - Horizontal Profile

Scenario 1a and Scenario 1b



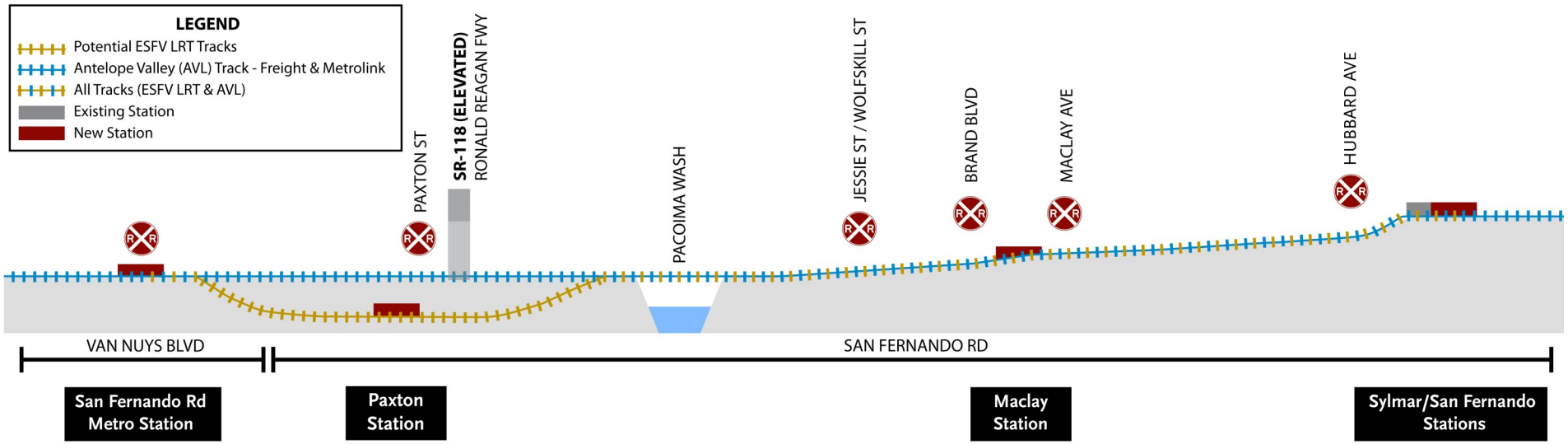
ESFV Shared ROW Study Phase 2 - Horizontal Profile

Scenario 2a and Scenario 2b



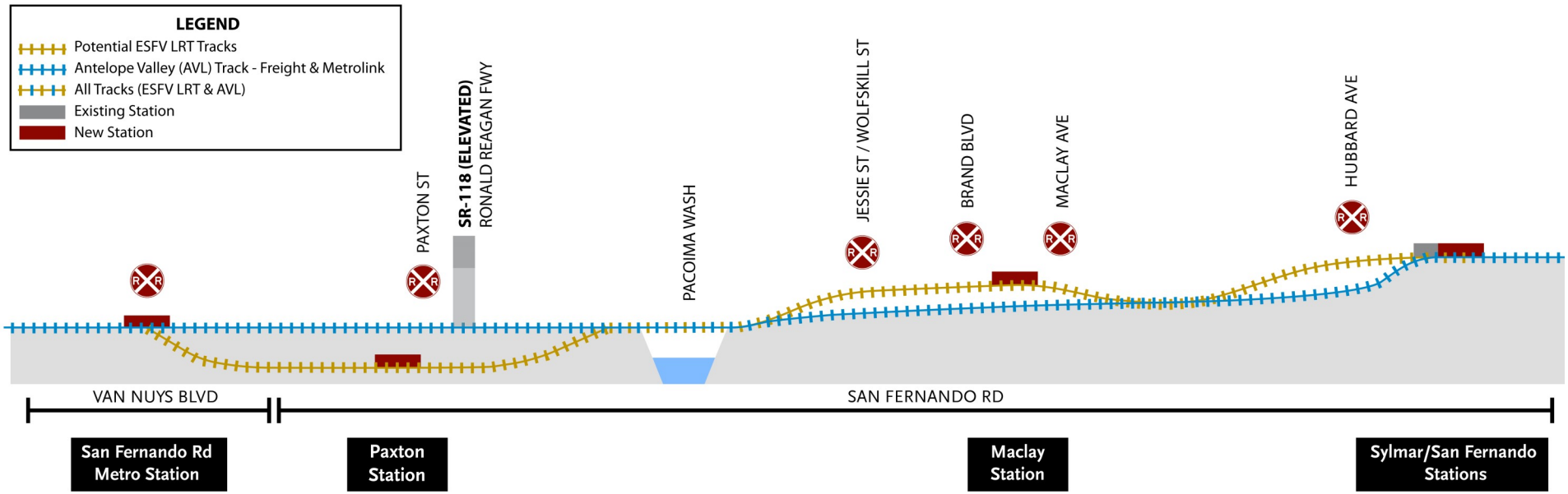
ESFV Shared ROW Study Phase 2—Vertical Profile

Scenario 1A: Full-Build LRT, Partial Grade Separation



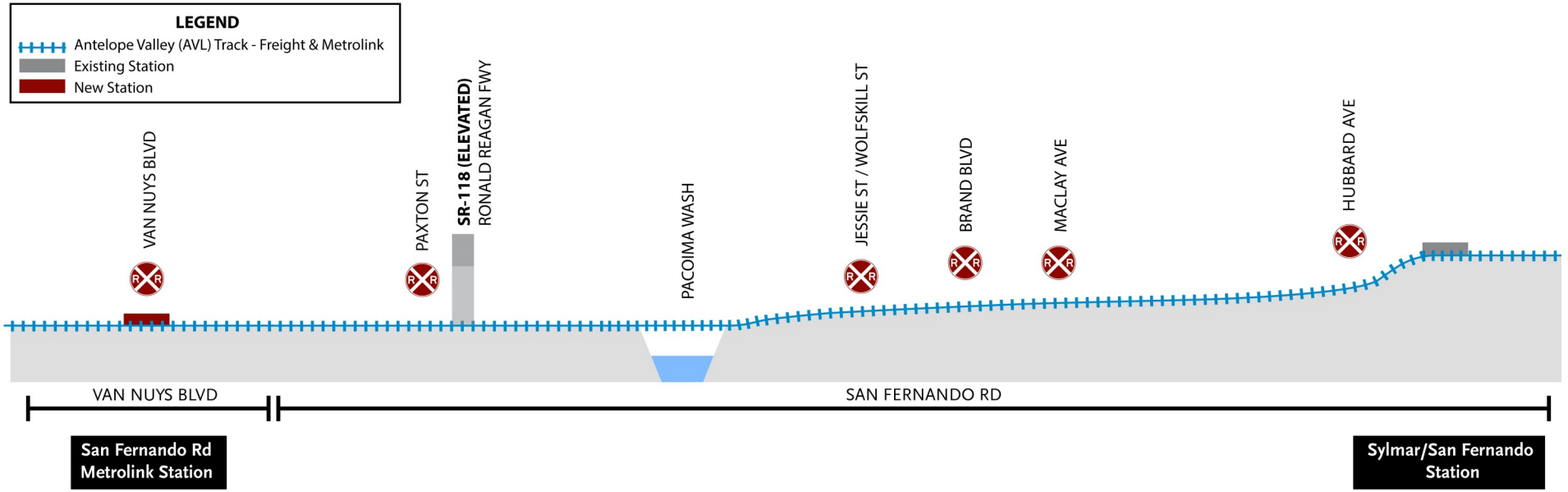
ESFV Shared ROW Study Phase 2—Vertical Profile

Scenario 1B: Full-Build LRT, Full Grade Separation



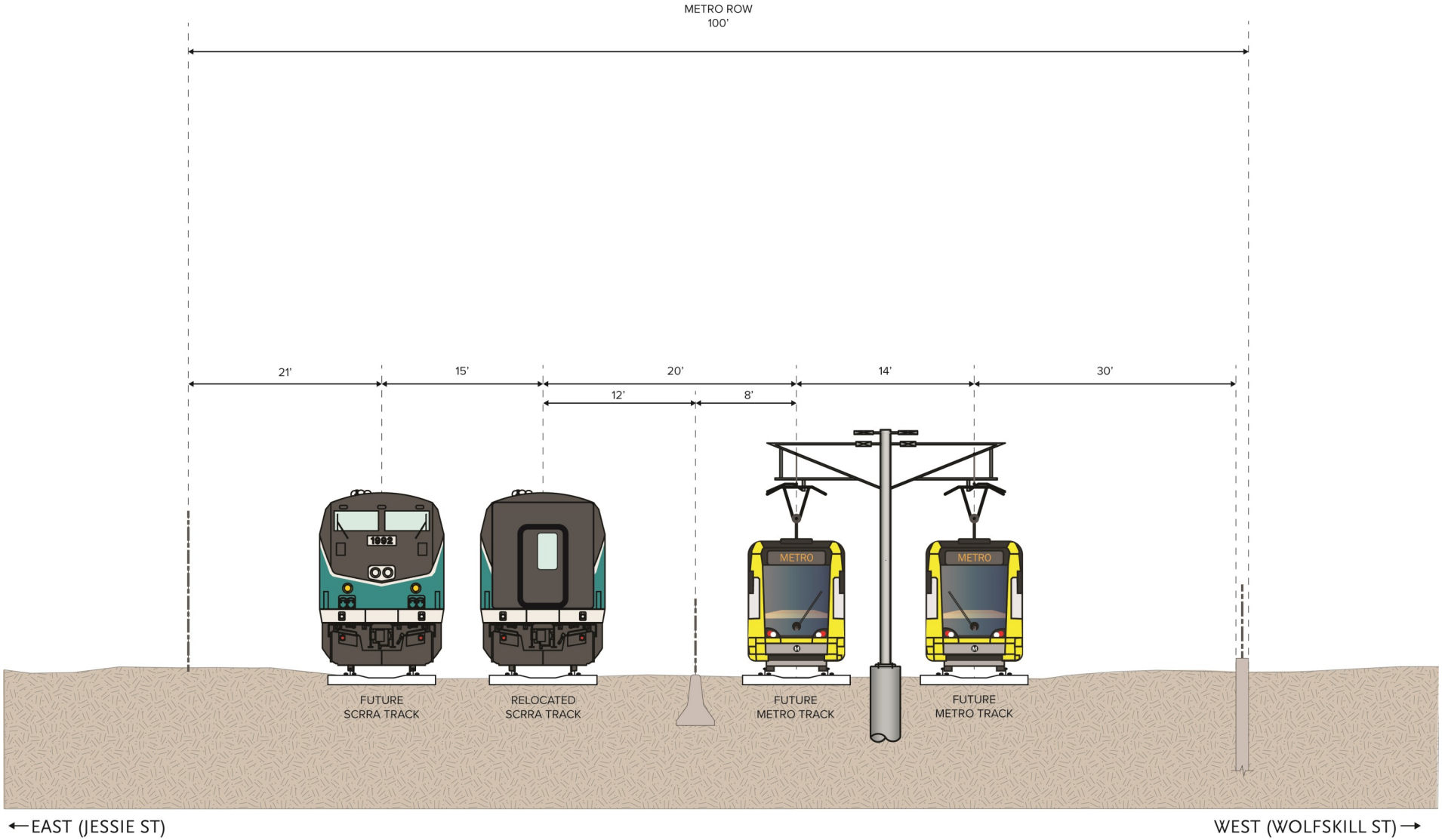
ESFV Shared ROW Study Phase 2—Vertical Profile

Scenarios 2A and 2B



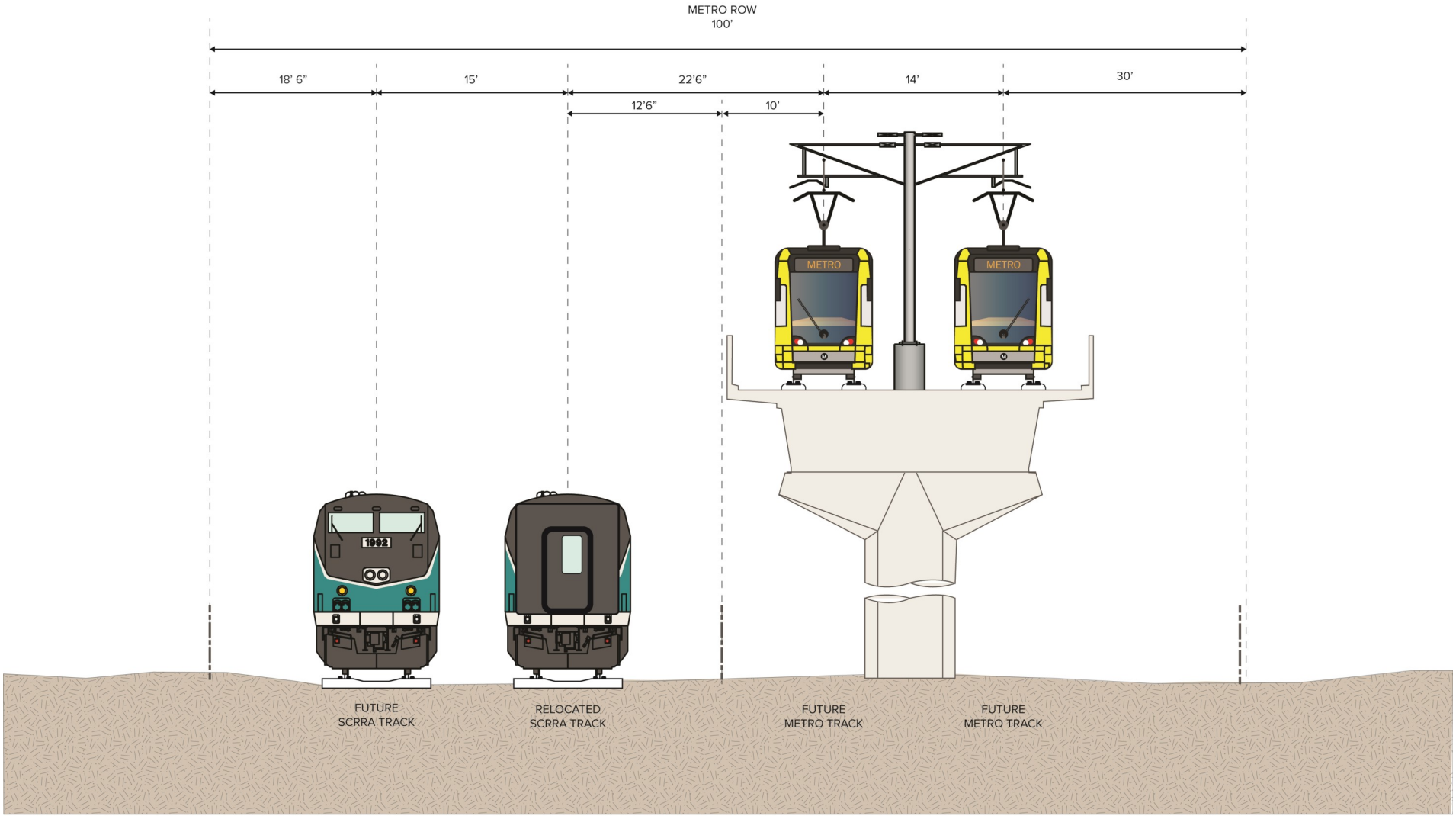
ESFV Shared ROW Study Phase 2 - Cross Section

Scenario 1A: Full-Build LRT, Partial Grade Separation



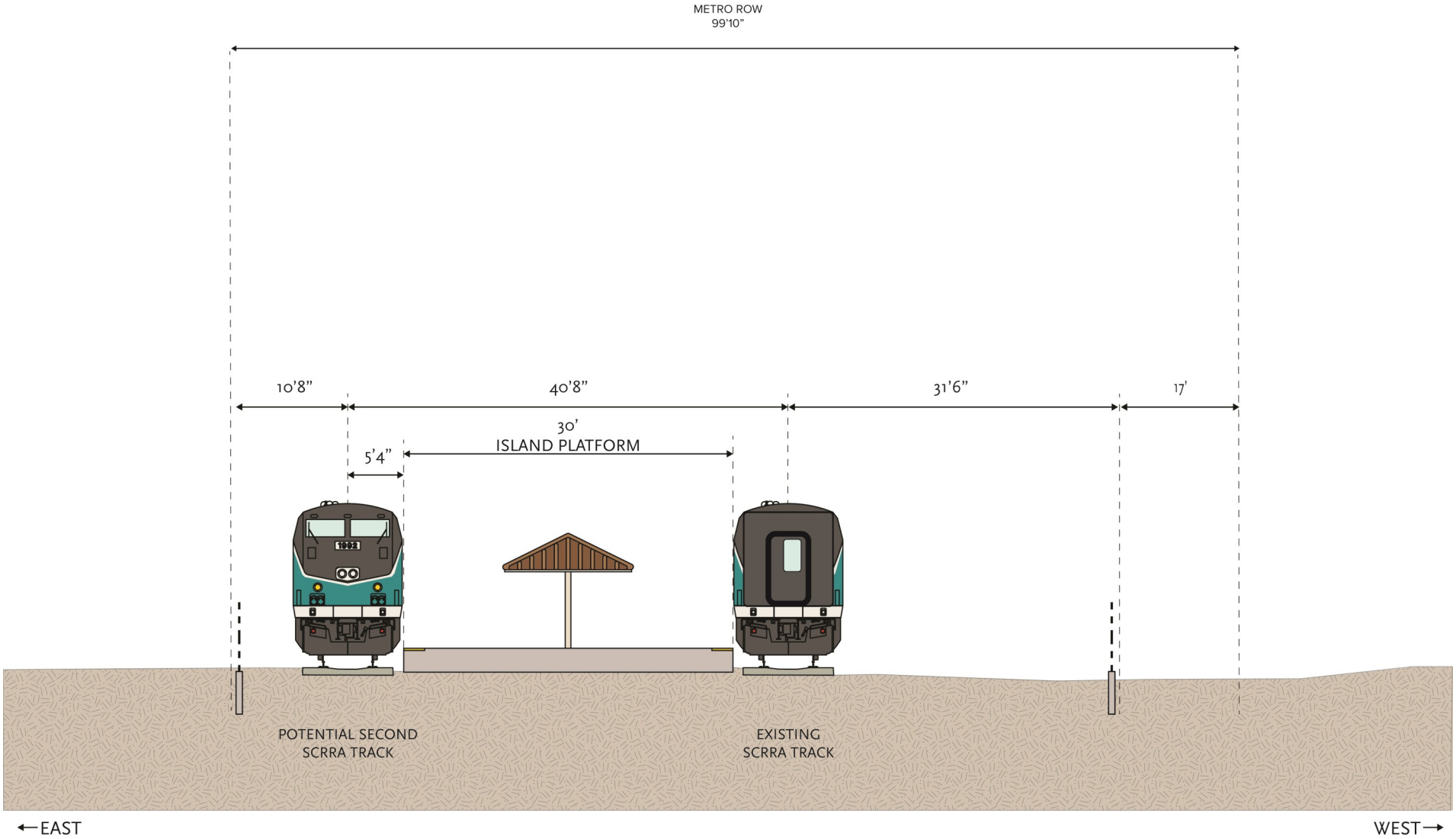
ESFV Shared ROW Study Phase 2 - Cross Section

Scenario 1B: Full-Build LRT, Full Grade Separation



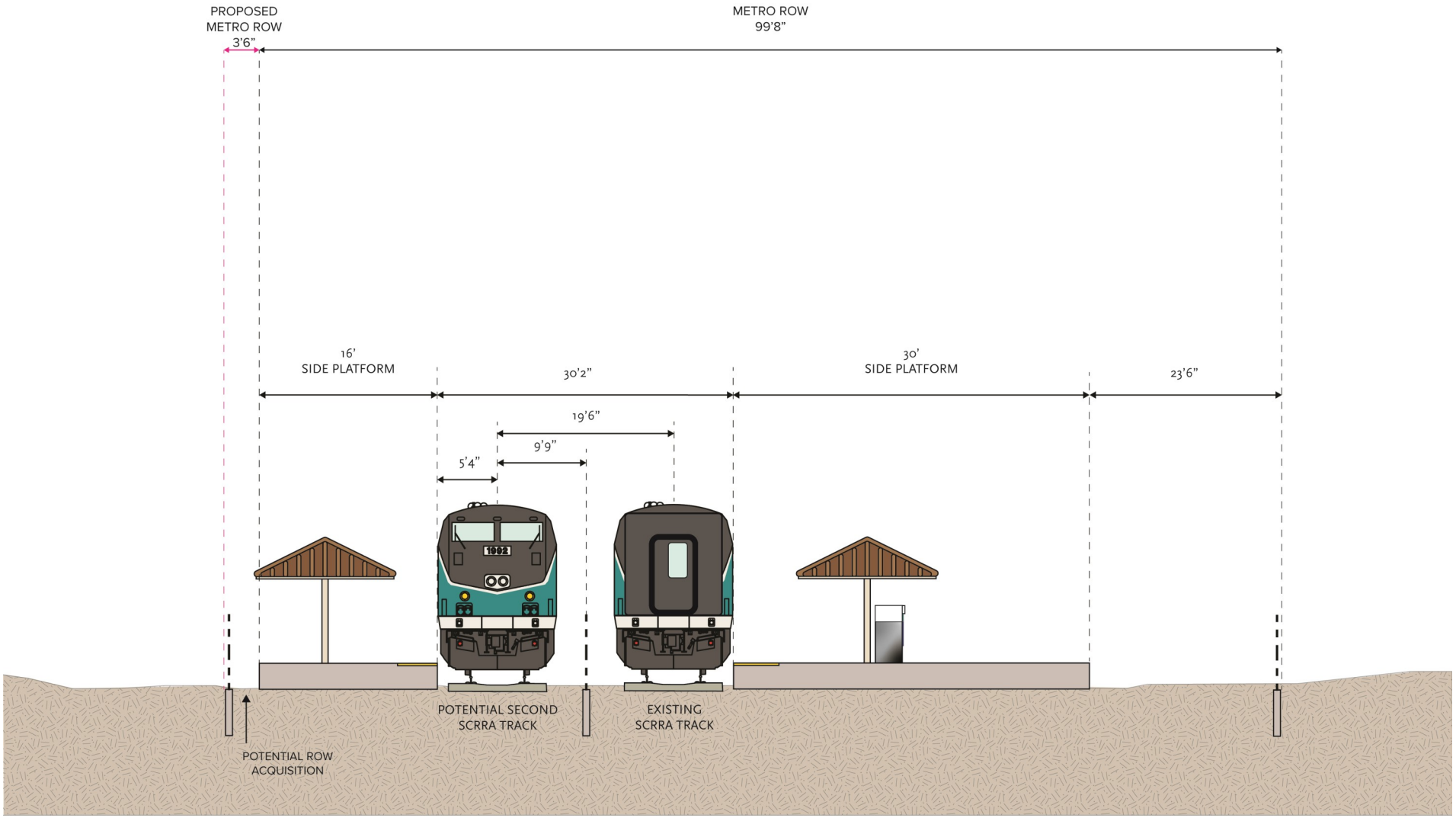
ESFV Shared ROW Study Phase 2 - Cross Section

Scenario 2A: ESFV IOS Metrolink Station Island Platform



ESFV Shared ROW Study Phase 2 - Cross Section

Scenario 2B: ESFV IOS Metrolink Station Side Platforms





East San Fernando Valley Transit Corridor
Shared Right-of-Way Study

PLANNING & PROGRAMMING COMMITTEE
NOVEMBER 19, 2025

Metro

RECOMMENDATION

CONSIDER:

A. **RECEIVING AND FILING** the East San Fernando Valley (ESFV) Shared Railroad Right-of-Way (ROW) Study Final Report (Attachment A), Outreach Summary Report (Attachment B), Interim Terminus Parking Analysis (Northern Segment) (Attachment C);

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
3. Identify funds to program through a separate Board action for successful completion of the planned work

EAST SAN FERNANDO VALLEY (ESFV) TRANSIT CORRIDOR



East San Fernado Valley
LIGHT RAIL TRANSIT PROJECT



East San Fernando Valley
SHARED RIGHT-OF-WAY (ROW) STUDY



Characteristics & Assumptions of the ESFV Shared ROW Study

SCENARIO 1
Full Build of ESFV LRT

LRT*	AVL**	UPRR
20 x hr.	4 x hr.	1 x hr.

25 trains per hour

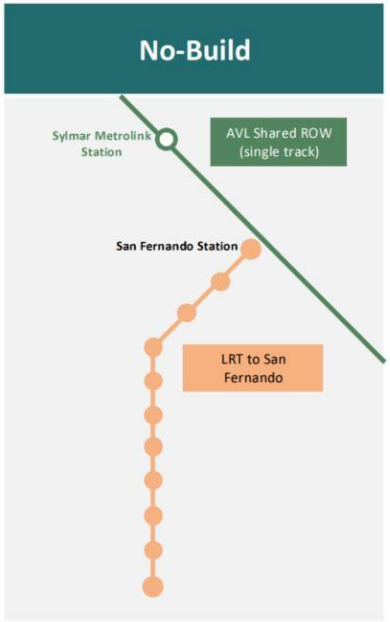
SCENARIO 2
ESFV LRT with New Metrolink Station

LRT*	AVL**	UPRR
0 x hr.	4 x hr.	1 x hr.

5 trains per hour

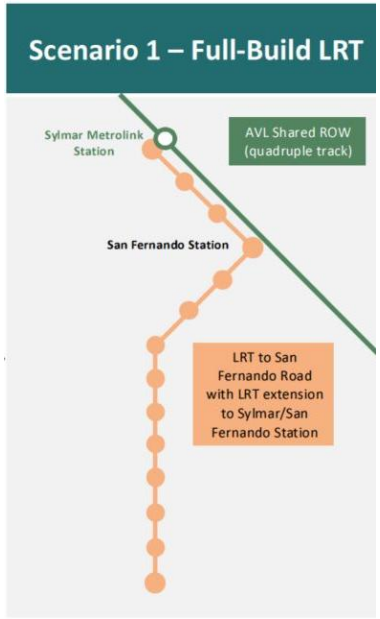
Scenarios Overview

No-Build



Ridership – 50,100
Costs: No Build
(Van Nuys LRT Only)

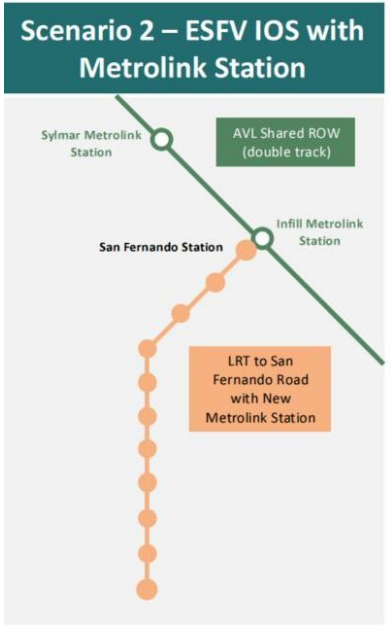
Scenario 1 – Full-Build LRT



Ridership – 62,900
Costs: $1.2 Billion

- LRT Extension
- 3 new Stations
- Narrow ROW in San Fernando requires grade separations and real estate takings

Scenario 2 – ESFV IOS with Metrolink Station



Ridership – 58,300
Costs: $200 Million

- New Pacoima Metrolink Station + Mobility Hub
- Metrolink Safety Improvements

Community Engagement

- Overall, the responses reflect a community that values **safety, connectivity, and comfort**.
- **Traffic congestion** remains a **major frustration**
- **Pedestrian safety is a recurring priority**, suggesting a strong desire for walkable, human-centered infrastructure
- **There's strong support for a mobility hub, with 3 in 4 (78%)** respondents noting that they would **very likely** or **somewhat likely** use the mobility hub
- Metro held 13 stakeholder briefings, four pop-up events, three community meetings and two ESFV LRT community meetings reaching nearly 900 people





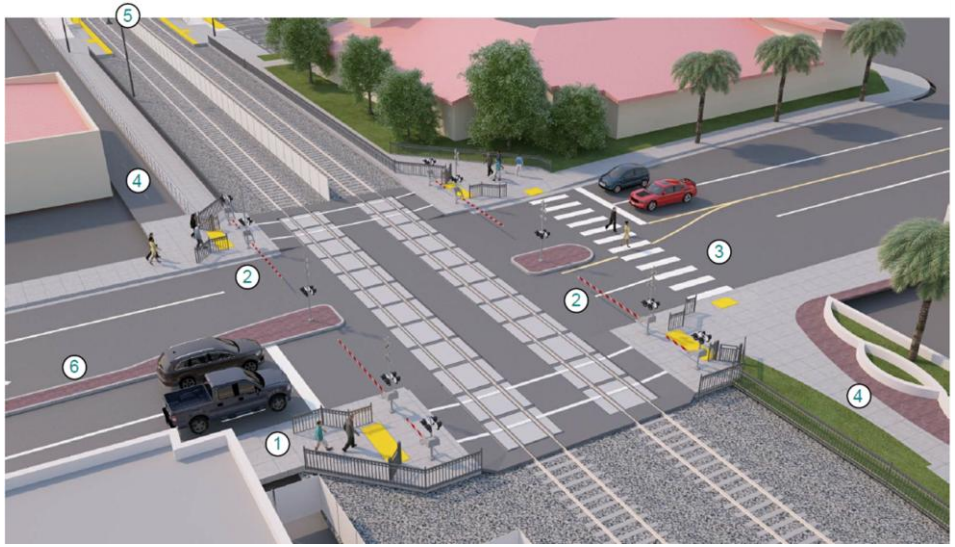
Resource Fair:

Conversaciones y Recursos (Conversations & Resources)

- 150 attendees (approx. 90% Spanish-speaking)
- Over 200 boxes of fresh produce distributed to event participants

Source : Percentage Date from Community Outreach Report (Attachment C)

Next Steps: Early Works & Pacoima Station Design





Railroad Crossing Safety Improvements

1. Pedestrian Safety Improvements
2. Four Quadrant Gate System
3. Crosswalk
4. Bike Path
5. Lighting & Signage
6. Raised Median

Pacoima Station Multimodal Strategic Planning Effort

1. Preliminary development and environmental clearance
2. Conceptual design of Pacoima Station
3. FLM Infrastructure and services
4. Pedestrian enhancements
5. Mobility Hub

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

File #: 2025-0948, **File Type:** Program **Agenda Number:** 8.

PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 19, 2025

SUBJECT: 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE 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.

ISSUE

In August 2025, the California Transportation Commission (CTC) adopted the 2026 State Transportation Improvement Program (STIP) Fund Estimate (FE), which provides new formula funding capacity totaling up to $218,369,000 for LA County over the five-year STIP period from Fiscal Year (FY) 2027 through FY 2031. Metro is charged with preparing and managing the Regional Transportation Improvement Program (RTIP) for LA County. The RTIP submittal, due to the CTC by December 15, 2025, requires Board approval.

BACKGROUND

The STIP is a five-year capital improvement program for transportation projects that is updated every two years. The CTC adopted the previous STIP in 2024. The STIP contains two portions:

- The Interregional Transportation Improvement Program (ITIP) accounts for 25% of the total STIP and is developed by Caltrans.
- The RTIP accounts for 75% of the total STIP and is developed by County Transportation Commissions, such as Metro.

The RTIP is the subject of this report's recommendations.

Relationship to the 2024 STIP

The 2024 STIP FE identified a $216,817,000 target share for the LA County RTIP in FY 25 through

FY 29. The Metro Board approved the 2024 RTIP in November 2023 and the CTC approved the 2024 RTIP in March 2024. The 2024 RTIP carried over projects from the 2022 RTIP and programmed the total $216,817,000 share to planning, programming, and monitoring (PPM), minor increases for two State Route 710 Mobility Improvement Projects (SR-710 MIPs), and a new project to purchase 100 zero-emission buses (ZEB). In June 2024, $20,000,000 programmed for the construction of the SR-71 Expressway to Freeway Conversion between I-10 and Mission Road lapsed because the project was not ready for construction. The project was deleted from the STIP, and the lapsed funds have been restored to LA County's 2026 RTIP share. In June 2025, the CTC approved Metro's request to amend the 2024 RTIP to adjust funding amounts for the existing SR 710 MIPs and add two new SR-710 MIPs.

DISCUSSION

Proposed 2026 RTIP

The 2026 STIP FE includes a $134,483,000 target share for LA County, of which $5,724,000 may be programmed for PPM. The STIP FE capacity depends on fuel tax revenue and programmed and unprogrammed commitments statewide. The 2026 STIP FE is significantly less than the 2024 STIP FE due to a combination of declining gasoline tax revenue and greater unprogrammed costs such as program-eligible cost increases.

For the 2026 RTIP, Metro staff proposes to program up to the maximum target share of $218,369,000 for new projects, including up to $83,886,000 as an interest-free advance from LA County's estimated future STIP shares. CTC approval of STIP funds beyond a county's target share depends on funds being available from other counties programming below their target shares. While the CTC may choose to approve a lesser amount than Metro proposes in the 2026 RTIP, there is no risk to existing, near-term programmed projects, as all of the proposed funds are for new projects in outer years where funding plans may be revised to account for the outcome of CTC's 2026 STIP adoption.

To develop the proposed RTIP, Metro staff applied the Evaluative Criteria Framework. The Framework is a tool to match appropriate state and federal fund sources to eligible and ready projects stemming from established Metro priorities, plans, and policies. The Framework's six parameters aim to direct grant funds to projects that are: Metro's highest and most critical priorities such as Measure M; responsive to grant program criteria such as expenditure deadlines; and consistent with plans and policies such as the Metro Equity Platform, Metro Long Range Transportation Plan (LRTP), and the Southern California Association of Governments' Regional Transportation Plan.

Metro staff proposes programming funds for acquisition of ZEBs and chargers, one SR-710 MIP for the City of Los Angeles, one project in the SR-710 area for the County of Los Angeles for which the County intends to request inclusion as a SR-710 MIP, Eastside Transit Corridor Phase 2A, and PPM. The total amount of the additional maximum target share is requested for Eastside Transit Corridor Phase 2A. The proposed 2026 RTIP is in Attachment A. The project descriptions for all existing and proposed projects in the RTIP are in Attachment B.

The funds proposed for each project are based on current cost estimates and funding strategies that

have attempted to fund Metro's overall capital program, including the projects and programs in the Measure R and Measure M Expenditure Plans. Staff initially developed funding plans for the Eastside Transit Corridor Phase 2 project as well as the Vermont Transit Corridor, Southeast Gateway Line, and other high priority projects with consideration of the timing of project development as well as the grant funding cycles. Additional funding is allocated to these projects when project costs change or there is a project milestone, including the selection of the locally preferred alternative (LPA), approval of the life of project budget, or submittal to grantors for grant funding. This is done to demonstrate there is sufficient funding for the project. The Vermont Transit Corridor and Southeast Gateway Line projects were a better fit for other fund sources than STIP, and STIP was previously identified for the Eastside Transit Corridor Phase 2 project as part of the Measure M Expenditure Plan, 2020 LRTP development, and selection of LPA. After the CTC adopts the 2026 STIP in March 2026, Metro may amend the RTIP as part of the next STIP cycle or sooner if necessary to reflect updates to cost estimates and funding plans. CTC approval of such an amendment(s) is subject to STIP funding capacity. It is Metro's intent that STIP funds are delivered timely and result in successful project delivery. Should there be a lapse of STIP funds programmed to a local jurisdiction or other outside agency, Metro will not replace the lapsed STIP funds with new STIP funds. Metro will also not program RTIP funds in excess of the amount approved by the Metro Board.

DETERMINATION OF SAFETY IMPACT

Approval of the 2026 RTIP will have no negative impact to the safety of Metro patrons or employees.

FINANCIAL IMPACT

Adoption of the 2026 RTIP would have no negative impact to the agency. The 2026 RTIP fulfills prior and anticipated funding commitments for transportation projects in LA County.

Impact to Budget

The 2026 RTIP includes funding for FY 2027 through FY 2031 and has no impact to the FY 2026 budget.

EQUITY PLATFORM

The STIP does not require that individual projects have or will conduct community engagement or meet equity criteria to receive funding. However, the STIP asks Metro to describe how engagement was conducted for the RTIP as a whole. The Metro Board adopted 2020 LRTP, from which Metro staff identified the projects for the 2026 RTIP, and was built on a two-year engagement process. Metro conducted surveys, meetings, and engagement throughout LA County. It was a bottom-up approach, starting with open-ended surveys, from which candidate priorities were developed, and the following four were selected: Better Transit, Less Congestion, Complete Streets, and Access to Opportunity. Projects were selected to fit these priorities. For instance, for Better Transit, the LRTP will fund more than 100 miles of fixed guideway transit over the next 30 years and for Less Congestion, the LRTP will invest in arterial and freeway projects to reduce congestion. The Measure M Expenditure Plan was similarly developed using a bottom-up engagement process, with input from local jurisdictions and subregional agencies, and approved by over 70 percent of voters in 2016.

Projects proposed in the RTIP are included in or directly advance specific projects and programs in the 2020 LRTP or Measure M.

The transition to ZEBs systemwide is listed in the 2020 LRTP as an investment supporting the “Better Transit” priority area. Metro’s transition to ZEB technology will eliminate tailpipe emissions and significantly reduce noise that has significant negative environmental effects on people living and working near bus corridors and on people that depend on Metro’s service for their travel needs. The Metro Zero Emission Bus Rollout Plan approved by the Board in March 2021 analyzed disadvantaged communities in Metro’s service area using CalEnviroScreen 3.0, which identifies communities that are disproportionately burdened by multiple sources of pollution. The analysis shows that the majority of Metro bus routes traverse disadvantaged communities. The plan’s Disadvantaged Communities Prioritization Strategy prioritizes the deployment of ZEBs to routes and service blocks that serve larger percentages of disadvantaged communities.

SR-710 MIPs are listed in the 2020 LRTP as investments supporting the “Less Congestion” priority area. The County of Los Angeles’ Marengo Mobility Hub Project is within a Metro Equity Focus Community (EFC) in East Los Angeles. The proposed STIP funds will be used to provide a park and ride lot with electric vehicle charging stations, transit infrastructure, bicycle amenities, a public plaza, and wayfinding signage on the campus of the Los Angeles General Medical Center. The improvements will enhance connectivity, safety, and access to the Medical Center which is a major employment center. It will serve many existing transit lines, including three existing Metro Bus lines and Los Angeles County Public Works' Wellness Center Shuttle. The project was shaped by three rounds of engagement for the 710 North Mobility Hubs Plan. The City of Los Angeles’ Eagle Rock Boulevard Multi-Modal Transportation Improvements project does not overlap with a Metro EFC in the Eagle Rock community. Still, 35 percent of households in the project area are low-income and seven percent are zero-vehicle households so there is a need for the active transportation improvements proposed for STIP funding to improve access to destinations in the area such as the Solheim Senior Community, Occidental College, the future North Hollywood to Pasadena Bus Rapid Transit station, and local businesses. The City has been conducting public outreach and stakeholder engagement, including meetings with local schools, businesses, and residents to ensure community priorities are integrated into the final project design.

The Eastside Transit Corridor Phase 2 is included as a major transit investment in the 2020 LRTP supporting the “Better Transit” priority area. The project is also a Measure M Expenditure Plan Major Project. The initial operating segment, Phase 2A, proposed for STIP funding traverses through six EFCs along the eastern portion of Los Angeles County. This project will benefit these EFCs by providing access to a reliable light rail system and filling a gap in high-quality transit services that currently exists.

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.

This Board item will likely increase VMT in LA County, as it includes an investment in 0.6 miles of new lane miles which encourage driving alone. 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.

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

ALTERNATIVES CONSIDERED

The Board could elect not to approve the staff recommendation for the 2026 RTIP. This option is not recommended as it would force LA County to forfeit up to $134,483,000 in formula funds until the next STIP cycle in two years. Additionally, failure to adopt the 2026 RTIP could cause delay for the projects proposed.

NEXT STEPS

With Board approval, staff will proceed with finalizing the 2026 RTIP submittal. The major milestones to secure the 2026 LA County RTIP are:

- December 15, 2025 - 2026 RTIP due to CTC
- February 5, 2026 - CTC holds Southern California 2026 STIP Hearing
- February 27, 2026 - CTC publishes staff recommendations
- March 19-20, 2026 - CTC adopts 2026 STIP

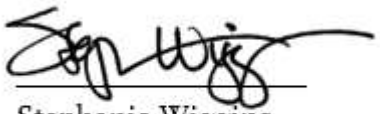
ATTACHMENTS

Attachment A - 2026 LA County RTIP
Attachment B - 2026 LA County RTIP Project Descriptions

Prepared by: Shelly Quan, Senior Manager, Transportation Planning, (213) 547-4303

Patricia Chen, Senior Director, Countywide Planning & Development, (213) 922-3041
Mark Yamarone, Executive Officer, Countywide Planning & Development, (213) 418-3452
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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer

Attachment A

2026 Los Angeles County Regional Transportation Improvement Program

($000s)

The table summarizes the projects programmed in the 2024 RTIP and the carryover and new programming proposed for the 2026 RTIP which has new funding capacity in FY 27 through FY 31.

Existing Programming	Prior	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Highway and Local Road Improvement Projects							
LA City Soto St. Complete Streets, Multnomah-Mission		17,182					17,182
Ford Boulevard Traffic Corridor Improvement Project (N-S)		1,000					1,000
Planning,Programming & Monitoring	9,603	3,342	8,630	4,270			25,845
Subtotal Highway	**9,603**	**21,524**	**8,630**	**4,270**			**44,027**
Rail and Transit Projects							
Bus Acquisition #3, 100 ZEBs				200,633			200,633
Subtotal Transit				**200,633**			**200,633**
Active Transportation Projects							
Multimodal Mobility Improvements (SR 138 Segment 4)	11,950	7,000					18,950
Valley Blvd Multi-modal/Safety Improvements	9,432	19,520					28,952
Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements		6,500					6,500
Subtotal Active Transportation	**21,382**	**33,020**					**54,402**
TOTAL EXISTING	**30,985**	**54,544**	**8,630**	**204,903**			**299,062**
Proposed Programming	**Prior**	**FY 27**	**FY 28**	**FY 29**	**FY 30**	**FY 31**	**Total**
No Amendments							
LA City Soto St. Complete Streets, Multnomah-Mission		17,182					17,182
Ford Boulevard Traffic Corridor Improvement Project (N-S)		1,000					1,000
Bus Acquisition #3, 100 ZEBs				200,633			200,633
Multimodal Mobility Improvements (SR 138 Segment 4)	11,950	7,000					18,950
Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements		6,500					6,500
Planning,Programming & Monitoring	9,603	3,342	8,630	4,270			25,845
Subtotal No Amendments	**0**	**35,024**	**8,630**	**204,903**			**270,110**
Amendments to Scope/Schedule/Funding							
Valley Blvd Multi-modal/Safety Improvements	9,432	19,520					28,952
Subtotal Amendments	**9,432**	**19,520**					**28,952**
Proposed New Projects - Target Share							
Marengo Mobility Hub		10,840					10,840
Eagle Rock Boulevard Multi-Modal Transportation Improvements					6,362		6,362
Bus Acquisition #4, 21 ZEBs					40,367		40,367
Bus Acquisition #5, 7 ZEB Chargers					20,042		20,042
Eastside Transit Corridor Phase 2A					51,148		51,148
Planning,Programming & Monitoring					2,862	2,862	5,724
Proposed New Projects - Maximum Target Share							
Eastside Transit Corridor Phase 2A					83,886		83,886
Subtotal New Projects		**10,840**			**204,667**	**2,862**	**218,369**
NET NEW PROGRAMMING		**10,840**			**204,667**	**2,862**	**218,369**

Attachment B

2026 LA County RTIP Project Descriptions

The following project descriptions are provided to give an overview of existing and new projects in the proposed 2026 RTIP. Additional project detail and performance information will be included in the 2026 RTIP submittal to the CTC.

Existing Projects

- The Caltrans Multimodal Mobility Improvements (SR-138 Segment 4) project has funds programmed in FY 27 for construction of sidewalks, curb ramps, traffic calming measures, traffic signal, drainage improvements, and bike lanes on SR-138 in Littlerock from 70th Street East to 0.1 miles east of 77th Street East.

- The LA City Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements project has funds programmed in FY 27 for construction of reconstructed sidewalks and driveways, curb extensions, median island/pedestrian plaza upgrades, ADA compliant access ramps, improved transit furniture and stops, high visibility crosswalks, speed feedback signs, and other wayfinding signage. The project also includes pedestrian lighting, traffic signal upgrades, including High-Intensity Activated Crosswalk (HAWK) signals, and new street trees and enhanced landscaping. These improvements will be made on Figueroa Street from S. Ave 60 to Meridian Street, on Meridian Street from Figueroa Street to N. Ave 63, and on N. Ave 63 from Meridian Street to Ruby Street.

- The LA City Soto Street Complete Streets, Multnomah-Mission project has funds programmed in FY 27 to add one lane on Soto Street between Multnomah Street and North Mission Road; widen existing sidewalks; construct Class II bike lane in both directions; and install pedestrian lighting, a new striped median, and shoulders on both sides of the street.

- The LA City Valley Boulevard Multi-modal/Safety Improvements project has funds programmed in FY 26 for design and FY 27 for construction of multimodal corridor improvements along Valley Boulevard which may include active transportation safety and accessibility enhancements as well as additional necessary infrastructure upgrades along Valley Boulevard. The City of LA will deliver the project in three segments. The project scope for STIP funding will be amended to only Segment 1 between Union Station and Lincoln Park along Mission Road.

- The LA County Ford Blvd Traffic Corridor Improvements (N-S) project has funds programmed in FY 27 for construction of new communication infrastructure and upgrade traffic signal infrastructure for 5 intersections on Ford Blvd between Floral Drive and 3rd Street.

- Bus Acquisition #3 project has funds programmed in FY 29 for the purchase of 100 zero-emission buses (ZEBs). The project supports ongoing fleet replacement and transition to ZEBs.

Proposed Projects

- Bus Acquisition #4 project is proposed for funds in FY 30. The project will purchase 21 ZEBs.

- Bus Acquisition #5 project is proposed for funds in FY 30. The project will purchase 7 ZEB chargers to support the ZEBs acquired in Bus Acquisition #4.

- Marengo Mobility Hub is proposed for funds in FY 27. The project will provide a park and ride lot with electric vehicle charging stations, transit infrastructure like bus shelters, bicycle amenities, a public plaza, and wayfinding signage on the Los Angeles General Medical Center campus.

- Eagle Rock Boulevard Multi-Modal Transportation Improvements is proposed for funds in FY 30. The project will make active transportation improvements along local streets connecting to Eagle Rock Boulevard to support a 1.5 square mile network of complete streets.

- Eastside Transit Corridor Phase 2A is proposed for funds in FY 30. The project will build a 4.7-mile extension of the Metro E Line from Atlantic to Greenwood with approximately 3 miles underground, 1 mile aerial, and 0.7 miles street-level. Phase 2A includes one relocated station and three new stations. This is the initial operating segment of the 9-mile Eastside Transit Corridor Phase 2 project.

- Planning, Programming, and Monitoring (PPM) funds are currently programmed in FY 26 through FY 29 for Metro planning activities. The 2026 RTIP proposes programming new PPM funds in FY 30 and FY 31.

2026 Regional Transportation Improvement Program

Planning and Programming Committee

November 19, 2025

File No. 2025-0948

Metro

Recommendation

APPROVE 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 additional maximum target share request of $83,886,000 as an interest free advance from LA County's estimated future STIP shares.

Metro

Background

County RTIPs are 75% of the State Transportation Improvement Program (STIP):

- Every two years, Metro prepares and approves the RTIP for LA County.
- The 2026 RTIP programs the county's RTIP formula shares for the period from FY 27 through FY 31.
- The California Transportation Commission (CTC) adopts the LA County RTIP through its 2026 STIP process.

Metro

2026 RTIP Programming Priorities

Consistent with Evaluative Criteria Framework:

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

Metro

RTIP Capacity

Shares	2022 RTIP	2024 RTIP	2026 RTIP
County Target	$0	$216,817,000	$134,483,000
Max Target Advance (from future shares)	$57,034,000	$991,876,000	$218,369,000

Metro

Proposed 2026 RTIP

Proposed Programming	Prior	FY 27	FY 28	FY 29	FY 30	FY 31	Total
No Amendments							
LA City Soto St. Complete Streets, Multnomah-Mission		17,182					17,182
Ford Boulevard Traffic Corridor Improvement Project (N-S)		1,000					1,000
Bus Acquisition #3, 100 ZEBs				200,633			200,633
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Eastside Transit Corridor Phase 2A					51,148		51,148
Planning,Programming & Monitoring					2,862	2,862	5,724
Proposed New Projects - Maximum Target Share							
Eastside Transit Corridor Phase 2A					83,886		83,886
Subtotal New Projects		**10,840**			**204,667**	**2,862**	**218,369**
NET NEW PROGRAMMING		**10,840**			**204,667**	**2,862**	**218,369**

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

File #: 2025-0799, **File Type:** Contract **Agenda Number:** 10.

CONSTRUCTION COMMITTEE
NOVEMBER 19, 2025

SUBJECT: QUALITY MANAGEMENT CONSULTANT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING 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.

ISSUE

In March 2019, the Board approved a seven-year Cost-Plus-Fixed-Fee Contract No. PS54007 with Enterris Associates, Inc. (formerly PQM, Inc.), a Disadvantaged Business Enterprise (DBE), for Quality Management Consultant (QMC) services.

The QMC is instrumental in supporting Metro's Quality Management Oversight (QMO) Program and the overarching Quality Management System (QMS). These services are critical to ensuring that all capital projects, including those funded by voter-approved Measures R and M, are delivered to the required quality standards, thereby protecting the investment and long-term viability of Metro's infrastructure.

The current funding authorization for this QMC contract totals $25,325,804.00, which is anticipated to cover all scheduled activities through December 2025.

To cover the remainder of the initial contract term and the subsequent three one-year option periods through March 2029, staff is requesting an additional NTE funding authorization of $28,500,000.00.

This NTE authorization is necessary to maintain continuity of quality oversight, and will allow staff the flexibility to issue and/or modify Task Orders on an as-needed basis to ensure the QMC can:

1. Complete essential, schedule quality-related activities on the projects listed in Table 1**.**
2. Continue critical support for ongoing QMS improvements.
3. Ensure the successful QMS implementation and quality oversight for future projects listed in Table 2.

BACKGROUND

The initial funding authorization for QMC Contract PS54007 was a Not-To-Exceed amount of $5,378,518 to develop, implement and manage a pilot QMO Program as part of a Metro QMS.

To establish the necessary QMS improvements, the Quality Management Department completed a gap analysis, which identified gaps in two areas:

1. Metro's QMS as compared to the International Organization for Standardization (ISO) 9001 which is the global standard for Quality Management Systems Requirements
2. Gaps in internal policies and procedures against application across projects

The Quality Management Department facilitated Committee Meetings to discuss the results and determined that the most effective way for Metro to improve its QMS was to develop and implement a systemized management oversight approach as a key part of the system. This oversight approach would be implemented on all major capital improvement projects, excluding small, low risk projects and is known today as Metro's QMO Program.

The QMC has supported Metro in designing and implementing a comprehensive, cost-effective, and scalable QMS tailored Metro's needs. The QMO Program evaluates project performance by assessing the product and procedures of Contractors and enables Metro to know the status of Contractor's performance, creating confidence that Projects are satisfying their intended goals. This oversight program assists Metro in ensuring that all contractual requirements (e.g., safety, environmental, quality, traffic, design, construction, etc.) are met in accordance with Metro quality management requirements, Federal Transit Administration (FTA), and Federal Highway Administration (FHWA) Quality requirements.

Metro's current QMS is the ISO 9001:2015-compliant framework that ensures all capital projects meet their contractual requirements. It is based on quality policies approved by the Metro Program Management Department, which define the resources, tools, and methods for developing and implementing effective quality plans. The QMS mandates inspections, testing, auditing, error and omission control, nonconformance management, and preventive actions on every project, assigns the Quality Department responsibility for consistent implementation, and establishes procedures and specifications for designer and contractor project-specific quality plans.

Metro's QMS provides objective, requirements-based oversight while enabling continuous improvement through trend analysis and lessons learned. The QMC has updated contractor specifications and structured the QMS into three distinct approaches aligned with Metro's diverse project types and delivery methods:

1. High-risk, alternative delivery, and/or complex projects implement the QMO Program which integrates database technology with workflow capabilities for all project oversight participants to complete their tasks of the oversight processes, collect and analyze data to identify and action contractor performance trends and generate systemized reports for the project teams; Quarterly reviews are conducted on each project to discuss action issues; the QMO Program also integrates Metro's Oversight Verification and Testing Program.
2. Lower-risk, smaller projects utilize a more traditional quality verification procedure.
3. Highway projects utilize a combined Metro and Caltrans approach which supports the needs of both stakeholders.

Westside Purple Line Extension Sections 2 & 3 began implementing the QMO Program in January 2020 and the results of the program have been favorable for Metro and well received by the contractors, therefore justifying implementation on additional projects.

In May 2021, the Board authorized an additional NTE amount of $19,947,286 to continue QMC support for PLE2 and PLE3 and expand services to the additional capital projects listed in Table 1.

Table 1 - Current Projects

	Project	Start Date	Status
1	Westside Purple Line Extension 2	Jan-2020	Ongoing
2	Westside Purple Line Extension 3	Jan-2020	Ongoing
3	Sepulveda Transit Corridor Pre-Development Agreement	Oct-2021	Completed
4	Airport Metro Connector	Oct-2021	Completed
5	G Line BRT Improvements	Dec-2022	Ongoing
6	East San Fernando Valley Transit Corridor	Jun-2023	Ongoing
7	Division 20 Turnback Widening	Mar-2024	Ongoing
8	North Hollywood to Pasadena BRT	Sep-2024	Ongoing
9	Link Union Station	Mar-2025	Ongoing
10	105 Express Lanes	Jun-2025	Ongoing

Revised project schedules, phased implementation, and more efficient use of QMC and staff resources extended those approved funds beyond the intended timeframe of FY22 and FY23, funding two and a half additional fiscal years. Current funding is expected to cover activities through December 2025.

As outlined in the initial approval and the May 2021 Board Report, with major projects underway and more advancing toward the 2028 Games as a fixed delivery milestone, the continuation of QMC services is essential. Sustaining QMC support will ensure oversight consistency, prevent disruptions,

and maintain progress toward Metro's project delivery.

To date, staff have executed TOs and TO Modifications totaling $23,787,294.76, leaving $1,538,509.24 in authorized funding remaining. Attachment A provides the procurement summary, and Attachment B lists all Task Orders and Modifications executed since contract inception.

DISCUSSION

Metro's QMS has delivered measurable results by promoting transparency through regular data-driven performance reports, improving contractor accountability with evidence-based assessments, and reducing costly rework by identifying issues early. Its use of standardized, database-supported workflows has also enhanced cost efficiency and consistency across projects. By applying risk-based oversight and the ISO 9001-compliant documentation, the QMS model enables more efficient resource allocation, helps Metro manage risks early, and reduces potential claims or delays.

Active and consistent application of Lessons Learned and Improvement Action modules has enabled QMC to integrate insight from quarterly project reviews, surveys, internal audit findings, and feedback from Metro project teams. To date, targeted QMS process enhancements have been implemented in response to feedback from project team members.

Since the inception of the QMO program, the following are examples of QMS enhancements that have been implemented to date. Those enhancements shown in ***bold italics*** were implemented due to recommendations made in a recent Inspector General report that reviewed the quality program.

1. Using Lessons Learned on current projects, standardized templates to streamline traceability and transparency.
2. ***Formalized the Helpdesk module to more efficiently document, track and close requests to improve process for handling and resolving feedback from project team members.***
3. Tightened controls for improved accountability, performance metrics*,* ***key performance indicators****,* and item closure.
4. Improved effectiveness of Management System Audits by reducing Cyle time and tracking Cycle time metrics.
5. Streamlined key QMO procedures: Priority planning and frequency of construction assessments; scope criteria for process assessments; ***requirements management checklists; requirement management workflow;*** training plan and materials, both in person and interactive.
6. Implemented a systemized Lessons Learned process, current count in the system is sixty, areas include: Design & Documentation Quality, Specification Management, Construction & Field Coordination, Field implementation checks (engineer visits, testing, and hold points), QMO deployment and inter-discipline design review improvements, Safety and Compliance.
7. Implemented a systemized QMS Improvement Action process, to date fifty have been initiated, 80% have been closed, these include: ***a more user friendly option for uploading of requirements with minimized assistance from staff, increased process assessment skillset training for more individuals within project teams***, ***automated QMO tools (database, email notifications, rollback feature),*** improving data analytics, charting, and graphical presentation for oversight results, clarifying requirements and enhancing consistency of assessment documentation, strengthening coordination between Metro and contractors across all

projects.

8. ***Established version-controlled access to contract requirements to reduce the administrative work on project-level staff verifying the most current requirements.***
9. Updated and enhanced user interface and added user-suggested features to improve database interface.
10. Created a central document repository for quality records where administrative staff can monitor quality records with minimum effort from highly technical leads
11. ***Included color coding and sorting system to prioritize risk of non-conformance over conformances.***
12. ***Facilitated project and program workshop on integration of other software solutions utilized by Metro including Bluebeam, Unifier and BIM.***

These enhancements included streamlining key oversight procedures, refining requirement management workflows, providing easier access to the contract requirements, and integrating user-suggested features to increase user interface efficiency. As a result, the current QMO Plan is more responsive, technically robust, and better aligned with Metro's project delivery needs than at any point since its inception. Additionally, based on the recommendation of the Inspector General, the Quality Department has developed a phased strategy to reduce reliance on consultant resources.

Staff will continue applying the QMS on the current projects listed in Table 1, applying the QMS to future projects listed in Table 2, and continue to support QMS improvements. A staffing resource baseline has been established using current projects, and the estimated cost of continuing QMC support for both current and future projects is $28,500,000 through March of 2029.

Table 2 - Future Projects

1	Southeast Gateway Line
2	Vermont BRT Corridor
3	Green Line (K/C) Extension to Torrance
4	Eastside Extension Phase II
5	I-605 Corridor Improvement Project
6	SR91 Improvement Projects
7	I-405 Sepulveda Pass Express Lanes Project

DETERMINATION OF SAFETY IMPACT

The Board action will not have any adverse safety impacts on Metro's Construction projects, Operations, our employees, and/or patrons.

FINANCIAL IMPACT

The NTE funding amount is based on the anticipated level of services. Each TO is funded from the associated projects' budget, within the limits of the Board authorized LOP, and/or annual budgets.

Metro project managers and quality department representatives are accountable for budgeting and cost controls in the future years.

A portion of the contract scope of services requires an annual budget allotment for program-wide quality management consulting and support services, which is funded through an annual overhead fund. The scope of services for each fiscal year is developed, and a TO modification is executed.

Impact to Budget
There will be no additional impact beyond the approved annual budget or respective project's authorized LOP amounts, where applicable. Most of the projects are funded with multiple sources of funds: federal and state grants, loans, bonds and local sales taxes. Local sales taxes eligible for bus and rail operations and capital improvements are programmed for state-of-good repair projects which are eligible for this source of funds.

EQUITY PLATFORM

Approval of the contract modifications for Metro's QMC will support ongoing activities for completing the projects listed in the Table 1 and Table 2. Timely completion of these projects ensures delivery of mobility and transportation benefits for Metro's existing and future customers, such as expanding multi-modal options for travelers, maintaining, and improving infrastructure.

Enterris Associates, Inc.(formerly PQM, Inc.) made an overall 32% 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 recommendation, there are three 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.

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 extends QMC services to multiple projects that, on balance, will likely decrease VMT in Los Angeles County. 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 QMC Contract supports Strategic Plan Goal 1) Provide high-quality mobility options that enable people to spend less time traveling and Goal 5) Provide responsive, accountable, and trustworthy governance within the Metro organization. Specifically, 5.4 which states "Metro will apply prudent commercial business practices to create a more effective agency; and is also a Metro Best Practice Initiative".

This contract supports the implementation of a consistent, ISO 9001: 2015 compliant approach to quality management across projects, which creates transparency of oversight efforts, accountability of the contractor's responsibilities, efficiencies, and increased effectiveness of project teams in the delivery of Measures R & M projects.

ALTERNATIVES CONSIDERED

The Board may choose to reject the recommendation and direct staff to re-procure these services through an RFP; staff does not recommend this. Engaging a qualified Quality Management consultant enables Metro to access highly specialized expertise without incurring long-term labor costs. In addition, an extended-term contract ensures continuity of resources, supporting an integrated and consistent approach that best serves Metro's interests.

Another option would be to hire Metro staff to perform the required services. However, this is not recommended, as the purpose of the QMC Contract is to supplement Metro staff with specialized technical expertise. QMC consultants are assigned specific tasks throughout the life of projects, providing skills that may not be available within Metro's workforce.

NEXT STEPS

In addition to supporting delivery and continuous improvement of Metro's QMS, QMC consultants actively transfer knowledge through a robust training program and collaborative approach -helping build internal capacity and ultimately supporting Metro's long-term self-sufficiency

Upon Board approval, staff will execute Modification No. 9 to Contract No. PS54007 and continue to issue Task Orders, Task Order Modifications, and Contract Modifications, as needed.

ATTACHMENTS

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

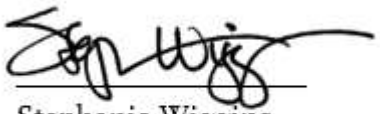
Prepared by:

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Reviewed by:

Tim Lindholm, Chief Program Management Officer, (213) 922-7297



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

QUALITY MANAGEMENT CONSULTANT (QMC)/CONTRACT NO. PS54007

1.	**Contract Number**: PS54007			
2.	**Contractor**: Enterris Associates, Inc. (formerly PQM, Inc.)			
3.	**Mod. Work Description**: Increase authorized funding and exercise three, one-year option terms to extend the period of performance to March 28, 2029.			
4.	**Contract Work Description**: Provide Quality Management Consultant services to develop, improve and implement a Quality Management Oversight (QMO) Program for implementation on select Metro Transportation projects.			
5.	**The following data is current as of**: 09/03/25			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	March 28, 2019	**Board Approved NTE Funding:**	$25,325,804
	Notice to Proceed (NTP):	April 16, 2019 (Contract Execution)	**Total of Modifications Approved:**	$0.00
	Original Complete Date:	March 27, 2026	**Pending Modifications (including this action):**	$28,500,000
	Current Est. Complete Date:	March 28, 2029	**Total Contract NTE Funding (with this action):**	$53,825,804
7.	**Contract Administrator**: Rafael Vasquez		**Telephone Number**: (213) 418-3036	
8.	**Project Manager**: Herman Gallardo		**Telephone Number**: (213) 922-1385	

A. Procurement Background

This Board action is to execute Modification No. 9 to the Quality Management Consultant Contract No. PS54007 to Enterris Associates, Inc. to exercise the three, one-year option terms extending the period of performance from March 28, 2026 to March 28, 2029 and to increase the total contract authorized funding by $28,500,000 to execute and modify future and pending Task Orders.

On March 28, 2019, the Board of Directors approved the award of Contract No. PS54007 to PQM, Inc. (now Enterris Associates, Inc.) to support the Purple Line Extensions (PLE) 2 and 3 in the NTE funding amount of $5,378,518. In May 2021, the Board authorized an additional NTE amount of $19,947,286 for a new total NTE amount of $25,325,804 to continue support for PLE2 and PLE3 and expand services to six additional capital projects during FY22 and FY23.

The Contract Task Orders and Modifications will be processed in accordance with Metro's Acquisition Policy. Contract No. PS54007 is a Cost Reimbursable Fixed Fee Contract (CPFF).

Eight contract modifications have been issued to date.

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

B. Cost Analysis

Work will be performed through the issuance of task orders. Proposals submitted for each task order will be subject to cost analysis, technical analysis, fact finding, and negotiations to determine pricing is fair and reasonable prior to being issued.

ATTACHMENT B

CONTRACT MODIFICATION / CHANGE ORDER LOG

QUALITY MANAGEMENT CONSULTANT (QMC)

TO/ Mod. No.	Description	Status (approved or pending)	Date	$ Amount	Board Approved CMA
N/A	Initial Award		3/28/19	$5,378,518	$537,852
TO 1	Project Initiation	Approved	5/17/19	$209,266.13	
TO 2	General Program Development and Execution	Approved	9/6/19	$1,347,823.95	
TO 2 - MOD 1	General Program Development and Execution- Period of Performance Extension (POP) from 7/1/20 to 7/30/20	Approved	9/6/20	$0.00	
TO 2 MOD 2	General Program Development and Execution- Period of POP to 9-30-2020	Approved	9/6/20	$0.00	
TO 3	Quality Management Consulting Services for WPLE2	Approved	10/23/19	$422,614.40	
TO 3- MOD 1	Quality Management Consulting Services for WPLE2 -POP	Approved		$0.00	
TO 3 MOD 2	Quality Management Consulting Services for WPLE2	Approved	12/3/20	$578,006.93	
TO 3 MOD 3	Quality Management Consulting Services for WPLE2 – Period of Performance Extension thru 9/30/21.	Approved	08/05/21	$0.00	
TO 3 MOD 4	Quality Management Consulting Services for WPLE2 – FY22	Approved	02/25/22	$352,813.00	
TO 3 MOD 5	Quality Management Consulting Services for WPLE2- FY23 Support	Approved	10/12/22	$823,334.00	
TO 3 MOD 6	Quality Management Consulting Services for WPLE2 – FY25 Support	Approved	08/20/24	$474,439.44	
TO 4	Quality Management Consulting Services for WPLE3 (Tunnels) Project	Approved	10/23/20	$244,042.81	

TO 4 MOD 1	Quality Management Consulting Services for WPLE3 (Tunnels) Project – POP from 7/1/20 to 6/30/21	Approved	6/26/20	$0.00	
TO 5	Quality Management Consulting Services for WPLE3 (Stations) Project	Approved	10/23/19	$244,042.81	
TO 5 MOD 1	Quality Management Consulting Services for WPLE3 (Stations) Project POP from 7/1/20 to 6/30/21	Approved	6/26/20	$0.00	
TO 6	Quality Management Support Services for Highway Projects	Approved	3/17/20	$20,156.44	
TO 7	Metro Quality Management Consultant (QMC) General Program Development and Execution	Approved	9/4/20	$1,421,959.73	
TO 7 MOD 1	Metro Quality Management Consultant (QMC) General Program Development and Execution -Period of Performance Extension (POP) thru 9/30/21	Approved	08/05/21	$0.00	
TO 7 MOD 2	Metro Quality Management Consultant (QMC) General Program Development and Execution -FY22 Support	Approved	12/02/21	$1,367,293.67	
TO 8	Metro Quality Management Consultant (QMC) General Program Development and Execution WPLE3 (Stations and Tunnels)	Approved	12/22/20	$775,658.52	
TO 8 MOD 1	Metro Quality Management Consultant (QMC) General Program Development and Execution – Period of Performance Extension thru 12/31/21	Approved	08/05/21	$0.00	
TO 8 MOD 2	Metro Quality Management Consultant (QMC) General Program Development and Execution – Budget Increase & Period of Performance Extension thru 06/30/22	Approved	01/14/22	$764,400.89	
TO 8 MOD 3	Metro Quality Management Consultant (QMC) Services for WPL 3 Stations and Tunnels Project – FY23 Support	Approved	10/26/22	$793,240.71	
TO 8 MOD 4	Metro Quality Management Consultant (QMC) WPL3	Approved	11/02/23	$552,209.27	

	Project Implementation-Additional				
TO 8 MOD 5	Metro Quality Management Consultant (QMC) Services for the WPL3 Project – FY2025 Support	Approved	09/17/24	$909,733.34	
TO 8 MOD 6	Metro Quality Management Consultant (QMC) Services for the WPL3 Project – FY2025 Support – FY26 Support	Pending		$510,860.23	
TO 9	Metro Quality Management Consultant (QMC) Support for the Sepulveda Corridor Project	Approved	10/05/21	$179,579.37	
TO 9 MOD 1	Metro Quality Management Consultant (QMC) Support for the Sepulveda Corridor Project – Period of Performance Extension (POP)	Approved	09/19/22	$0.00	
TO 9 MOD 2	Metro Quality Management Consultant (QMC) Support for the Sepulveda Corridor Project -FY23 Support	Approved	01/20/23	$339,986.59	
TO 9 MOD 3	Metro Quality Management Consultant (QMC) Support for the Sepulveda Corridor Project – FY24	Approved	07/28/23	$491,205.29	
TO 10	Metro Quality Management Consultant (QMC) General Program Development and Execution for the Airport Metro Connector (AMC) Project	Approved	01/05/22	$423,648.63	
TO 10 MOD 1	Metro Quality Management Consultant (QMC) General Program Development and Execution for the Airport Metro Connector (AMC) Project-Period of performance (POP) Extension	Approved	08/11/22	$0.00	
TO 10 MOD 2	Metro Quality Management Consultant (QMC) General Program Development and Execution for the Airport Metro Connector (AMC) Project – Budget Increase & Period of Performance Extension thru 6/30/24	Approved	06/13/23	$229.042.22	
TO 10 MOD 3	Metro Quality Management Consultant (QMC) General Program Development and Execution for the Airport Metro	Approved	06/05/24	$201,787.20	

	Connector (AMC) Project-FY24/25				
TO 11	Metro Quality Management Consultant (QMC) General Program Development and Execution – FY 23	Approved	08/11/22	$1,697,223.37	
TO 11 MOD 1	Metro Quality Management Consultant (QMC) General - Program Development and Execution – FY 24 Support	Approved	09/14/23	$1,999,992.30	
TO 11 MOD 2	Metro Quality Management Consultant (QMC) General Program Development and Execution – FY 25 Support	Approved	08/02/24	$2,081,220.23	
TO 12	Metro Quality Management Consultant (QMC) Program for LINK US	Approved	01/19/23	$134,099.00	
TO 13	Metro Quality Management Consultant (QMC) General Program Development and Execution for the I-105 Express Lanes Project	Approved	01/20/23	$336,030.89	
TO 14	Metro Quality Management Consultant (QMC) General Program Development and Execution for the Metro G-Line BRT Improvements Project	Approved	12/19/22	$286,756.32	
TO 14 MOD 1	Metro Quality Management Consultant (QMC) General Program Development and Execution for the Metro G-Line BRT Improvements Project	Approved	02/29/24	$320,418.24	
TO 14 MOD 2	Metro Quality Management Consultant (QMC) General Program Development and Execution for the Metro G-Line BRT Improvements Project - FY2025 & FY 2026	Approved	04/24/25	$244,069.85	
TO 15	Metro Quality Management Consultant (QMC) General Program Development and Execution for the San Fernando Valley Project	Approved	06/12/23	$506,071.00	
TO 15 MOD 1	Metro Quality Management Consultant (QMC) General Program Development and Execution for the San Fernando Valley Project – Additional LOE for FY25 & FY26	Pending		$907,269,21	

TO 16	Metro Quality Management Consultant (QMC)	Approved	09/27/24	$484,673.36	
TO 17	Metro Quality Management Consultant (QMC)	Approved	04/05/24	$693,207.00	
TO 18	Metro Quality Management Consultant (QMC) General Program Development and Execution Southeast Gateway Line (SGL) Project	Open		TBD	
TO 19	Metro Quality Management Consultant (QMC) Support of the I-105 Express Lanes Project	Approved	06/02/25	$419,118.39	
Contract MOD 1	Updates to Advanced Cost Agreement (Home/Office Rates 2019	Approved	08/08/19	$0.00	
Contract MOD 2	Updates to Advance Cost Agreement and Labor Hour Rates	Approved	07/28/20	$0.00	
Contract MOD 3	Updates to Advance Cost Agreement & Revised Labor Hour Rates FY 2022	Approved	09/14/21	$0.00	
Contract MOD 4	Revised Labor Hours Rates FY 2022	Approved	05/18/22	$0.00	
Contract MOD 5.1	Revised Labor Hours Rates FY2023-FY2024	Approved	06/01/23	$0.00	
Contract MOD 6	Updated Indirect Cost Rates FY 2023-2024	Approved	07/19/23	$0.00	
Contract MOD 7	Economic Adjustment of Direct Labor Rates FY2024-2025	Approved	06/12/24	$0.00	
Contract MOD 8	Agreement to Amend Contract PS54007 and Recognized Enterris Associates, Inc as the Successor Party to the Contract	Approved	11/19/24	$0.00	
	Subtotal Pending Changes:			**$1,418,129**	
	CMA Authorized by the Board and Remaining				$537,852
	Approved Task Orders (TO 1 -TO 19)			**$9,845,972**	
	Approved Changes			**$8,683,185**	
	Pending Modifications:			**$1,418,129**	
	Original Contract:			**$5,378,518**	
	This Board Action:			**$ 28,500,000**	
	New Total (Approved Changes +This Board Action):			**$53,825,804**	

DEOD SUMMARY

QUALITY MANAGEMENT CONSULTANT (QMC)/CONTRACT NO. PS54007

A. Small Business Participation

Enterris Associates, Inc. (formerly PQM, Inc.) made a 32% Disadvantaged Business Enterprise (DBE) commitment on this task order-based 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 recommendation, there are three 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.

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.



Board Item 2025-0799

Quality Management Consultant Contract

Board Item 2025-0799
Quality Management Consultant Contract

RECOMMENDATION

CONSIDER:

- APPROVING 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) $28,500,000.00; 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.

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

Board Item 2025-0799
Quality Management Consultant Contract

- Consultant provides specialized quality management expertise that supports an integrated, consistent approach to quality for current and future Metro's major CIP projects.
- Consultant actively transfers knowledge through a robust training program and collaborative approach—helping build internal capacity and ultimately supporting Metro's long-term self-sufficiency.

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

Metro

Board Report

File #: 2025-0869, **File Type:** Informational Report **Agenda Number:** 11.

CONSTRUCTION COMMITTEE
NOVEMBER 19, 2025

SUBJECT: THIRD PARTY ADMINISTRATION - CITY OF LOS ANGELES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute the FY26 Annual Work Plan Budget for the City of Los Angeles (Attachment A).

ISSUE

During the design, construction and maintenance phases of Metro projects, a significant amount of support is required from local jurisdictions via an Annual Work Plan (AWP). The AWP serves as a commitment from the agency for the reimbursement of services by the City of Los Angeles reviewing departments for an estimated amount of services. Without an AWP, the City of Los Angeles departments have no funding sources to support the projects in a timely manner in order to meet Metro's schedules.

BACKGROUND

In April of 2024, a new Master Cooperative Agreement (MCA) was executed between Metro and the City of Los Angeles. The intent of the agreement is to establish a streamlined process among both entities to successfully construct Metro's ongoing projects. A primary function of the MCA is to clearly identify a yearly budget for each City department to provide those City services, which is labeled the AWP. This work plan is consistent with the principles of the new MCA, which contains a streamlined escalation ladder, improved processes for design reviews and acceptance, early involvement and improved collaboration processes, and the inclusion of a Project Liaison to coordinate across City departments for future mega projects.

DISCUSSION

The AWP funds Metro's project plan reviews from various City of Los Angeles departments to support design and construction project plans on an annual basis. These services are essential for project delivery, which includes securing plan reviews and approvals, ensuring quality and effective construction measures, timely inspections, and other functional efforts as described above. All services are centered to avoid delays and effectively deliver the projects with minimal impacts on the

community and provide benefits of enhanced mobility and regional access to underserved populations within the respective project areas.

Without the AWP process, the Agency would be subject to submitting design packages and permit requests via the retail counters at each respective Bureau and Department. This would put Metro in the queue with all others seeking development services from the City - thereby increasing time to review and almost certainly opening projects up to the risk of delay.

The action contained herein provides funding for the City of Los Angeles participation in projects within the limit of the current approved FY26 budget for Third Party review and maintenance (Attachment A).

Metro's efforts to proactively manage these costs will include the following:

A. Controlling the design review process through the early coordination of design efforts to define scope and establish/clarify standards and requirements.
B. Reviewing submittals for completeness.
C. Ensuring that third party requirements are identified and addressed prior to sending to the third party.
D. Reviewing timesheets with each third-party organization on a monthly basis to ensure that the hours charged are appropriate.
E. Conducting executive and staff level partnering with third parties.

The MCA and AWP are currently based on a reimbursement model for work performed by the City supporting Metro's projects. In light of Executive Directive 16, issued by Mayor Bass on October 17, 2025, the City has expressed interest, and Metro is open to pursuing adjusting the funding model to the City in areas where permit streamlining and development of innovative measures to accelerate project delivery are implemented. Approval of this item does not limit the City or Metro to advance these discussions.

DETERMINATION OF SAFETY IMPACT

The recommended action has no impact on safety.

FINANCIAL IMPACT

The funding of $35,804,586 which may be obligated and spent under this one-year work plan, is included in the FY26 adopted budget in the projects requiring the services to be performed by the City of Los Angeles as outlined in Attachment A. Since these are multi-year projects, the Project Managers and the Chief Program Management Officer will be responsible for budgeting future year's costs. These fund sources are not eligible for rail and bus operating expenses.

EQUITY PLATFORM

While considering the projects, Metro will provide an estimated 42 miles of new transit and active transportation systems (pedestrian, bicycle, rail and bus) and 11 potential passenger stations within

the City of L.A limits and within and near eight Equity Focus Communities (EFC). This Board item action will reduce the likelihood of transit and active transportation project delays as well as provide other tangible benefits to people travelling in Los Angeles. This includes expedited, streamlined projects that improve safety and access for multimodal users with minimal negative impacts to the local communities. This will ultimately lead to our operating system providing a world class transit system with reduced air and noise pollution, more walkable neighborhoods, better transportation amenities for individuals with disabilities, less congestion and collisions, and will ultimately better connect communities. Not approving this action will have delays on the projects, which will ultimately affect the users of the system.

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 facilitates the progress of critical work with the City of Los Angeles departments to reduce red tape and improve outcomes in the planning and construction of Metros projects, which will serve to reduce 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 the highway performance monitoring system data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro's transit projects support 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.

By executing the AWP for FY26 and allowing the City departments to continue reviewing plans while advancing Metro's transportation projects, it would positively support Metro's overall plan and goal of expanding the transportation network, increasing mobility for all users and improve LA County's overall transit networks and assets.

ALTERNATIVES CONSIDERED

The Board may reject the recommendation and direct us to include this work under Construction or Professional Services contracts. This is not recommended because it will have the effect of

significantly delaying Metro projects.

NEXT STEPS

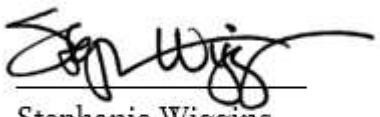
Upon Board approval of the AWP, the City of Los Angeles will submit the annual work plan to the Los Angeles City Council and Mayor's Office for adoption.

ATTACHMENT

Attachment A - FY26 Annual Work Plan Anticipated Budget for the City of Los Angeles

Prepared by: Eduardo Cervantes, Executive Officer; 213-922-7255

Reviewed by: Timothy Lindholm, Chief Program Management Officer; 213-922-7297



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

FY26 ANNUAL WORK PLAN ANTICIPATED BUDGET FOR CITY OF LOS ANGELES

CRENSHAW CATCH ALL		
Bureau of Engineering		$175,000
Dept. of Transportation		$307,286
Con Ad		$200,526
Bureau of Street Services		$87,888
	Subtotal:	$770,700
REGIONAL CONNECTOR		
Bureau of Engineering		$185,000
Dept. of Transportation		$112,372
Bureau of Street Services		$88,856
Bureau of Street Lighting		$51,294
Con Ad		$227,131
	Subtotal:	$664,653
PURPLE LINE #1		
Bureau of Engineering		$650,000
Dept. of Transportation		$920,359
Bureau of Street Services		$306,603
Bureau of Street Lighting		$165,616
Con Ad		$518,840
Cross Coordination		$183,528
LASAN		$48,452
	Subtotal:	$2,790,398
PURPLE LINE #2		
Bureau of Engineering		$650,000
Dept. of Transportation		$672,797
Bureau of Street Services		$213,892
Bureau of Street Lighting		$309,606
Con Ad		$555,579
LASAN (SCWID)		$119,314
LASAN (WESD)		$44,789
Cross Coordination		$167,916
LAPD		$420,708
	Subtotal:	$3,154,601

ATTACHMENT A (Continued)

PURPLE LINE #3	
Bureau of Engineering	$975,000
Dept. of Transportation	$1,400,578
Bureau of Street Services	$116,990
Bureau of Street Lighting	$224,571
Con Ad	$515,840
LASAN	$166,703
LASAN(WPD)	$44,789
Cross Coordination	$367,963
LAPD	$129,448
Subtotal:	$3,941,883
RAILTO RAIL	
Bureau of Engineering	$50,000
Dept. of Transportation	$50,000
Bureau of Street Services	$27,189
Bureau of Street Lighting	$50,000
Con Ad	$50,000
Subtotal:	$227,189
ORANGE LINE (G Line Improvements)	
Bureau of Engineering	$1,250,000
Dept. of Transportation	$980,014
Bureau of Street Services	$99,619
Bureau of Street Lighting	$221,908
Con Ad	$401,052
Cross Coordination	$183,256
Subtotal:	$3,135,850
ESFVTC	
Bureau of Engineering	$1,575,000
Dept. of Transportation	$1,316,650
Bureau of Street Services	$280,894
Bureau of Street Lighting	$822,925
LASAN (WESD)	$204,111
LASAN (SCWID)	$133,321
Con Ad	$922,816
Cross Coordination Support	$368,217
Subtotal:	$5,623,934

ATTACHMENT A (Continued)

Link US		
Bureau of Engineering		$975,000
Dept. of Transportation		$586,692
Bureau of Street Services		$97,407
Bureau of Street Lighting		$204,789
LASAN		$48,452
Con Ad		$17,392
	Subtotal:	$1,929,732
Brighton to Roxford		
Bureau of Engineering		$625,000
Dept. of Transportation		$317,467
Bureau of Street Services		$87,265
Bureau of Street Lighting		$212,135
Con Ad		$200,526
	Subtotal:	$1,442,393
Doran Street Grade Separation		
Bureau of Engineering		$325,000
Dept. of Transportation		$596,839
Bureau of Street Services		$68,577
Bureau of Street Lighting		$106,067
LASAN		$48,452
Con Ad		$50,000
	Subtotal:	$1,194,935
NOHO BRT		
Bureau of Engineering		$625,000
Dept. of Transportation		$805,061
Bureau of Street Lighting		$264,134
Con Ad		$227,131
City Planning		$10,573
Bureau of Street Services		$356,969
	Subtotal:	$2,288,868
SOUTH EAST GATEWAY		
Bureau of Engineering		$325,000
Dept. of Transportation		$446,200
Bureau of Street Services		$88,362
Bureau of Street Lighting		$74,416
LASAN		$92,856
Con Ad		$188,889
City Planning		$13,906
	Subtotal:	$1, 229,629

ATTACHMENT A (Continued)

SEPULVEDA TRANSIT CORRIDOR	
Bureau of Street Services	$110,349
Dept. of Transportation	$20,000
Bureau of Street Lighting	$76,589
Bureau of Engineering	$20,000
Con Ad	$200,526
Cross Coordination	$182,550
Subtotal:	$610,014
NEXT GEN SPEED AND RELIABILITY	
Bureau of Engineering	$950,000
Bureau of Street Services	$143,715
Con Ad	$391,000
City Planning	$35,176
Bureau of Street Lighting	$306,359
Dept. of Transportation	$1,100,000
Subtotal:	$2,926,250
DIVISION 20	
Bureau of Engineering	$250,000
Dept. of Transportation	$156,044
Bureau of Street Services	$26,354
Bureau of Street Lighting	$76,589
Con Ad	$401,052
LASAN	$50,000
Subtotal:	$960,039
PATSAOURAS	
Bureau of Engineering	$15,000
Dept. of Transportation	$10,000
Con Ad	$10,000
Subtotal:	$35,000
I-405 WIDENING	
Bureau of Engineering	$30,000
BSS	$30,000
Con Ad	$10,000
BSL	$10,000
Subtotal:	$80,000

VERMONT		
Bureau of Engineering		$975,000
BSS		$165,444
DOT		$183,705
BSL		$264,134
LASAN		$92,856
City Planning		$20,208
Cross Coordination		$294,271
	Subtotal:	$1,995,618
RCN (Pico / Flower)		
BSS		$70,000
	Subtotal:	$70,000
RCN (Mobility Hubs)		
Bureau of Engineering		$43,300
BSS		$21,650
DOT		$21,650
BSL		$43,300
	Subtotal:	$129,900
RCN (Bus Corridors)		
BSS		$50,000
DOT		$50,000
Bureau of Engineering		$50,000
BSL		$50,000
	Subtotal:	$200,000
NORTH SAN FERNANDO		
Bureau of Engineering		$100,000
BSS		$100,000
DOT		$100,000
BSL		$100,000
	Subtotal:	$400,000
	GRAND TOTAL:	**$35,801,586**
	TOTAL FY26 BUDGET:	**$35,801,586**

Third Party Administration – City of Los Angeles

November 2025

Recommendation

Recommendation:

Authorize the Chief Executive Officer to execute the FY26 Annual Work Plan Budget for the City of Los Angeles (Attachment A).

Estimated budget plan: $35,801,586

Metro

Background

The Annual Work Plan, a function of the new MCA, is a mechanism to obtain City support to accommodate projects through design, construction and maintenance phases.

The annual work plan shall serve as a commitment from Metro for the reimbursement of services by the City of Los Angeles reviewing jurisdictions for an estimated amount.

Without an annual work plan, the City of Los Angeles jurisdictions have no funding sources to support the projects in a timely manner thereby delaying the projects.

Metro

Services Provided

During the design, construction and maintenance phases of Metro projects, a significant amount of support is required from local jurisdictions. The following represents some of the general services that are to be provided by the City departments for those projects listed in Attachment A:

- Meeting attendance
- Early planning
- Over the shoulder reviews
- Streamlined design plan reviews and approvals
- Value engineering efforts
- Interdepartmental coordination
- Liaison services
- Inspections and close out services

All services are centered to avoid delays and promote cost saving measures to effectively deliver the projects with minimal impacts.

Metro

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

File #: 2025-0602, **File Type:** Contract **Agenda Number:** 12.

CONSTRUCTION COMMITTEE
NOVEMBER 19, 2025

SUBJECT: ZERO EMISSION BUS CHARGING INFRASTRUCTURE PROJECT FOR DIVISION 18 AND DIVISION 7

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE 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.

ISSUE

Staff is seeking the Board's approval to award a Progressive Design-Build Operate and Maintain (PDBOM) firm fixed price Contract No. PS130703000 in the amount of $15,943,897 for the Zero Emission Bus Charging Infrastructure Project at Division 18 and Division 7. Additionally, staff seeks the Board's approval to establish a Preconstruction Budget for the Project at $154,403,000 with authorization for the Chief Executive Officer to negotiate and execute all Project related agreements, contracts, and contract modifications within the Preconstruction Budget.

BACKGROUND

In July 2017, the Board approved Motion 50 by Directors Bonin, Garcetti, Najarian, Hahn, and Solis, which endorsed a ZEB Strategic Plan to transition Metro's entire bus fleet to zero-emission by 2030 (Attachment A). This was contingent upon cost and performance equivalence with Compressed Natural Gas (CNG) buses, as well as continued advancements in charging infrastructure. In 2018, the California Air Resources Board (CARB)'s Innovative Clean Transit (ICT) regulation mandated that

all transit agencies in the state operate zero-emission fleets by 2040. In addition, ICT Zero Emission Bus (ZEB) purchase requirements for large transit agencies require 25% of bus purchases to be zero emissions by 2023, 50% by 2026, and 100% by 2029.

Metro has met all state-mandated program requirements a decade earlier than the ICT mandate of 2029. In September 2019, Metro awarded its final option for CNG buses and committed to having 100% zero emissions in all future procurements. Furthermore, since October 2020, Metro has powered its bus fleet with 100% Renewable Natural Gas. Since the Board endorsed the ZEB Strategic Plan, Metro prepared a ZEB Program Master Plan in 2022 and a Master Plan Update in 2023. In September 2024, staff prepared a more detailed plan to deliver a 100% ZEB fleet no later than 2035. This ensures Metro's ability to continue providing reliable bus service, including availability of operations and maintenance funding to support the full seven million annualized revenue service hours as planned through the NextGen Bus Plan.

The September 2024 detailed plan identifies Divisions 18 & Division 7 as the next two bus divisions to be electrified and to be delivered through a progressive contracting approach.

- **Division 18:** located in Carson on the corner of South Figueroa Street and Griffith Street, consists of a transportation and maintenance building to the North, several ancillary structures and equipment to the East, and bus parking for 252 buses.
- **Division 7**: located in West Hollywood on the corner of Santa Monica Boulevard and San Vicente Boulevard. Consists of transportation, maintenance, ancillary buildings to the North, and bus parking for 237 buses.

In March 2025, staff received Board authority to release a competitive solicitation using a Progressive Design-Build Operate and Maintain delivery model under a three-phase contract. During Phase 1, the Contractor advances design, selects the charging equipment and operations and maintenance (O&M) provider, and executes early work packages (i.e. equipment purchase, utility upgrades, etc.). During Phase 2, the Contractor performs final design and construction. During Phase 3, the Contractor performs the activities necessary to meet performance requirements as outlined in the O&M scope of services for the charging equipment installed as part of this project.

Under the National Environmental Policy Act (NEPA), the Categorical Exemption of the Project was deemed complete for Division 18 in January 2024 and for Division 7 in April 2025. Metro has presented the proposed project to the Service Councils for Division 7 and Division 18 and completed the actions for Statutory Exemption under the California Environmental Quality Act (CEQA).

DISCUSSION

The PDBOM delivery model provides the ability to effectively integrate benefits from the early engagement of construction experts, which will enable Metro to make informed decisions during the design process and provide substantive benefits to the project. Metro will work collaboratively with the Contractor to incorporate input on construction quality, value engineering, and gain higher certainty on the final construction cost and delivery schedule to minimize risks related to construction change orders, disputes, and third-party delays during construction.

Phase 1, the Preconstruction Phase, allows the contractor to work with Metro to identify risks, provide cost estimates, and refine the project schedule, as detailed below:

- Upon issuance of Notice to Proceed (NTP) for Phase 1, the Contractor and Metro will work side by side to review charging design concepts, constructability, construction phasing, site investigations, risk assessments, and construction schedules at each successive prescribed design interval.
- Throughout Phase 1, the Contractor will provide Metro with Opinion of Probable Costs (OPCs), which are detailed cost estimates that will enable staff to evaluate the projected Project costs against the Project budget and make necessary adjustments to the scope or schedule.
- Metro will work with the Contractor to explore opportunities to accelerate the delivery schedule, as well as leverage their expertise to drive the completed design in a direction that remains within approved project budgets.
- As the design approaches completion, the PDBOM Contractor and Metro will negotiate the contract price for Phase 2 and Phase 3.

The Preconstruction Budget accounts for costs incurred to date and the award of the firm fixed price contract for the Project for Phase 1 Preconstruction Services and Identified Early Works Packages.

Further details are shown in the Expenditure and Funding Table in Attachment B. As an early Phase 1 task, Metro and the Contractor will work collaboratively to develop a bus charging concept report that identifies the equipment that will be used for the project at which point Metro will execute an Early Works Package to procure the equipment during Phase 1 to mitigate any potential schedule delays.

As an essential element of the Preconstruction Phase, staff recommends the award of a firm fixed price contract for the Project for the Phase One Preconstruction Services as further explained in the Procurement Summary in Attachment C and DEOD Summary in Attachment D.

DETERMINATION OF SAFETY IMPACT

The recommended Board action will have no detrimental impact on safety.

FINANCIAL IMPACT

The funds required in FY26 for the Phase 1 Preconstruction Services are included in the adopted budget under Cost Center 8510 Project numbers 802107 and 802118, under various accounts, including professional and technical services. Annual budgeting within the approved preconstruction budget for the future fiscal years will be the responsibility of the Project Manager, Cost Center Manager, and the Chief Program Management Officer.

Impact to Budget

Metro has secured approximately $272 million in federal and state grant and fund allocations for charging equipment at these divisions. Federal sources include the Low or No Emission Grant

Program, Carbon Reduction Program, Congestion Mitigation and Air Quality Program, and the Coronavirus response and Relief Supplemental Appropriations Act of 2021. State sources include the Transit and Intercity Rail Capital Program, Senate Bill 125 Zero Emission Transit Capital Program, and State Transportation Improvement Program. The local source is General Fund - Green Fund, which is eligible for Metro Operations and capital expenses.

EQUITY PLATFORM

The Project aligns with Metro's Equity Platform by addressing key considerations related to environmental justice, community benefits, workforce development, and improved service reliability for historically underserved populations. Transitioning Divisions 18 and 7 to zero-emission infrastructure will contribute to improved air quality in nearby communities, which have historically borne the brunt of transportation-related pollution, by reducing greenhouse gas emissions, nitrogen oxides, and particulate matter. Metro goals and activities related to emissions and pollution control are tracked through its Moving Beyond Sustainability Plan. Both divisions serve areas with significant populations of low-income residents and communities of color, aligning the project with Metro's commitment to reducing environmental health disparities. Equity Focus Communities comprise 62% and 52% of the communities served by Division 18 and 7 bus lines, respectively. Incorporating clean energy solutions reduces greenhouse gas emissions and mitigates adverse climate change impacts that disproportionately affect vulnerable populations. The integration of advanced charge management and energy systems ensures buses are consistently charged and available for service. This supports the NextGen Bus Plan's goals of providing reliable and frequent service, particularly in neighborhoods where transit dependency is highest. The project expands charging capacity, enabling equitable access to zero-emission buses for all riders, ensuring that communities served by Divisions 18 and 7 benefit from improved mobility options.

The Diversity and Economic Opportunity Department (DEOD) established a 20% Disadvantaged Business Enterprise (DBE) goal for the Phase 1 Work. While Clark Construction Group - CA, LP made a DBE commitment, 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 recommendation, there are eight 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.

The evaluation criteria included in the solicitation allocated a possible 50 points out of 775 total points to the proposing firm's demonstration of a well-defined approach to Community Benefits and Workplace Development. Proposers were instructed to reference policies and practices at the organizational level as well as values and behaviors at the individual level that will establish reciprocal relationships that support trustworthy communication between the Project team and the community.

Given the progressive project delivery approach the project team will collaborate with the selected contractor while design advances to develop engagement plans and strategies that engage local stakeholders and mitigate construction impacts on neighboring communities,. Clear communication strategies and disruption minimization plans will ensure that local residents and businesses are not disproportionately burdened during project implementation. This project exemplifies Metro's

commitment to advancing equity and environmental justice by ensuring that underserved communities benefit from the transition to a zero-emission bus fleet. Through thoughtful planning and execution, the ZEB Charging Infrastructure Project for Divisions 18 and 7 will deliver meaningful improvements to Metro's service and the communities it serves.

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 operational activities that will maintain and further encourage transit ridership, ridesharing, and active transportation. By facilitating Metro's transition to a zero-emissions bus fleet, the Project as recommended here will support the operations and maintenance of emerging charging and vehicle technologies and ensure a high-quality customer experience both during and after this transition. 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

These recommendations support:

- Strategic Goal #1 to provide high-quality mobility options that enable people to spend less time traveling;
- Strategic Goal #3 to enhance communities and lives through mobility and access to opportunity; and
- Strategic Goal #4 to transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with awarding the contract and establishing the Preconstruction Budget. Staff does not recommend this alternative because the project benefits from a PDBOM approach would not be realized, including improved design quality, enhanced efficiencies, a guaranteed maximum budget principal, and lower risk for future construction change orders. Further, Metro would incur undesirable schedule delays and cost increases if the Project does not move forward.

NEXT STEPS

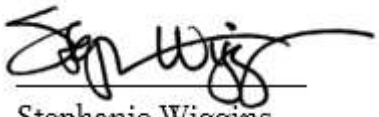
Upon Board approval, staff will execute Contract No. PS130703000 with Clark Construction Group - CA, LP. Metro staff will engage the PDBOM contractor to initiate Phase 1 Preconstruction Services to complete 85% design and negotiate to reach an agreement on Phase 2 work. Staff will return to the Board for approval of an LOP budget to move forward with final design and construction.

ATTACHMENTS

Attachment A - Motion 50
Attachment B - Expenditure and Funding Plan
Attachment C - Procurement Summary
Attachment D - DEOD Summary

Prepared by: Michelle Quinn, Executive Officer, Program Management (212) 922-3026
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Stephanie Wiggins
Chief Executive Officer

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
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 - Expenditure and Funding Plan
Division 7 and Division 18 Phase 1 Preconstruction Budget

Use of Funds	Total	Inception Thru FY 26	Remainder of FY 26	FY 27
December 2025 Progressive Design Build Contract Award				
Phase 1 Preconstruction Services	$ 15,944,000	$ -	$ 5,314,000	$ 10,630,000
Additional Preconstruction Activities				
PDB Identified Early Works Packages	$ 81,140,000	$ -	$ -	$ 81,140,000
Professional Services (PM/CM)	$ 4,882,000	$ -	$ 1,628,000	$ 3,254,000
Other Professional Services	$ 4,948,000	$ 536,000	$ 1,269,800	$ 3,142,200
Third Party	$ 200,000	$ -	$ 200,000	$ -
Agency Labor Costs	$ 3,554,000	$ 794,000	$ 960,000	$ 1,800,000
Contingency				
Contingency (40%)	$ 43,735,000	$ -	$ 3,749,000	$ 39,986,000
Total Preconstruction Services Budget	154,403,000	1,330,000	13,120,520	139,952,680
Source of Funds	**Total**			
STIP-RIP 5737	$ 9,132,000	$ -	$ 4,841,318	$ 4,290,682
STIP-RIP 5962	$ 500,000	$ -	$ 500,000	$ -
STBGP	$ 38,189,000	$ -	$ 1,156,342	$ 37,032,658
TIRCP 2022	$ -	$ -	$ -	$ -
FTA LoNo 2022	$ 25,855,300	$ -	$ -	$ 25,855,300
FTA LoNo 2024	$ 36,447,000	$ -	$ 5,662,860	$ 30,784,140
CCMAQ	$ 40,189,900	$ -	$ -	$ 40,189,900
SB 125	$ -	$ -	$ -	$ -
SCAG CRP	$ -	$ -	$ -	$ -
5307 15% FY26	$ -	$ -	$ -	$ -
Local	$ 4,090,000	$ 1,330,000	$ 960,000	$ 1,800,000
Total Project Funding	$ 154,403,200	$ 1,330,000	$ 13,120,520	$ 139,952,680

PROCUREMENT SUMMARY

ZERO EMISSION BUS CHARGING INFRASTRUCTURE PROJECT FOR DIVISION 18 AND DIVISION 7 CONTRACT NO. PS130703000

1.	**Contract Number**: PS130703000	
2.	**Recommended Vendor**: Clark Construction Group – CA, LP	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: May 14, 2025	
	B. Advertised/Publicized: May 14, 2025	
	C. Pre-Proposal Conference: May 29, 2025	
	D. Proposals Due: July 16, 2025	
	E. Pre-Qualification Completed: October 08, 2025	
	F. Ethics Declaration Forms Submitted to Ethics: July 16, 2025	
	G. Protest Period End Date: November 25, 2025	
5.	**Solicitations Picked up/Downloaded**: 153	**Bids/Proposals Received**: 3
6.	**Contract Administrator**: Yamil Ramirez Roman	**Telephone Number**: (213) 922-1064
7.	**Project Manager**: Ryan Chan	**Telephone Number**: (213) 518-8013

A. Procurement Background

This Board Action is to approve Contract No. PS130703000 issued in support of Progressive Design-Build Operate and Maintain (PDBOM) project delivery method (as approved by the Board on March 27, 2025, Board Report File No. 2024-1073) for the Zero Emission Bus Charging Infrastructure Project for Division 18 and Division 7. Board approval of contract awards are subject to resolution of any properly submitted protest(s), if any.

Prior to the release of the solicitation, starting February 21, 2025, Metro conducted an Industry Review (IR) process by releasing the draft Request for Proposals (RFP) and Progressive Design-Build Operate and Maintain Contract (Contract) to the transportation construction industry. The IR process also included one-on-one meetings to solicit comments on the terms and conditions of the RFP and Contract and to discuss the proposed project delivery approach in an effort to increase the likelihood that Metro would receive proposals for this solicitation. Nine firms participated in the one-on-one meetings held virtually from March 11 through March 13, 2025. Metro responded to the 139 consolidated comments by posting the IR responses on the Vendor Portal on April 28, 2025.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type for Phase 1 is firm fixed price. The Diversity & Economic Opportunity Department recommended a Disadvantaged Business Enterprise (DBE) goal of 20% for Phase 1 Work and a 19% DBE goal for Phase 2 Work. 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 IFR to identify necessary program and procedural changes to ensure full compliance. As such, the DBE commitment is not a factor in this recommended action.

Three (3) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on May 30, 2025, updated the RFP Schedule, Appendices A and G, and provided a revised Form 70;

- Amendment No. 2, issued on June 6, 2025, revised DBE Phase 2 and Early Works Packages submittal requirements, Contracting Outreach and Mentoring Plan (COMP) Contract language, and provided a revised Form 70; and

- Amendment No. 3, issued on June 24, 2025, revised Attachment A of Exhibit 3 to clarify the defined term "Integrated Project Management Office (IPMO)", and provided revised Forms 60 and 70.

A total of 153 downloads of the RFP were included in the planholders list. A virtual pre-proposal conference was held on May 29, 2025, that was attended by 81 participants. 155 questions were received, and responses were provided prior to the proposal due date.

Three proposals were received by the due date of July 16, 2025.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's Zero Emission Bus (ZEB) Infrastructure, Bus Acquisition, and Alternative Delivery/Construction Management Departments was convened and conducted a comprehensive technical evaluation of the proposals received.

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

• Capability and Experience	375 points
• Project Understanding	75 points
• Project Approach*	275 points
• Community Benefits and Workforce Development	50 points
• Price	200 points

* Due to the IFR changes outlined in Section A above, the "Approach to Engagement and Outreach" sub-criterion (worth 25 points) under "Project Approach" was excluded from the final score calculation. As a result, the maximum points for the

“Project Approach” evaluation criterion was reduced from 300 to 275, and the overall total points available decreased from 1,000 to 975.

Several factors were considered when developing the weighting for the evaluation criteria, giving the greatest importance to Capability and Experience.

In addition, the price evaluation criteria consisted of the following price elements with pre-established parameters to reflect the phases of the project, designed to establish a level playing field and to arrive at one price formula that would be evaluated with the understanding that only the amount listed under Phase 1 Pre-Construction Lump Sum Fee would be used for the awarded Contract Value (subject to clarification and/or negotiations). The price elements stated in the RFP are as follows:

1. Phase 1 Pre-Construction Lump Sum Fee
2. Delay Compensation Rate (daily) for Phase 1 with an assumed estimated quantity of 50 days of Compensable Delay during Phase 1 (for evaluation purposes only)
3. Phase 2 Management Lump Sum Fee, assuming a 13-month period of performance for Phase 2 work (for evaluation purposes only)
4. Phase 2 Margin Percentage, assuming a construction cost of $135,000,000 (for evaluation purposes only)
5. Phase 3 Margin Percentage assuming operations and maintenance costs of $11,000,000 (for evaluation purposes only)

Of the proposals received, all three were determined to be within the competitive range and are listed below in alphabetical order:

1. Clark Construction Group – CA, LP
2. Griffith Company
3. Shimmick Construction Company

During the period of July 29, 2025, to August 13, 2025, the PET independently evaluated and scored the technical proposals. On September 03, 2025, the PET met and received oral presentations from the three proposers. Each firm’s Project Managers and Key Personnel were asked to present each team’s capability and experience, their project understanding, and approach to completing the project. Each team was asked questions regarding their previous experience working with multiple stakeholders, minimizing impacts, and commitment to partnering with Metro to ensure the success of the Project. Following oral presentations, the PET completed consensus scoring.

Qualifications Summary of Firms within the Competitive Range:

Clark Construction Group – CA, LP (Clark)

Clark demonstrated through its proposal the strongest overall qualifications to deliver the Zero Emission Bus Charging Infrastructure for Division 18 and Division 7 under a PDBOM model. The Clark team presented extensive experience in the design and construction of transit electrification projects, technical expertise in bus charging infrastructure, and a strong record in alternative project delivery.

Clark's proposal demonstrated key staff with direct, relevant experience in delivering large depot electrification projects such as WMATA Northern Bus Garage, SamTrans South Base Battery Electric Bus Charging Infrastructure, and NYPA/NY MTA Electric Bus Charging Infrastructure. Clark's project approach emphasized transparent, collaborative partnering to ensure the Project can be delivered with either a Guaranteed Maximum Price or Firm Fixed Price.

Clark's proposal received the highest technical score, reflecting extensive alternative delivery experience and technical capabilities across design and construction disciplines. Clark's proposed cost was the second-highest among the three proposers; however, the firm's technical proposal earned Clark the highest overall score.

Griffith Company (Griffith)

Griffith demonstrated strong qualifications and experience in their proposal, earning the second-highest technical score. Griffith's proposed cost was the highest among the three proposers, which combined with their technical score, placed Griffith second in the competitive range.

Shimmick Construction Company (Shimmick)

Shimmick's proposed cost was the lowest of the three proposers, receiving the highest price score. However, Shimmick's proposal received the lowest technical score, placing them third in the competitive range.

A summary of the PET scores is provided below:

1	Firm	Maximum Points	Earned Points	Total Points	Rank
2	**Clark Construction Group – CA, LP**				
3	Capability and Experience	375.00	310.63		
4	Project Understanding	75.00	50.63		
5	Project Approach	275.00	205.00		
6	Community Benefits and Workforce Development	50.00	29.38		
7	Price	200.00	184.85		
8	**Total**	**975**		**780.49**	**1**
9	**Griffith Company**				
10	Capability and Experience	375.00	262.19		
11	Project Understanding	75.00	55.31		
12	Project Approach	275.00	193.13		
13	Community Benefits and Workforce Development	50.00	31.25		
14	Price	200.00	175.91		
15	**Total**	**975**		**717.79**	**2**
16	**Shimmick Construction Company**				
17	Capability and Experience	375.00	241.25		
18	Project Understanding	75.00	60.94		
19	Project Approach	275.00	161.88		
20	Community Benefits and Workforce Development	50.00	40.00		
21	Price	200.00	200.00		
22	**Total**	**975**		**704.07**	**3**

C. Cost/Price Analysis

The recommended Award Amount has been determined to be fair and reasonable based upon fact finding, comparison with the independent cost estimate (ICE), and cost and price analysis. Staff successfully negotiated cost savings of $545,172.

Proposer Name	Proposal Amount	Metro ICE	Award Amount
Clark Construction Group – CA, LP	$16,489,069 (Phase 1 Preconstruction Lump Sum Fee)	$12,416,827	$15,943,897 (Phase 1 Preconstruction Lump Sum Fee)
	$12,600.00/day (Delay Compensation for Phase 1)		$12,600.00/day (Delay Compensation for Phase 1)
	$104,232/month (Phase 2 Management Lump Sum Fee)		$104,232/month (Phase 2 Management Lump Sum Fee)
	7.8% (Phase 2 Margin Percentage)		7.8% (Phase 2 Margin Percentage)
	8.0% (Phase 3 Margin Percentage)		8.0% (Phase 3 Margin Percentage)
Griffith Company	$15,527,238 (Phase 1 Preconstruction Lump Sum Fee)		
	$10,462.45/day (Delay Compensation for Phase 1)		
	$133,889.29/month (Phase 2 Management Lump Sum Fee)		
	8.9% (Phase 2 Margin Percentage)		
	12% (Phase 3 Margin Percentage)		
Shimmick Construction Company	$15,359,423 (Phase 1 Preconstruction Lump Sum Fee)		
	$14,000.00/day (Delay Compensation for Phase 1)		
	$90,003.34/month (Phase 2 Management Lump Sum Fee)		

	7.0% (Phase 2 Margin Percentage)		
	10% (Phase 3 Margin Percentage)		

D. Background on Recommended Contractor

The recommended proposer, Clark, located in Los Angeles, CA, has been in business for 120 years and provides construction services for mass transit, heavy civil and utility substation projects, among others. The firm has extensive experience working with other public agencies such as Los Angeles World Airports (LAWA), Union City, CA, City of Long Beach, and the U.S General Services Administration.

The proposed team includes twelve subcontractors. The team's clients include Coachella Valley Association of Governments, City of Dublin, Orange County Transportation Authority, California Department of Transportation, New Jersey Transit, and City of Inglewood. Clark's proposed Project Manager has 13 years of experience managing large infrastructure projects.

DEOD SUMMARY

ZERO EMISSION BUS CHARGING INFRASTRUCTURE PROJECT FOR DIVISION 18 AND DIVISION 7 CONTRACT NO. PS130703000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 20% Disadvantaged Business Enterprise (DBE) goal for this solicitation. While Clark Construction Group made a DBE commitment, 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 recommendation, there are eight 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.

B. Local Small Business Enterprise (LSBE) Preference

The 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. Contracting Outreach and Mentoring Plan (COMP)

The Contractor Outreach and Mentoring Plan (COMP) is applicable to this procurement. Clark Construction Company identified two (2) firms for protégé development:C2PM and JAF Creative Solutions LLC.

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 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).

F. Project Labor Agreement/Construction Careers Policy

PLA/CCP is not applicable on Phase 1- Pre-construction/design portion of the contract wherein construction work is very limited. However, PLA/CCP is applicable on Phase 2-Construction portion of this contract that have a contract value more than $2.5 million and above.

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.



2025-0602 ZERO EMISSION BUS CHARGING INFRASTRUCTURE FOR DIVISION 18 AND 7

Metro

CONSTRUCTION COMMITTEE
NOVEMBER 19, 2025

RECOMMENDATION

AUTHORIZE 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

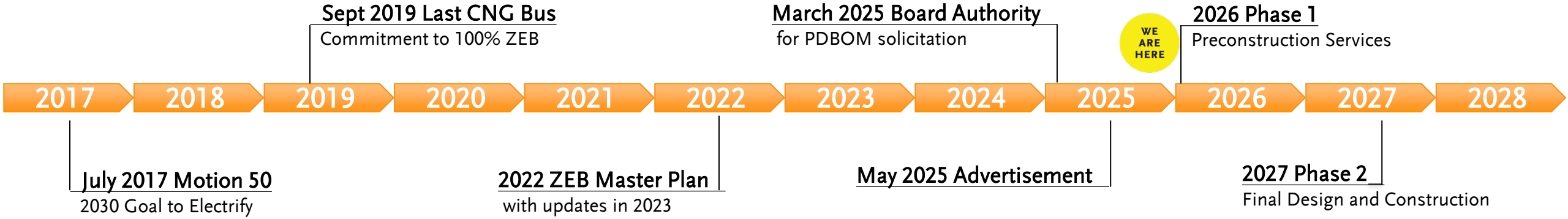
C. **NEGOTIATE** and **EXECUTE** all project-related agreements and contracts including contract modifications within the authorized Preconstruction Budget.



Division 18 located in the City of Gardena
Division 7 located in the City of West Hollywood

Metro

ZERO EMISSION BUS CHARGING INFRASTRUCTURE PROJECT FOR DIVISION 18 & DIVISION 7



Division 18: located in Carson on the corner of South Figueroa Street and Griffith Street, consists of a transportation and maintenance building to the North, several ancillary structures and equipment to the East, and bus parking for 252 buses.

Division 7: located in West Hollywood on the corner of Santa Monica Boulevard and San Vicente Boulevard. Consists of transportation, maintenance, ancillary buildings to the North, and bus parking for 237 buses.



Facility concept rendering from ZEB Program Master Plan (2023)

Metro

PDBOM DELIVERY MODEL AND TIMELINES

PHASE 1 – PRECONSTRUCTION SERVICES | Est. January 2026 – March 2027

1. Project Administration
2. Evaluation of charging design concepts
3. Design development (30%, 60%, 85%)
4. Opinions of Probable Cost at Design Intervals
5. Utility coordination with Southern California Edison (SCE)

PHASE 2 – FINAL DESIGN & CONSTRUCTION | Est. April 2027 – May 2028

1. Final Design and Construction
2. Long Lead Item Procurement – will commence after Step 2 in Phase 1 above

PHASE 3 – EV CHARGING OPERATIONS AND MAINTENANCE | June 2028

1. 6 Year Base
2. 3 One-Year Options

PROCUREMENT EVALUATION

Proposer Name	Maximum Points	Clark Construction Group	Griffith Company	Shimmick Construction Company
Capability and Experience	375	310.63	262.19	241.25
Project Understanding	75	50.63	55.31	60.94
Project Approach*	275	205.00	193.13	161.88
Community Benefits and Workforce Development	50	29.38	31.25	40.00
Price	200	184.85	175.91	200.00
Total	**975**	**780.49**	**717.79**	**704.07**
Phase 1 Preconstruction Lump Sum Fee		$16,489,069	$15,527,238	$15,359,423
Delay Compensation for Phase 1 (Daily)		$12,600	$10,463	$14,000
Phase 2 Management Lump Sum Fee (Monthly)		$104,232	$133,890	$90,004
Phase 2 Margin Percentage		7.8%	8.9%	7%
Phase 3 Margin Percentage		8%	12%	10%

*Due to the Interim Final Rule changes, the “Approach to Engagement and Outreach” sub-criterion (worth 25 points) under “Project Approach” was excluded from the final score calculation. As a result, the maximum points for the “Project Approach” evaluation criterion was reduced from 300 to 275, and the overall total points available decreased from 1,000 to 975.

PHASE 1 PRECONSTRUCTION BUDGET

Attachment A - Expenditure and Funding Plan
Division 7 and Division 18 Phase 1 Preconstruction Budget

Use of Funds	Total	Inception Thru FY 26	Remainder of FY 26	FY 27
December 2025 Progressive Design Build Contract Award				
Phase 1 Preconstruction Services	$ 15,944,000	$ -	$ 5,314,000	$ 10,630,000
Additional Preconstruction Activities				
PDB Identified Early Works Packages	$ 81,140,000	$ -	$ -	$ 81,140,000
Professional Services (PM/CM)	$ 4,882,000	$ -	$ 1,628,000	$ 3,254,000
Other Professional Services	$ 4,948,000	$ 536,000	$ 1,269,800	$ 3,142,200
Third Party	$ 200,000	$ -	$ 200,000	$ -
Agency Labor Costs	$ 3,554,000	$ 794,000	$ 960,000	$ 1,800,000
Contingency				
Contingency (40%)	$ 43,735,000	$ -	$ 3,749,000	$ 39,986,000
Total Preconstruction Services Budget	154,403,000	1,330,000	13,120,520	139,952,680
Source of Funds	**Total**			
STIP-RIP 5737	$ 9,132,000	$ -	$ 4,841,318	$ 4,290,682
STIP-RIP 5962	$ 500,000	$ -	$ 500,000	$ -
STBGP	$ 38,189,000	$ -	$ 1,156,342	$ 37,032,658
TIRCP 2022	$ -	$ -	$ -	$ -
FTA LoNo 2022	$ 25,855,300	$ -	$ -	$ 25,855,300
FTA LoNo 2024	$ 36,447,000	$ -	$ 5,662,860	$ 30,784,140
CCMAQ	$ 40,189,900	$ -	$ -	$ 40,189,900
SB 125	$ -	$ -	$ -	$ -
SCAG CRP	$ -	$ -	$ -	$ -
5307 15% FY26	$ -	$ -	$ -	$ -
Local	$ 4,090,000	$ 1,330,000	$ 960,000	$ 1,800,000
Total Project Funding	$ 154,403,200	$ 1,330,000	$ 13,120,520	$ 139,952,680

Metro

File #: 2025-0919, **File Type:** Contract **Agenda Number:** 13.

EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 20, 2025

SUBJECT: MEDICAL CLINIC SERVICES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to exercise the first two-year option term to the Medical Clinic Services Bench Contract Nos. PS70268000 through PS70268005 (Attachment A) 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.

ISSUE

Metro conducts medical fitness examinations and drug and alcohol specimen collections/testing for both employees and job candidates in compliance with requirements set forth by multiple regulatory agencies, including the U.S. Department of Transportation (USDOT), Federal Transit Administration (FTA), California Department of Motor Vehicles (DMV), California Commission on Peace Officer Standards and Training (POST), and California Division of Occupational Safety and Health (Cal/OSHA). Continued access to these medical examination services is necessary to maintain compliance with these requirements. Exercising the first option term will ensure uninterrupted delivery of these essential evaluations and testing services. The current five-year base contract is set to expire on February 28, 2026. The first two-year option will extend the contracts through February 28, 2028.

In addition, the recent establishment of the DPS introduces a new category of job candidates and employees, specifically, police officers and public safety dispatchers, who will require comprehensive medical fitness evaluations, including drug and alcohol testing. These evaluations include physical assessments aligned with California POST requirements, as well as routine and random drug and alcohol testing, in accordance with USDOT/FTA regulations and Metro policy. To ensure compliance with these requirements, additional contract authority is needed under Metro's existing Medical Clinic Services contracts to provide the necessary services for incoming DPS candidates.

BACKGROUND

Under Metro's Fitness for Duty Policy (HR 29), medical fitness examinations are conducted to ensure that employees and job candidates are fully capable of safely performing the essential job functions of their positions. In addition, under Metro's Drug and Alcohol-Free Work Environment Policy (HR 46), drug and alcohol testing is administered to all safety-sensitive employees and job candidates in compliance with FTA regulations (49 CFR Part 655). These examinations follow the procedures established under USDOT regulations 49 CFR Part 40, as amended. In 2024, Metro performed approximately 2,100 pre-employment medical examinations and 10,900 drug and alcohol screenings for employees in physically demanding and/or safety-sensitive positions. Additionally, Metro exercises its discretion to conduct incident-based drug and alcohol testing for non-safety-sensitive employees, using the same federally prescribed procedures.

To further reinforce Metro's commitment to public safety, the Board approved the creation of the DPS on June 27, 2024. The DPS is designed to enhance rider security, reduce emergency response times, and strengthen public confidence in Metro's expanding transit system. In alignment with POST requirements and Metro's standards of safety, professionalism, and performance expectations, all candidates for police officer and public safety dispatcher positions are required to successfully complete the comprehensive pre-employment medical fitness evaluations and drug and alcohol testing. The establishment of DPS has created the need for additional authority to support the hiring process of police officers and public safety dispatchers. The original funding for the medical clinic services contracts was awarded in March 2021 and did not include DPS when it was approved.

DISCUSSION

Starting in 2026, the six clinics on the medical clinic services contracts, Concentra Medical Centers - Los Angeles, Concentra Medical Centers -Commerce, Concentra Medical Centers - Van Nuys, Agile Occupational Medicine - Glendale, Agile Occupational Medicine - Mission Hills, and CareOnSite, Inc., will also provide these services for the recruitment and hiring of the DPS candidates. During the current contract term, the medical clinic services contractors have consistently met or exceeded expectations by promptly resolving any performance issues to ensure high-quality service. This proven performance provides a high level of confidence in their ability to continue delivering critical medical examinations and testing services without interruption. Executing the first two-year option term and increasing the contract authority will ensure a seamless transition to continue providing these services, including DPS candidates.

Department of Public Safety (DPS) - Medical Clinics Support Services

When the existing medical clinic services contracts were awarded, they were scoped based on existing organizational needs and anticipated hiring volumes for Metro's ongoing operations. At that time, the need to support a large-scale expansion, including the DPS workforce, including police officers and public safety dispatchers, had not yet been identified. Given the scale of the DPS hiring initiative, additional authority is required to cover the increased demand for pre-employment exams and drug and alcohol testing services. As such, Metro is requesting additional authority to the first two -year option term to provide medical exams for DPS recruits. The implementation of the DPS represents a substantial expansion of Metro's workforce, with an estimated hiring plan of 150 law enforcement personnel per year. This surge in hiring, set to begin in Spring 2026, and over the next several years will significantly increase the demand for Metro's medical examination and drug and

alcohol testing.

Beyond DPS hiring, Metro must maintain uninterrupted access to medical fitness examinations and federally mandated drug and alcohol testing for all safety-sensitive employees and job candidates. As Metro continues expanding transit services across Los Angeles County, annual hiring volumes are projected to increase, creating ongoing demand for these services. By exercising the first two-year option term now, Metro reduces the risk of service disruption, procurement delays, or coverage gaps that could result from vendor changes such as mergers, acquisitions, or temporary clinic closures.

DETERMINATION OF SAFETY IMPACT

The medical services contracts provide the capability for Metro to meet state and federal requirements for fitness for duty examinations, including POST-required physicals that support DPS as well as FTA mandated drug and alcohol testing under the USDOT, ensuring improved safety for employees, patrons and the public.

FINANCIAL IMPACT

Funding for the medical services contracts is allocated to multiple departments including the Chief People Office in cost center 2311, Well-Being Services, under project 100001, General Overhead and in the Department of Public Safety, cost center 2617, under project 380008. In FY26, funding in the amount of $662,776 is included in cost center 2311 and $133,600 in cost center 2617 for medical clinic services. Since this is a multi-year contract, the cost center manager in the Chief People Office in coordination with the Department of Public Safety will be responsible for budgeting medical clinic services costs in the Chief People Office cabinet for future years.

Impact to Budget

The source of funds for this contract is General Overhead and Operating funds, comprised of Federal, State and local funds. These funds are eligible for bus and rail operating costs.

EQUITY PLATFORM

This contract supports the delivery of safe and equitable transit service by ensuring that all employees and job candidates in safety-sensitive positions are assessed through fair, consistent, and job-related medical fitness examinations and drug and alcohol testing. These practices uphold both safety and equity by applying uniform standards that protect the well-being of Metro employees and customers, promote a workplace free from discrimination, and ensure equal opportunity for all qualified individuals to perform their duties safely and effectively.

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 subcontracting opportunities.

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 provides support services ensuring that employees and job candidates are fully capable of safely performing the essential job functions of their positions. 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 Strategic Plan Goal #5: To provide responsive, accountable, and trustworthy guidance within the Metro Organization; Initiative 5.6: As Metro will foster and maintain a strong safety culture for all. By approving this recommendation Metro will be able to ensure the safety of the public in addition to Metro's patrons and employees.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation to increase contract authority and exercise the first two-year option term of the medical services contracts. However, this is not recommended because Metro does not have specialized staff that can perform these examinations, nor does Metro have the facility and equipment that meet regulatory and certification standards. Failure to comply with POST requirements would render Metro's police officers under the DPS, legally uncertified, thereby prohibiting them from exercising essential law enforcement powers such as making arrests and carrying firearms as required under state law. Furthermore, failure to remain compliant with mandatory requirements from the FTA, USDOT, DMV, and Cal/OSHA, may compromise Metro's funding.

If the Board does not approve increasing contract authority in support of the DPS, Metro would lack the budgetary means required to support recruitment efforts and ensure uninterrupted access to essential medical fitness examinations and federally mandated drug and alcohol testing for various safety-sensitive job classifications, including DPS candidates.

NEXT STEPS

Upon Board approval, staff will exercise the first two-year option term to the Medical Clinic Services Bench Contract to support the onboarding of police officers and public safety dispatchers within Metro's Department of Public Safety (DPS), 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.

ATTACHMENTS

Attachment A - Medical Clinic Services Contractors
Attachment B - Procurement Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - DEOD Summary

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Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

MEDICAL CLINIC SERVICES CONTRACTORS

Contract No.	Contractor
PS70268000	Agile Occupational Medicine – Glendale (formerly ProHealth Glendale Occupational Medical Group, Inc.)
PS70268001	Agile Occupational Medicine – Mission Hills (formerly ProHealth Valley Occupational Medical Group, Inc.)
PS70268002	CareOnSite, Inc.
PS70268003	Concentra Medical Centers – Los Angeles
PS70268004	Concentra Medical Centers – Commerce
PS70268005	Concentra Medical Centers – Van Nuys

PROCUREMENT SUMMARY
MEDICAL CLINIC SERVICES / PS70268000 THROUGH PS70268005

1.	**Contract Number**: PS70268000 through PS70268005			
2.	**Contractor**: Various (See Attachment A)			
3.	**Mod. Work Description**: Exercise the first two-year option to continue providing medical examination and drug and alcohol testing services for Metro safety-sensitive employees and job candidates, including police officers and public safety dispatchers, extending the period of performance from March 1, 2026 through February 29, 2028.			
4.	**Contract Work Description**: To provide medical clinic examination services.			
5.	**The following data is current as of**: 10/16/25			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	02/25/21	**Contract Award Amount:**	$6,833,016
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	$0
	Original Complete Date:	02/28/26	**Pending Modifications (including this action):**	$3,182,103
	Current Est. Complete Date:	02/29/28	**Current Contract Value (with this action):**	$10,015,119
7.	**Contract Administrator**: Aielyn Dumaua		**Telephone Number**: (213) 922-7320	
8.	**Project Manager**: Marisa King		**Telephone Number**: (213) 922-2734	

A. Procurement Background

This Board Action is to approve modifications to Contract Nos. PS70268000 through PS70268005 to exercise the first two-year option, extending the period of performance from March 1, 2026, to February 29, 2028 to continue to provide medical examination services, including Peace Officer Standards and Training (POST) medical examination services to recruit and hire police officers and public safety dispatchers.

These Contract Modifications will be processed in accordance with Metro's Acquisition Policy, and the contract type is a firm fixed unit rate.

In February 2021, Metro awarded six Medical Clinic Services Contract Nos. PS70268000 through PS70268005 to provide medical clinic services. The period of performance is nine years, consisting of a five-year base term and two, two-year options.

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

B. Price Analysis

The recommended price has been determined to be fair and reasonable based on the pricing that was evaluated as part of the competitive award in February 2021. Pricing remains unchanged and is lower than current market rates for similar services. The Independent Cost Estimate (ICE) is based on the firm fixed price for the option years.

Proposal Amount	Metro ICE	Recommended Amount
$3,182,103	$3,182,103	$3,182,103

ATTACHMENT C

CONTRACT MODIFICATION/CHANGE ORDER LOG

MEDICAL CLINIC SERVICES / PS70268000 THROUGH PS70268005

Mod No.	Description	Status (approved or pending)	Date	Amount
Various	Exercise the first two-year option term extending the period of performance from 3/1/26 through 2/29/28 to continue to provide medical examination and drug and alcohol testing services for Metro safety-sensitive employees and job candidates, including police officers and public safety dispatchers.	**Pending**	**Pending**	**$3,182,103**
	Modification Total			**$3,182,103**
	Original Contract:		**2/25/21**	**$6,833,016**
	Total:			**$10,015,119**

DEOD SUMMARY

MEDICAL CLINIC SERVICES / PS70268000 THROUGH PS70268005

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 subcontracting opportunities.

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.

Medical Clinic Services Bench Contracts

Executive Management Committee
November 20, 2025

Staff Recommendation

AUTHORIZE the Chief Executive Officer to exercise the first two-year option term to the Medical Clinic Services Bench Contract Nos. PS70268000 through PS70268005 (Attachment A) 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.

1. PS70268000 - Agile Occupational Medicine - Glendale
2. PS70268001 - Agile Occupational Medicine - Mission Hills
3. PS70268002 - CAREonsite Inc. - Torrance
4. PS70268003 - Concentra Medical Centers - Los Angeles
5. PS70268004 - Concentra Medical Centers - Commerce
6. PS70268005 - Concentra Medical Centers - Van Nuys

Metro | CHIEF PEOPLE OFFICE

Background

Medical clinic services support Metro's commitment to safety and ensure the following:

- Compliance with Metro's Drug & Alcohol-Free Work Environment Policy (HR-46) per Federal Transit Administration (FTA) and Department of Transportation (DOT) and the Department of Motor Vehicles
- Compliance with Metro's Fitness for Duty Policy (HR-29) to confirm candidates and employees can safely perform essential job functions
- Supports the establishment of the Department of Public Safety (DPS) by conducting comprehensive medical fitness evaluations in accordance FTA and DOT regulations, and in alignment with California Peace Officer Standards and Training (POST) requirements

Metro | CHIEF PEOPLE OFFICE

Medical Clinic Services Bench Contracts

Overview

- In 2024, Metro conducted approximately 2,100 pre-employment medical exams and 10,900 drug and alcohol screenings for employees in physically demanding or safety-sensitive positions
- The six contracted medical clinics across Los Angeles County provide services for safety-sensitive personnel (e.g., Bus and Train Operators, Mechanics, Service Attendants, Track Inspectors, etc.) and support Department of Public Safety (DPS) recruitment and onboarding
- Recruiting and hiring DPS personnel represents a significant workforce expansion over the next two years, thereby increasing cost and demand for pre-employment examination and drug and alcohol testing services
- Exercising the first two-year option term ensures the contractual framework and vendor capacity is in place to support Metro's hiring and retention goals over the next two years

Next Steps

Upon Board approval

- Staff will exercise the first two-year option term to the Medical Clinic Services Bench Contract inclusive of contract modification authority to support the onboarding of police officers and public safety dispatchers within Metro's Department of Public Safety (DPS) and;
- Extend the period of performance from March 1, 2026 through February 29, 2028, to provide medical examination and drug and alcohol testing services for Metro safety-sensitive employees and job candidates

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

File #: 2025-0953, **File Type:** Project **Agenda Number:** 16.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 20, 2025

SUBJECT: LOS ANGELES AERIAL RAPID TRANSIT ENVIRONMENTAL IMPACT REPORT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

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.

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 (Attachment A); and

2. Mitigation Monitoring and Reporting Program (Attachment B);

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 (Attachment C); and

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

ISSUE

Metro is the agency required by the Public Utilities Code to review all plans proposed for public mass transit projects, including fixed guideway projects, in Los Angeles County. Consideration of approval of such projects allows Metro to perform its statutory duty to coordinate the efficient operation of public transportation services within the County.

Metro, as the CEQA Lead Agency for this Project, previously certified an environmental impact report and approved the Los Angeles Aerial Rapid Transit Project on February 22, 2024. The environmental impact report was subsequently challenged in two separate lawsuits in which petitioners' claims were rejected by the trial court and judgment for Metro was entered. Petitioners appealed, and the appellate court affirmed in part and reversed in part the Superior Court's judgment (Court Opinion). Metro prepared a supplemental EIR (SEIR) to address the Court Opinion.

The EIR (inclusive of the Draft EIR (2022), Final EIR (2024), Draft SEIR (2025), and Final SEIR (2025) and appendices and errata to the EIR and SEIR) is located at <https://www.metro.net/projects/aerial-rapid-transit/> <http://www.metro.net/projects/aerial-rapid-transit/>and completes all necessary steps to be considered for certification by the Board in accordance with CEQA and the Court Opinion. Metro's approval at this point does not obviate the need for future Metro actions on the Project nor does it supersede or eliminate the need for subsequent approvals to construct and operate the Project required by the City of Los Angeles, State Parks Commission, Caltrans, or Metro.

BACKGROUND

The Project Sponsor, LA Aerial Rapid Transit Technologies LLC (LA ARTT), is proposing the Project, which would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via a zero-emission, aerial gondola transit system along Alameda Street. The Project is a public mass transit guideway project, as it would operate at regular, scheduled operating hours and will be open to the general public, and is a fixed guideway.

Metro and the original Project Sponsor, Aerial Rapid Transit Technologies (ARTT) entered into a Memorandum of Agreement in April 2019, which outlined responsibilities for preparing environmental documents, including Metro acting as the CEQA Lead Agency, ARTT fully reimbursing Metro for all staff and consultant time, and that no Metro funds would be used for the Project. To date, Metro has

been fully reimbursed for all staff and consultant time and no Metro funds have been used for the Project.

The current Project Sponsor, LA Aerial Rapid Transit Technologies (LA ARTT), was originally a subsidiary of ARTT. Under the terms of the MOA, in September 2023, Metro, ARTT, and Zero Emissions Transit (ZET) entered into an Assignment and Assumption Agreement in which Metro consented to the assignment of ARTT's right and interest to ZET.

ARTT donated LA ARTT and the Project to ZET, a nonprofit and supporting organization to Climate Resolve, a California nonprofit public benefit corporation. ZET's purposes include promoting and supporting zero-emissions transportation initiatives and other efforts to reduce greenhouse gas emissions in the transportation sector and to mitigate and adapt to changes in weather and climate. ARTT's donation included ARTT's continued support of the Project with financial support and expertise, including maintaining its commitment to both reimburse Metro in its role and its funding for the EIR and other public agency approvals. ARTT will also continue to support and facilitate coordination with the Los Angeles Dodgers on ticketing and data sharing among the Project, Metro, and the Dodgers.

Metro, as lead agency under CEQA, released the Notice of Preparation (NOP) on October 1, 2020, and the scoping period concluded on November 16, 2020. Project information was made available to the public online through a virtual "open house" accessible throughout the public review period, and an online virtual scoping meeting held on October 22, 2020.

Metro released the Draft EIR on October 17, 2022, for a 60-day public review period ending on December 16, 2022. In response to requests to extend the public review period, on November 15, 2022, Metro extended the public review period an additional 30 days for a 90-day public review period ending on January 17, 2023. During the public review period, Metro held two informational workshops and four public hearings.

Metro released the Final EIR on December 4, 2023. On February 22, 2024, the Board certified the EIR, adopted a Mitigation Monitoring and Reporting Program, adopted CEQA Findings of Fact and a Statement of Overriding Considerations, and approved the Project with Design Option A. The Board also approved a motion by Directors Solis, Bass, Dupont-Walker, Horvath and Sandoval. The motion adopts safeguards and guarantees to ensure the Project includes adequate community benefits.

The 2024 Board Report includes a detailed discussion of CEQA; the Project analyzed in the EIR; the Project Objectives; the Notice of Preparation, Scoping Meeting, and Tribal Consultation; the key determinations that were included in the Draft EIR; the Project Alternatives and Design and Use Options evaluated in the EIR; Metro's community outreach during the Draft EIR public review period and pre-Final EIR release; and additional Project information, while not required under CEQA, was provided in response to comments and questions raised about the Project. The Project Description and Project Objectives are unchanged from the Final EIR.

The LA ART EIR was subsequently challenged in two separate lawsuits by the Los Angeles Parks Alliance (LAPA) (Case No. 24STCP00944) and The California Endowment (TCE) (Case No. 24STCP00965). On September 6, 2024, the Los Angeles County Superior Court entered judgment in

favor of Metro and the Project Sponsor, rejecting LAPA's and TCE's arguments that the LA ART EIR was deficient under CEQA. Both LAPA and TCE appealed.

On May 1, 2025, the Court of Appeal affirmed in part and reversed in part the Superior Court's judgment. The Court of Appeal directed Metro to (1) set aside its certification of the EIR; (2) set aside its adoption of the mitigation monitoring and reporting program; (3) set aside its adoption of CEQA findings and a statement of overriding considerations; (4) set aside its approval of the Project; (5) comply with CEQA by undertaking review of measures to mitigate the Project's significant construction noise impacts consistent with the views expressed in the Appellate Court's opinion; (6) comply with CEQA by requesting consultation with the Santa Monica Mountains Conservancy specifying a reasonable time within which the trustee agency must respond in accordance with CEQA; and (7) prepare and certify a legally sufficient supplemental EIR incorporating the information developed through this corrective action before taking further steps to reapprove the Project.

DISCUSSION

With respect to the EIR's discussion of construction noise mitigation measures, the Court of Appeal determined that (1) there was not substantial evidence supporting Metro's rejection of a mitigation measure to retrofit buildings to further reduce interior noise levels from construction; and (2) the discussion of a noise mitigation measure was inadequate because it failed to explain whether and how certain components of the measure would be partially effective in mitigating construction noise impacts or were necessary to ensure that construction noise levels were consistent with those modeled in the EIR. In response to the Court Opinion, Metro prepared a Draft SEIR to provide additional analysis and evidence regarding the feasibility of retrofitting existing buildings as mitigation for temporary construction noise impacts and discussion regarding and revisions to the mitigation measure (MM-NOI-A) for temporary construction noise impacts.

Supplemental EIR

In accordance with the Court Opinion, the SEIR considers the feasibility of implementing acoustical retrofitting in buildings along the Project alignment as mitigation for the Project's significant construction noise impacts. The SEIR identifies the legal and practical considerations and constraints associated with an acoustic retrofit program. Implementing acoustic retrofits would require substantial construction activities within occupied buildings, potentially lasting weeks or months, and in some cases necessitating temporary displacement of residents or occupants. Implementation would also require case-by-case consent from property owners, tenants, and occupants, and permitting or other approvals depending on building condition. Because Metro lacks authority to compel such work, the program would depend entirely on voluntary participation. Moreover, any resulting noise reduction may be limited, contingent on windows remaining closed, and implementation of such retrofits would involve invasive construction within occupied buildings possibly requiring relocation of occupants. Given these considerations, the SEIR concludes that acoustic retrofitting to address temporary construction noise along the Project alignment is not a feasible mitigation strategy.

The SEIR also responds to the Court Opinion's concerns regarding Mitigation Measure (MM) NOI-A by explaining the effectiveness of MM-NOI-A's various components. Some components, such as maintaining equipment and limiting idling, were already assumed in the LA ART EIR's noise modeling or required by law and therefore did not provide additional noise reduction. Others, such as using on-

site electrical sources instead of diesel generators, or locating equipment away from sensitive receptors, could have some mitigating effect, but the LA ART EIR did not adequately explain their effectiveness. Accordingly, the SEIR refines MM-NOI-A by retaining as mitigation only those components expected to provide partial noise reduction from modeled noise levels, and reclassifying the remaining components as Project Design Features (NOI-PDF-B). NOI-PDF-B would be included in the Project's Mitigation Monitoring and Reporting Program (MMRP) to ensure the requirements are enforceable and that construction noise levels do not exceed those assumed in the LA ART EIR.

The SEIR was limited to the discrete construction noise mitigation issues identified by the Court Opinion and consideration of whether any changed circumstances since certification of the Final EIR required further supplemental environmental review. The EIR's analysis of all other environmental topics was upheld by the Court of Appeal and remains unchanged. Furthermore, there are no substantial changes to the Project, substantial changes to the circumstances under which the Project is being undertaken, or new information of substantial importance that would require additional major revisions to the Final EIR.

Community Outreach During Draft SEIR Public Review Period and Pre-Final SEIR Release

Metro released the Draft SEIR on September 29, 2025, for a 45-day public review period ending on November 13, 2025.

During the Draft SEIR public review period, Metro held a virtual informational workshop on October 9, 2025 to inform the public of the key analyses and conclusions of the Draft SEIR, and a virtual hearing to receive testimony on the Draft SEIR on November 6, 2025. The informational workshop and public hearing offered Spanish, Cantonese, Mandarin, and Taishanese interpretation. Metro also provided materials in English, Spanish, Chinese (Traditional), and Chinese (Simplified) electronically on Metro's project webpage and the SB 44 website.

An estimated 195 attendees participated in the two public meetings (26 attendees joined the informational workshop and 169 attendees joined the public hearing). Metro received numerous comments during the Draft SEIR public review period via U.S. mail, the project email address, voicemail, and verbal comments submitted at the public hearing. Final SEIR Appendix A, Public Comments on the Draft SEIR for Which an Individual Response Was Prepared, Appendix B, General Public Comments on the Draft SEIR, and Appendix C, Public Hearing Transcript, of the Final SEIR, include copies of ~~all~~ public comments received on the Draft SEIR. Metro released the Final SEIR on November 19, 2025.

It became known to Metro on November 20, 2025, that a technological issue resulted in five comment letters not being recognized as received. Metro prepared an Errata to the Final SEIR to respond to the comment letters that were inadvertently not responded to in the Final SEIR. Metro released the Errata to the Final SEIR on November 24, 2025. None of the comments or the responses included in the Errata contain any significant new information or change the analysis and conclusions contained in the Final SEIR, and the Final SEIR is not substantially changed.

Final SEIR Section 3.0, Responses to Comments, and the Errata to the Final SEIR include~~s~~ responses to all comments received on the Draft SEIR.

Santa Monica Mountains Conservancy

On July 30, 2025, Metro sent a consultation request to SMMC and asked that the SMMC respond within 30 days if it wished to consult. SMMC did not respond to the consultation request.

DETERMINATION OF SAFETY IMPACT

The requested action in this report will have no direct impact on the safety of Metro's employees or customers.

FINANCIAL IMPACT

Metro is reimbursed for all its time and consultant costs through advanced deposits made by ARTT. Metro staff from Countywide Planning and Development, Community Relations, and County Counsel have worked on the Project on an as-needed basis. ARTT has met its obligations under the MOA to reimburse Metro for its expenses in connection with the Project. In addition, it has committed all funds needed to complete the Project's environmental review and entitlement process. No Metro funding will be used for the Project. If the Project continues to move forward, Metro time will continue to be reimbursed.

Impact to Budget

There is no impact on the Budget.

EQUITY PLATFORM

A major purpose of the Project is to reduce congestion from existing vehicle trips in connection with Dodger games and special events at the Stadium, leading to reduced GHG emissions and improved air quality. By taking vehicles off the road, the Project would reduce VMT, providing GHG emissions benefits and increased access in the area between LAUS and Dodger Stadium. The Project would increase transit access in a community burdened by pollution, offering emissions reduction benefits for an area that includes disadvantaged communities identified by the state's CalEnviroScreen 4.0 as in the top 90 - 100 percent of California communities burdened by pollution. The Project can also provide additional access to recreation and parks. In addition to benefiting the immediate area along the alignment, these reductions in VMT and GHG emissions would further the objectives to reduce carbon emissions to benefit the region.

The Project would provide a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. The ability to use the vast majority of the Park would not be affected by the Project. The Project has been designed to provide additional benefits to the Los Angeles State Historic Park, including pedestrian improvements between Metro's A Line and the Park, and integration of the Chinatown/State Park Station into the southern boundary of the Park with hardscape and landscape enhancements, a mobility hub, and other park amenities including concessions, restrooms, and a breezeway connecting the concessions and restrooms. The Project's Community Access Plan will allow residents and employees located within the Community Access Plan Area (see Attachment E) to utilize their Metro system access pass

or individual fare to also utilize the system at no additional cost, outside of game and event-day periods. This will increase convenience for first/last mile connections for nearby residents and employees. Some communities within the Community Access Plan Area, including William Mead Homes, have families with a median household income of less than $20,000 per year.

The Project will not displace housing, prevent planned housing, or preclude the development of future uses, including housing, grocery stores, and/or healthcare facilities in the surrounding communities.

The Project partnered with several community organizations for successful information sharing and feedback. As a privately proposed project, there was no requirement for the Project to utilize Metro's Community Based Organization Partnering Strategy, but the Project Sponsor adopted the goals and spirit of the policy.

The Project is also subject to a motion. This motion included several directives including one establishing a Community Advisory Committee (CAC) composed of representatives from the community and relevant agencies. The CAC was tasked with negotiating a Community Benefits Agreement (CBA) with a focus on the needs of the most vulnerable and addressing historical harms.

Project Commitments above what is required by CEQA are contained in Attachment F and include convening stakeholder groups to ensure adequate vetting and consensus around community features; support for local business and nonprofits; pedestrian access enhancements along the Project alignment, including mobility hubs; Los Angeles State Historic Park amenities; design and art inspired by adjacent neighborhood culture and history; an interpretation plan to develop a program that would provide all riders with an engaging and informative experience that would enhance their understanding and appreciation of the culture and history of the adjacent neighborhoods, including El Pueblo, Chinatown, Mission Junction, the Los Angeles State Historic Park, the Dodger Stadium property and its history as it relates to Chavez Ravine, and Elysian Park; a parking management plan; a goal of utilizing at least 35 percent MBE/WBE/SBE/DVBE/LGBTQ-owned businesses during the Project's construction phase; and a Business and Community Support program during construction. The entitlement and permitting process will continue to help define potential community benefits.

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.

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

As part of these ongoing efforts, this project is expected to contribute to further reductions in VMT. Metro conducted a preliminary analysis to show that the net effect of this project is to decrease VMT.

Average trip length data was acquired from Teralytics for trips to and from Dodger Stadium and Union Station. The number of vehicles traveling to these locations was multiplied by the average trip length to obtain the total VMT. This method resulted in an estimated Daily Weekday VMT of 576,600 miles, Daily Weekend VMT of 750,900 miles, and Annual VMT of 53,549,000 miles in the existing year (2019) without the project. The future calculations projected a total Daily Weekday VMT of 550,800 miles, Daily Weekend VMT of 719,200, and Annual VMT of 51,115,000 miles in 2026 with the Project, which is a net decrease of 25,800 miles, 31,700 miles, and 2,434,000 miles, respectively. In 2042 with the Project, the Daily Weekday VMT is projected to be 523,300 miles, the Daily Weekday VMT is projected to be 685,000 miles, and the Annual VMT is projected to be 48,482,000 miles a net decrease of 53,300 miles, 65,900 miles, and 5,067,000 miles, respectively. In all these scenarios, this is a beneficial net decrease in VMT.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project aligns with Strategic Plan Goal 1: Provide high-quality mobility options that enable people to spend less time traveling without utilizing Metro funding. The Project has the potential to provide an efficient mobility alternative for people to travel to Dodger Stadium car-free.

ALTERNATIVES CONSIDERED

The Board must recertify the EIR and certify the SEIR before approving the Project. It is recommended that the Board recertify the EIR and certify the SEIR as they have been completed in compliance with CEQA and represent the lead agency's independent judgment and analysis. If the Board does not recertify the EIR and SEIR, it cannot re-approve the Project. If the Board recertifies the EIR and certifies the SEIR, the Board could choose to approve another project alternative analyzed in the EIR. The three alternatives considered in the EIR include the No Project Alternative, The Spring Street Alignment Alternative and the Transportation Systems Management (TSM) Alternative. The Spring Street Alignment Alternative would connect Dodger Stadium to LAUS with three stations, one non-passenger junction and four cable-supporting towers. While meeting most Project Objectives, this alternative would require a larger footprint than the Project within the Los Angeles State Historic Park. Under the TSM alternative, the Project would not be constructed, and instead, the existing Dodger Stadium Express would be enhanced to carry more passengers similar to that of the Project. Choosing one of these alternatives is not recommended as the Project best meets the Project Objectives while minimizing environmental impacts. Alternatively, the Board could choose to disapprove and reject both the Spring Street Alignment Alternative and the TSM Alternative and instead approve the No Project alternative. This is not advised since the rejection of all build alternatives might impede the Project Sponsor's ability to obtain required approvals from other government agencies and would not advance Metro's Strategic Plan Goal 1 to provide high-quality mobility options that enable people to spend less time traveling without utilizing Metro funding.

NEXT STEPS

Metro Board's recertification of the Final EIR, certification of the Final SEIR and approval of the Project would provide the environmental clearance needed by the Project Sponsor to seek the potential discretionary entitlements, reviews, and approvals required for the implementation of the Project. The Project Sponsor would commence the public processes for these additional

discretionary entitlements, reviews, and approvals from the City of Los Angeles, California State Parks, and the Caltrans, each of which includes additional community outreach and engagement. Metro's involvement in that process would be minimal and related to its real estate rights for Union Station and the A Line. The MOA remains in effect, including reimbursement of Metro time and expenses, until all Metro/LA ART transaction documents are completed (including rights at Union Station).

The Project Sponsor anticipates that community benefit agreements will be developed in connection with these additional governmental discretionary entitlements, reviews, and approvals. The Project Sponsor would then commence the permitting process for the Project, including permits required from Metro, the City of Los Angeles, California State Parks, Caltrans, Cal/OSHA and/or other agencies with jurisdiction.

Following all discretionary entitlement, review, and approval processes, the Project Sponsor would return to the Board at a later date to update the Board on the Project's resultant community benefit agreements through all processes and address the additional Metro approvals required for LA ART to construct and operate the Project, including the necessary real property and operating agreements required for the Project.

ATTACHMENTS

Attachment A - Findings of Fact and Statement of Overriding Considerations
Attachment B - Mitigation Monitoring and Reporting Program
Attachment C - Motion 12.1
Attachment D - Notice of Determination
Attachment E - Community Access Plan
Attachment F - Project Commitments

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Stephanie Wiggins
Chief Executive Officer

REVISED
ATTACHMENT A

Findings of Fact and Statement of Overriding Considerations

Pursuant to CEQA Guidelines Section 15091, 15093 and Public Resources Code Section 21081

Los Angeles Aerial Rapid Transit Project

December 2025

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ABBREVIATIONS/ACRONYMS

F	degrees Fahrenheit
µg/L	Microgram per Liter
µg/m3	Micrograms per Cubic Meter
3S	Tricable Detachable Gondola System
AAM	Annual Arithmetic Mean
AB	Assembly Bill
ACC	Advanced Clean Cars
ACM	Asbestos Containing Material
ACRES	Assessment, Cleanup, and Redevelopment Exchange System
ADA	Americans with Disabilities Act
ADP	Alameda District Specific Plan
AERMOD	American Meteorological Society/Environmental Protection Agency Regulatory Air Dispersion Model
Alquist-Priolo Act	Alquist-Priolo Earthquake Fault Zoning Act
ALS	Advanced Life Support
ANSI	American National Standards Institute
APCD	Air Pollution Control District
APE	Area of Potential Effect
API	Area of Potential Impact
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ART	Aerial Rapid Transit
ARTIC	Anaheim Regional Transportation Intermodal Center
ARTT LLC	Aerial Rapid Transit Technologies LLC
ASCE	American Society of Civil Engineers
ASTM	American Society of Testing and Materials
ATCM	Airborne Toxic Control Measure
AUF	Acoustic Use Factor
AVO	Average Vehicle Occupancy
AVTA	Antelope Valley Transit Authority
BACM	Best Available Dust Control Measures
Basin Plan	Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties

bgs	Below Ground Surface
BMP	Best Management Practice
BRT	Bus Rapid Transit
BSA	Biological Survey Area
BTEX	Benzene, Toluene, Ethylbenzene and Xylene
BTU	British Thermal Unit
C & D	Construction and Demolition
CA MUTCD	California Manual of Uniform Traffic Control Devices
CAA	Clean Air Act
CAAP	Climate Action and Adaptation Plan
CAAQS	California Ambient Air Quality Standard
CAFE	Corporate Average Fuel Economy
Cal EPA	California Environmental Protection Agency
Cal/OSHA	California Division of Occupational Safety and Health
CalEEMod	California Emissions Estimator Model
CALFIRE	California Department of Forestry and Fire Protection
CalGEM	California Department of Conservation Geologic Energy Management Division
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CAM	The Chinese American Museum
CAP	Criteria Air Pollutant
CARB	California Air Resources Board
CASGEM	California Statewide Groundwater Elevation Monitoring
CASP	Cornfield-Arroyo Seco Specific Plan
CBC	California Building Code
CC&Rs	Covenants, Conditions, Restrictions and Easement for Chavez Ravine
CCAA	California Clean Air Act
CCCC	California Climate Change Center
CCR	California Code of Regulations
cd/m2	Candelas per Square Meter
CDFW	California Department of Fish and Wildlife
CE	Commuter Express
CEC	California Energy Commission

Central Basin	Central Subbasin
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERS	California Environmental Reporting System
CESA	California Endangered Species Act
CFC	California Fire Code
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH4	Methane
CHL	California Historical Landmarks
CHRIS	California Historical Resources Inventory System
CLA	Chief Legislative Analyst
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNG	Compressed Natural Gas
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO2	Carbon Dioxide
CO2e	CO2 Equivalents
CoIWMP	Countywide Integrated Waste Management Plan
Cortese	Hazardous Waste and Substances Sites
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRMMP	Cultural Resources Monitoring and Mitigation Plan
CRPR	California Rare Plant Ranks
CTMP	Construction Traffic Management Plan
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CVC	California Vehicle Code
CWA	Clean Water Act
CY	Cubic Yards
dB	Decibel
dBA	A-Weighted Decibel

DBE	Disadvantaged Business Enterprises
DBH	Diameter at Breast Height
DCA	Department of Cultural Affairs
DEIR	Draft Environmental Impact Report
DGS	Department of General Services
DHS	Department of Health Services
DoD	Department of Defense
DOORS	Diesel Off-Road Online Reporting System
DPM	Diesel Particulate Matter
DPR	California Department of Parks and Recreation
DSE	Dodger Stadium Express
DTLA 2040	Downtown Community Plan
DTSC	Department of Toxic Substances Control
DVBE	Disabled Veteran Business Enterprises (DVBE)
DWR	Department of Water Resources
EDR	Environmental Data Resources, Inc.
EFCs	Equity Focus Communities
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
El Pueblo	El Pueblo de Los Angeles
EMD	Emergency Management Department
EMS	Emergency Medical Service
EOB	Emergency Operations Board
EOO	Emergency Operations Organization
EOP	Emergency Operation Plan
EPA	Environmental Protection Agency
ESA	Endangered Species Act (from Biological Resources)
ESA	Environmental Site Assessment (from Hazards and Hazardous Materials)
EV	Electric Vehicle
fc	Footcandles
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zones
FHWA	Federal Highway Administration

FIRMS	Flood Insurance Rate Maps
FMP	Floodplain Management Plan
FPP	Fire Protection Program
ft	Feet
FT	Foothill Transit
FTA	Federal Transit Administration
General Plan	City of Los Angeles General Plan
GHG	Greenhouse Gas
GIS	Geographic Information System
GPA	GPA Consulting
GPD	Gallons per Day
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
GWh	Gigawatt Hours
GWP	Global Warming Potential
HABS	Historic American Building Survey
HAER	Historic American Engineering Record
HCD	California Department of Housing and Community Development
HCM	Los Angeles Historic-Cultural Monument
HDM	Highway Design Manual
HEPA	High-Efficiency Particulate Air
HFC	Hydrofluorocarbons
HIC	Non-Cancer Chronic Hazard Index
HIN	High Injury Network
HMBP	Hazardous Materials Business Plan
HOV	High Occupancy Vehicle
hp	Horsepower
HPOZ	Historic Preservation Overlay Zone
HRA	Health Risk Assessment
HRTR	Historical Resources Technical Report
HSC	Health and Safety Code
HSR	California High-Speed Rail
HVAC	Heating, Venting, and Air Conditioning
Hz	Hertz

I-5	Interstate 5
IEPR	Integrated Energy Policy Report (IEPR)
IES	Illuminating Engineering Society
IFC	The International Fire Code
IGP	Industrial General Permit
IPaC	Information for Planning and Conservation
IRP	Integrated Resource Plan
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation Systems
Kizh Nation	Gabrieleño Band of Mission Indians – Kizh Nation
KOP	Key Observation Points
kWh	Kilowatt Hours
LA ART LLC	LA Aerial Rapid Transit Technologies LLC
LABOE	Los Angeles Bureau of Engineering
LACDPW	Los Angeles County Department of Public Works
LACDRP	Los Angeles County Department of Regional Planning
LACMTA	Los Angeles County Metropolitan Transportation Authority
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAFC	Los Angeles Fire Code
LAFC	Los Angeles Football Club
LAFD	City of Los Angeles Fire Department
LAGBC	Los Angeles Green Building Code
LAHCM	Los Angeles Historic-Cultural Monument
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LAPL	Los Angeles Public Library
LARAP	Los Angeles Department of Recreation and Parks
LARIAC	Los Angeles Region Imagery Acquisition Consortium
LARWQCB	Los Angeles Regional Water Quality Control Board
LASAN	Los Angeles Sanitation & Environment Department
LASD	Los Angeles County Sheriff's Department
LASHP	Los Angeles State Historic Park
LAUS	Los Angeles Union Station

LAUSD	Los Angeles Unified School District
LAWA	Los Angeles World Airports
LAX	Los Angeles International Airport
LBP	Lead-based paints
lbs	Pounds
LCFS	Low Carbon Fuel Standards
LED	Light-Emitting Diode
LEED	Leadership in Energy and Environmental Design
LHMP	Local Hazard Mitigation Plan
LID	Low Impact Development
LinkUS	Link Union Station Project
LOS	Level of Service
LOSSAN	Los Angeles-San Diego-San Lui Obispo Rail Corridor
LOTUS	Lotus v. Department of Transportation
LRA	Local Responsibility Area
LRT	Light Rail Transit
LRTP	Long Range Transportation Plan
LSAA	Lake or Streambed Alteration Agreement
LST	Localized Significance Threshold
LST	Localized Screening Threshold (from Alternatives)
LU	Landscape Units
LUST	Leaking Underground Storage Tank
Lv	Vibration Velocity Level
MBS	Moving Beyond Sustainability Plan
MBTA	Migratory Bird Treaty Act
MCL	Maximum Contaminant Level
Metro	Los Angeles County Metropolitan Transportation Authority
MFR	Multi-Family Residential
mg/kg	Milligrams per Kilogram
MGD	Million Gallons per Day
MICR	Maximum Incremental Cancer Risk
MLB	Major League Baseball
MLD	Most Likely Descendant
MM	Mitigation Measure(s)

MMBTu	Million British Thermal Unit
MOA	Mode of Access
MPO	Metropolitan Planning Organization
MRZ	Mineral Resources Zone
MS4	Municipal Separate Storm Sewer Systems
msl	Mean Sea Level
MT	Metric Tons
MT CO2e/year	Metric Tons of Carbon Dioxide Equivalent Per Year
MTA	Metropolitan Transit Authority
MUTCD	Manual on Uniform Traffic Control Devices
MW	Megawatts
MWD	Metropolitan Water District
MWh	Megawatt Hours
N2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NESHAP	National Emission Standards for Hazardous Air Pollutants
NFPA	National Fire Protection Association
NHM	Natural History Museum of Los Angeles County
NHPA	National Historic Preservation Act of 1966
NHTSA	National Highway Traffic Safety Administration
NO	Nitric Oxide
NO2	Nitrogen Dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NOX	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
NRHP	National Register of Historic Places
NSR	Noise-Sensitive Receptors
O3	Ozone
OCS	Overhead Contact Lines
OCTA	Orange County Transportation Authority
OEHHA	Office of Environmental Health Hazard Assessment

OHSU	Oregon Health and Science University
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
OVA	Organic Vapor Analyzer
Park General Plan	Los Angeles State Historic Park General Plan
Pb	Lead
PDF	Project Design Feature
PFC	Perfluorocarbons
pLAn	Sustainable City Plan
PM	Particulate Matter
PM10	Respirable Particulate Matter
PM2.5	Fine Particulate Matter
PPHPD	Passengers Per Hour Per Direction
ppm	Parts per Million
ppmv	Parts per Million by Volume
PPOP	Plans, Programs, Ordinances, or Policies
PPV	Peak Particulate Velocity
PRC	Public Resources Code
PRMMP	Paleontological Resources Monitoring and Mitigation Plan
PUC	Public Utilities Code
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
RCTC	Riverside County Transportation Commission
REC	Recognized Environmental Condition
RIO	Los Angeles River Improvement Overlay
RMS	Root Mean Square
ROG	Reactive Organic Gases
ROW	Right-of-Way
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Los Angeles Regional Water Quality Control Board
SAFE	Safer Affordable Fuel-Efficient
SANBAG	San Bernardino Association of Governments

SARA	Superfund Amendment and Reauthorization Act
SB	Senate Bill
SBE	Small Business Enterprises
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
Scoping Plan	Climate Change Scoping Plan: A Framework for Change
SCRIP	Southern California Regional Interconnector Project
SCRRA	Southern California Regional Rail Authority
SCS	Sustainable Communities Strategy
SCT	Santa Clarita Transit
SEA	Significant Ecological Area
SEIR	Supplemental Environmental Impact Report
sf	Square Feet
SF6	Sulfur Hexafluoride
SFR	Single-Family Residential
SGMA	Sustainable Groundwater Management Act
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SLA	Surplus Land Act
SLF	Sacred Lands File
SLIC	Spills, Leaks, Investigations, and Cleanups
SLTRP	Strategic Long-Term Resource Plan
SMMC	Santa Monica Mountains Conservancy
SO2	Sulfur Dioxide
SoCalGas	Southern California Gas Company
SOHP	State Office of Historic Preservation
SOP	Standardized Operating Procedures
SOX	Sulfur Oxides
SP	Special Publication
SPL	Sound Pressure Levels
SR	State Route
SR-110	State Route 110
SRA	State Responsibility Area

SSC	Species of Special Concern
SSMP	Sewer System Management Plan
SSO	Sanitary Sewer Overflow Response Plan
Stafford Act	Robert T. Stafford Disaster Relief and Emergency Assistance Act
SUSMP	Standard Urban Stormwater Mitigation Plan
SWITRS	Statewide Integrated Traffic Records System
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TAG	Transportation Assessment Guidelines
TCE	Temporary Construction Easements
TCM	Transportation Control Measures
TCR	The Climate Registry
TCR	Tribal Cultural Resource
TCO	Traffic Control Officer
TDS	Total Dissolved Solid
TIMS	Transportation Injury Mapping System
TNC	Transportation Network Company
TNM	Traffic Noise Model
TPH	Total Petroleum Hydrocarbons
TRB	Transportation Research Board
TSM	Transportation Systems Management
TVM	Ticket Vending Machines
UCLA	University of California, Los Angeles
UDOT	Utah Department of Transportation
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGBC	United States Green Building Council
USGS	United States Geological Survey
UST	Underground Storage Tank
VCP	Voluntary Cleanup Program

VCTC	Ventura County Transportation Commission
VdB	Decibel Notation for Vibration Level
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WBE	Women Business Enterprises
WDR	Waste Discharge Requirements
WL	California Department of Fish and Wildlife Watch List
WMP	Watershed Management Plan
WQCMPUR	Water Quality Compliance Master Plan for Urban Runoff
WRD	Water Replenishment District of Southern California
WSAB	West Santa Ana Branch Transit corridor
ZET	Zero Emissions Transit
ZEV	Zero Emission Vehicle
ZIMAS	Zoning Information and Map Access System
ZNE	Zero Net Energy

1. INTRODUCTION

In accordance with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [Pub. Resources Code] §§ 21000–21189) and the CEQA Guidelines (14 Cal. Code Regs., §§ 15000–15387), the Los Angeles County Metropolitan Transportation Authority (Metro) prepared an Environmental Impact Report for the Los Angeles Aerial Rapid Transit Project (Project). In preparing the Environmental Impact Report, Metro followed an established process to identify the environmental issues to be analyzed and solicit input from the public, stakeholders, elected officials, and other affected parties. The Draft EIR analyzed the Project's potential environmental impacts, and in turn, the Final EIR made minor clarifications and otherwise provided additional information that supported the Draft EIR's impact conclusions. The Draft Supplemental EIR (SEIR) provided additional analysis of construction noise mitigation, and in turn, the Final SEIR made minor clarifications and otherwise provided additional information that supported the Draft SEIR's conclusions. These Findings reflect the analysis provided in the Draft EIR, Final EIR, Draft SEIR, and Final SEIR inclusive of technical appendices and errata (collectively referred to as the "EIR" herein).

Implementation of the Project would result in temporary significant unavoidable impacts related to construction noise and vibration (human annoyance) and no feasible mitigation measures were identified to mitigate these impacts to a less-than-significant level. In accordance with CEQA, Metro, in adopting these Findings of Fact, also adopts a Mitigation Monitoring and Reporting Program (MMRP) that meets the requirements of Public Resources Code section 21081.6 by providing for the implementation and monitoring of measures to mitigate the potentially significant effects of the Project. The MMRP is included in Section 4.0 of the Final SEIR and is provided as Attachment B to the Metro Board Report.

In accordance with the CEQA Guidelines, Metro adopts these Findings of Fact as part of the approval of the Project. Pursuant to Public Resources Code section 21082.1(c)(3) and CEQA Guidelines section 15090, Metro certifies that the EIR:

1) Has been completed in compliance with the CEQA;

2) The EIR was presented to the Board of Directors and that the Board reviewed and considered the information contained in the EIR prior to approving the Project; and

3) The EIR reflects Metro's independent judgment and analysis.

Pursuant to CEQA Guidelines section 15093, if a project's EIR and administrative record substantiate that the project would result in significant and unavoidable impacts, then the lead agency is required to balance the project's significant and unavoidable impacts against its economic, legal, social, technological, or other benefits including regional or statewide benefits. If these benefits outweigh the significant and unavoidable impacts, then the significant and unavoidable impacts may be deemed acceptable. In such a case, the lead agency must state, in writing, the specific reasons that support this conclusion. The Statement of Overriding Considerations in Section [11 of this Findings of Fact and Statement of Overriding Considerations presents the Project's potential significant and unavoidable impacts followed by Metro's findings as to why the Project's benefits outweigh these significant and unavoidable impacts. In accordance with the CEQA Guidelines, Metro adopts the Statement of Overriding Considerations and concludes that the overall benefits of the Project outweigh the significant and unavoidable temporary impact.

2. ORGANIZATION

The Findings of Fact and Statement of Overriding Considerations is comprised of the following sections after Section 1 Introduction and this Section 2 Organization:

Section 3.	Description of the project, design and use options, and objectives
Section 4.	Statutory requirements of the findings and a record of proceedings
Section 5.	Significant impacts of the Project that cannot be mitigated to a less-than-significant level
Section 6.	Potentially significant impacts of the Project that can be mitigated to a less-than-significant level
Section 7.	Environmental impacts that are less than significant
Section 8.	Environmental resources to which the Project would have no impact
Section 9.	Potential cumulative impacts
Section 10.	Alternatives analyzed in the evaluation of the Project and findings on mitigation measures
Section 11.	Statement of Overriding Considerations

3. DESCRIPTION OF THE PROJECT, DESIGN AND USE OPTIONS, AND OBJECTIVES

3.1 PROJECT DESCRIPTION

The Project would connect Los Angeles Union Station (LAUS) to Dodger Stadium property via an aerial gondola system. The Project would also include an intermediate station at the southernmost entrance of the Los Angeles State Historic Park, as well as a non-passenger junction and three cable-supporting towers at various locations along the approximately 1.2-mile alignment, and gondola cabins. The Project would provide an aerial rapid transit option for visitors to Dodger Stadium, while also providing access between the Dodger Stadium property, the surrounding communities, including Chinatown, Mission Junction, Elysian Park, and Solano Canyon, and the Los Angeles State Historic Park, to the regional transit system accessible at LAUS. The Project would also provide pedestrian improvements, including hardscape and landscape improvements, as well as amenities at the Los Angeles State Historic Park.

The Project would generally be located within public right-of-way (ROW), or on publicly owned property. From LAUS, the Project alignment would follow Alameda Street and then continue along Spring Street in a northeast direction through the community of Chinatown to the southernmost corner of the Los Angeles State Historic Park. The alignment would then continue northeast over the western edge of the Los Angeles State Historic Park and the Los Angeles County Metropolitan

Transportation Authority (Metro) L (Gold) Line1[1] to the intersection of North Broadway and Bishops Road. At this intersection, the Project alignment would turn and continue northwest following Bishops Road toward its terminus at Dodger Stadium, located in the Elysian Park community.

The Project would utilize a detachable "3S," or tricable, technology that enables larger passenger cabins and more carrying capacity than other available aerial technology to support the transit demand created during Dodger games and events at Dodger Stadium. The aerial technology that comprises an aerial gondola system consists of major components connected by the cables (ropeway). The major components of the Project include stations where passengers would enter and exit the system, a non-passenger junction where the alignment turns, towers to support the cables, and cabins in which the passengers ride.

When complete, the Project would have a maximum capacity of approximately 5,000 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately seven minutes. The Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles.

Table 3-1 provides an overview of the station and junction components associated with the Project. **Table 3-2** provides an overview of the proposed towers associated with the Project. A more detailed description of the Project is provided in Section 2.0, Project Description, of the Draft EIR and Section 3.0, Project Description, of the Final EIR.

Table 3-1: Project Station and Junction Details

Station Name	Location	Passenger Station	Station Size (square feet)	Canopy Size (square feet)	Height of Platform (feet above-ground)	Height of Station (feet above-ground)
Alameda Station	Alameda Street between Los Angeles Street and Cesar E. Chavez Avenue	Yes	15,279	19,217a	31	78
Chinatown/ State Park Station[b]	Along Spring Street within the southernmost point of Los Angeles State Historic Park	Yes	22,361c	15,212	50	98
Broadway Junction	Intersection of North Broadway and Bishops Road	No	12,615	13,331	50	98
Dodger Stadium Station	Dodger Stadium parking lot	Yes	37,395d	16,001	At-Grade	74

a. The canopy size square footage for Alameda Station includes approximately 3,064 sf or canopy over the vertical circulation.
b. Chinatown/State Park Station also includes 1,419 sf of Park Amenities.

[1] Subsequent to the release of the Draft EIR, on June 16, 2023, in connection with the opening of Metro's Regional Connector, Metro changed the name of the L Line (Gold). The part of the former L Line (Gold) between Little Tokyo/Arts District Station and APU/Citrus College station became part of the A Line (Blue), and the part of the former L Line (Gold) between Little Tokyo/Arts District Station and Atlantic Station became part of the E Line (Gold). The proposed Project area includes the part of the former L Line (Gold) that is now part of the A Line (Blue). References in the Findings of Fact and Statement of Overriding Considerations to the L Line (Gold) refer to the A Line (Blue).

c. The station size square footage for Chinatown/State Park Station includes an approximately 8,063 sf mezzanine.
d. The station size square footage for Dodger Stadium Station includes an approximately 24,650 sf subterranean area below the station's platform for storage and maintenance of cabins, as well as staff break rooms, lockers, and parts storage areas.

Table 3-2: Project Tower Details

Tower Name	Location	Height to Top of Tower	Cable Height
Alameda Tower	Alameda Triangle, a City ROW between Alameda Street, North Main Street, and Alhambra Avenue	195 feet	175 feet
Alpine Tower	Northeast corner of Alameda Street and Alpine Street on a City-owned parcel	195 feet	175 feet
Stadium Tower	Private property north of Stadium Way	179 feet	159 feet

3.2 DESIGN AND USE OPTIONS

While not proposed as part of the proposed Project, design and use options to the proposed Project were considered in the Draft EIR to explore potential minor design variations to various Project components. Each design and use option offers a variation to the proposed Project. The Design and Use Options are described in detail in Chapter 6.0, Design and Use Options, of the Draft EIR, which provides the potential environmental effects of the design and use options for Metro to consider the environmental consequences of adopting one or more of such design and use options. All design and use options could be implemented individually, together, or in any combination without changing the significance conclusions reached in the EIR for the proposed Project.

The design and use options represent minor variations to the proposed Project, thus qualifying as design and use options instead of project alternatives. Pursuant to Section 15126.6(a) of the CEQA Guidelines, an EIR shall describe a range of reasonable alternatives. The Project Alternatives were analyzed in Chapter 4.0, Alternatives, of the Draft EIR.

For the proposed Project, five design and use options were considered in the Draft EIR:

- Design Option A: Broadway Junction Shift to Avoid 451 E. Savoy
- Design Option B: Single Tower along Alameda Street
- Design Option C: Chinatown/State Park Station with Increased Height
- Use Option D: Chinatown/State Park Station as a Non-passenger Junction
- Design and Use Option E: Pedestrian Bridge at the Los Angeles State Historic Park

The five design and use options and their potential environmental impacts relative to the respective Project component of the proposed Project described in Section 2.5 of the Draft EIR's Project Description are described in the following sections, with greater detail provided in Section 6.0, Design and Use Options, of the Draft EIR. Metro approved the Project with Design Option A when it originally approved the Project in February 2024, and the Project Sponsor has requested that Metro reapprove the proposed Project with Design Option A.

3.2.1 Design Option A

Design Option A includes a shift in the overall Project alignment between the Broadway Junction and Dodger Stadium Station to avoid aerial rights requirements over 451 E. Savoy Street. Under Design Option A, the alignment would shift further to the west from 451 E. Savoy Street while headed north from the Broadway Junction. This shift would result in the alignment crossing over a small portion of Cathedral High School.

Project Components

Design Option A includes changes to the Project components of Broadway Junction, Stadium Tower, and Dodger Stadium Station. Under the proposed Project, the Broadway Junction would be approximately 227 feet long, 60 feet wide, and 98 feet high at its tallest point, with the platform approximately 50 feet above the ground. Design Option A would maintain similar dimensions for the Broadway Junction, but would shift it approximately four degrees to avoid aerial rights over 451 E. Savoy Street. As a result of this alignment shift, the location of Stadium Tower would also slightly shift 115 feet uphill to the west/northwest from its location under the proposed Project. The tower would remain on the hillside private property north of Stadium Way, between the Downtown Gate and SR-110. Because of the shift uphill and to account for the change in grade, the height of the Stadium Tower would decrease by five feet in comparison to the proposed Project. There is no net change to the tower height above sea level, as the shift uphill would be neutralized by the decreased height of the tower. As a result of the shift, the Stadium Tower would be located on an area of 15 percent slope, would require the relocation of a water valve, and would require encroachment into a City of Los Angeles Water easement. Design Option A would also require Dodger Stadium Station be located farther south than the proposed Project station design location. Because of the change in location, access to the cabin maintenance area may require the addition of a switchback and steeper approach than the proposed Project due to the steeper slope of the landscaped berm at this location. The Dodger Stadium Station at this location would also require removal of 337 parking spaces at the Dodger Stadium property (compared to 194 for the proposed Project) and requires a longer walk for proposed Project passengers to travel between the Dodger Stadium Station and Dodger Stadium.

Impacts

All operational impacts under Design Option A would be similar to the proposed Project and less than significant. Regarding construction impacts, Design Option A does not materially differ in overall dimension, location, building material, or construction technique as compared to the proposed Project. Accordingly, Design Option A would have similar impacts to the proposed Project in the following CEQA impact areas: Agriculture and Forestry Resources; Hazards and Hazardous Materials; Hydrology and Water Quality; Mineral Resources; Noise; Population and Housing; Public Services; Recreation; Transportation; Tribal Cultural Resources; and Wildfire. Any mitigation measures required for the respective proposed Project components would also be required for those of Design Option A. However, because of the slight variance in location and construction times from the proposed Project, there is potential for variations in impacts to Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology/Soils, Greenhouse Gas Emissions, Land Use and Planning, and Utilities and Service Systems. The CEQA impact areas that may differ from the proposed Project are discussed in detail in Section 6.2, Design Option A, of the Draft EIR and summarized below.

Aesthetics

Potential impacts to aesthetics arising from Design Option A are associated with the proposed height increase and shift in location of the Stadium Tower. However, similar to the proposed Project, the analysis determined that Design Option A would not impact scenic vistas, substantially diminish the broad scenic view or views of prominent visual features, and would not conflict with applicable zoning or other regulations governing scenic quality. Furthermore, the Stadium Tower location shift under Design Option A would not introduce new sources or light and glare, and no impacts with respect to light and glare would occur. The uphill shift of the Stadium Tower under Design Option A could result in slightly different shading impacts compared to the Stadium Tower of the proposed Project. However, any shadow impacts from the Stadium Tower under Design Option A would be less than significant. Therefore, similar to the proposed Project, impacts with respect to aesthetics under Design Option A would be less than significant.

Air Quality

Potential impacts to air quality arising from Design Option A are associated with an extended construction schedule. Design Option A would add approximately 12 additional weeks of construction at the Stadium Tower for a total of 62 weeks of construction, as compared to 50 weeks of construction for the proposed Project. Similarly, Design Option A would add an additional four weeks of construction at Dodger Stadium Station, for a total of 101 weeks of construction, as compared to 97 weeks of construction for the proposed Project. Accordingly, Design Option A would generate increased criteria pollutant emissions during construction compared to the proposed Project. However, construction emissions under Design Option A would be well below applicable South Coast Air Quality Management District (SCAQMD) mass daily significance thresholds and localized significant thresholds (LSTs) for all criteria pollutants. While Design Option A would result in increased construction emissions when compared to the proposed Project, impacts would remain less than significant overall.

Biological Resources

Potential impacts to biological resources arising from Design Option A are associated with tree removal adjacent to Stadium Tower. Stadium Tower is the only component of Design Option A that would result in impacts to biological resources that differ from the proposed Project. Under the proposed Project, 55 significant trees would be removed from the Stadium Tower site, including the fire buffer zone. Similarly, under Design Option A, a similar number of significant trees would be removed at the Stadium Tower location, including the fire buffer zone. None of these inventoried trees were identified as City-ordinance protected trees. Similar to the proposed Project, these tree removals have the potential to impact bat roosts and nesting birds. Accordingly, Design Option A would implement Mitigation Measure **MM-BIO-A** (avoid and minimize project related impacts to special-status and/or rooster bat species) and Mitigation Measure **MM-BIO-B** (avoid and minimize project related impacts to nesting birds). Implementation of Mitigation Measure **MM-BIO-A** and Mitigation Measure **MM-BIO-B** would reduce impacts to biological resources to less than significant with mitigation.

Cultural Resources

Potential impacts to cultural resources arising from Design Option A are associated with the Broadway Junction. Broadway Junction is the only component of Design Option A that would result in impacts that differ from the proposed Project. The shift of the Broadway Junction under Design Option A would cross over a portion of Cathedral High School property. Cathedral High

School is a historical resource. As such, similar to the proposed Project, Design Option A would introduce new visual features to the historical resource's setting. However, the change would not constitute a significant impact on the historical resource as the existing character of the built environment in the immediate vicinity is not cohesive and the setting outside of the campus grounds does not contribute to its historical significance. Furthermore, views from within the campus boundary already include modern buildings and structures. The location of the components of Design Option A would not directly interrupt the views from the campus, nor would they impact any other important features of the historical resource's larger setting. The resource would continue to convey its individual significance within the context of an institutional development, and its existing physical integrity and character-defining features would remain intact. While introducing modern features in the form of cable and cabins would result in new visual features to the historical resource's setting, the change would not constitute a significant impact.

Energy

Potential impacts to energy arising from Design Option A are associated with an extended construction schedule. Stadium Tower and Dodger Stadium are the only components of Design Option A that would result in impacts that differ from the proposed Project. Design Option A would add approximately 12 additional weeks of construction at the Stadium Tower for a total of 62 weeks of construction, as compared to 50 weeks of construction for the proposed Project. Design Option A would add an additional four weeks of construction at Dodger Stadium Station, for a total of 101 weeks of construction, as compared to 97 weeks of construction for the proposed Project. As such, the demand for electricity, fuel, and natural gas would increase during construction activities in comparison to the proposed Project. However, similar to the proposed Project, the demand for energy during construction would be temporary and any impact would be less than significant.

Geology/Soils

As with the proposed Project, Stadium Tower and Dodger Stadium Station under Design Option A would have the potential to impact geology and soils, including impacts related to earthquake-induced slope failure, lateral spreading, subsidence, liquefaction, collapse during grading and construction, expansive soils and soil corrosivity, differential settlement, other potential ground failures induced by the tower, and paleontological resources. However, similar to the proposed Project, Design Option A would be constructed in accordance with applicable standards, requirements, and building codes, which would ensure structural integrity and safe construction. Mitigation Measures **MM-GEO-A** (prepared a site-specific final geotechnical report) and **MM-GEO-B** (prepare a paleontological resource monitoring and mitigation plan (PRMMP)) would also be implemented, reducing potential to a level that is less than significant. Similar to the proposed Project, impacts with respect to geology and soils under Design Option A would be less than significant with mitigation.

Greenhouse Gas Emissions

Potential impacts to greenhouse gas emissions arising from Design Option A are associated with an extended construction schedule. Design Option A would result in an increase in the duration of construction due to the proposed utility relocation and increase in concrete work at the base of Stadium Tower (six-eight weeks additional time for utility relocation and four additional weeks for shoring wall and pilaster during the Foundations and Columns phase), as well as the increased excavation at Dodger Stadium Station (additional three weeks of shoring and excavation, followed

by one week of additional concrete work for the retaining wall). As such, construction of Design Option A would increase GHG emissions. The additional construction under Design Option A would result in an increase in GHG emissions during construction; however, the increase would be minimal, as Design Option A would only add an additional 12 weeks of construction at Stadium Tower and an additional four weeks of construction at Dodger Stadium Station. As such, the additional construction duration for the Stadium Tower and Dodger Stadium Station under Design Option A would not contribute to a significant increase in GHG emissions because, as with the proposed Project, the net GHG emissions would still represent a reduction compared to existing conditions. Therefore, GHG emissions during construction under Design Option A would still remain less than existing conditions and be less than significant. While Design Option A would result in an increase in GHG emissions during construction as compared to the proposed Project, impacts would remain less than significant. Therefore, similar to the proposed Project, impacts with respect to GHG emissions under Design Option A would be less than significant.

Land Use and Planning

Design Option A would result in the removal of additional parking spaces for Dodger Stadium Station as compared to the proposed Project. Design Option A would permanently remove 337 parking spaces for the Dodger Stadium Station, due to the increased distance to Dodger Stadium requiring additional area for the proposed pedestrian connection to Dodger Stadium, as well as the retaining wall. Similar to the proposed Project, however, and consistent with the Dodger Stadium CUP, a total of 18,552 parking spaces would remain on site, exceeding the required parking spaces under the CUP. While additional parking spaces would be temporarily utilized at Dodger Stadium for Project construction, the number of parking spaces would at all times exceed the 15,556 total parking spaces that must be provided and maintained on site pursuant to the CUP. Accordingly, Design Option A is consistent with the requirements of the Dodger Stadium CUP and similar to the proposed Project and with the implementation of Mitigation Measure **MM-LUP-A**, impacts for Design Option A with respect to land use would be less than significant with mitigation.

Utilities and Service Systems

Design Option A would require various utility relocations and encroachment into a City of Los Angeles water easement at Stadium Tower and the relocation of a 36-inch storm drain and a telecommunications line at Dodger Stadium Station. As with the proposed Project, the relocation of utilities may cause an impact related to the interruption of services for the surrounding areas. Mitigation Measure **MM-USS-A***, Development of a Utility Relocation Plan,* would be implemented. The Utility Relocation Plan would be developed to determine the existing utilities that would need to be relocated under Design Option A. Implementation of Mitigation Measure **MM-USS-A** would reduce potential impacts to utilities and service systems associated with Stadium Tower and Dodger Stadium Station construction under Design Option A to a level that is less than significant.

Finding

Because the environmental impacts for Design Option A are generally similar to those identified for the Project, Metro finds that the findings identified throughout this document are applicable to both the Project and to Design Option A. Metro finds that inclusion of the same mitigation measures identified for the Project would also avoid or substantially lessen the potentially significant environmental effects of Design Option A on the environment, with the exception of construction noise and vibration (human annoyance) (which would remain significant and unavoidable under Design Option A, even after mitigation).

3.2.2 Design Option B

In response to stakeholder feedback, the Project Sponsor assessed the potential to reduce the number of towers along Alameda Street from two to one. Design Option B removes Alpine Tower, located between the Alameda Station and the Chinatown/State Park Station, from the proposed Project and adds 50 feet to the Alameda Tower.

Project Components

Under Design Option B, the Project towers would be designed as monopoles and would support the required steel cables and mechanical equipment. The increased height of the Alameda Tower would coincide with an additional 30 drilled piles and an increased pile cap thickness from five feet to eight feet, as well as an additional 1,260 cubic yards (CY) of excavation and materials to be exported. Design Option B would result in an increased duration of construction in the Structural Steel/Tower Erection phase (approximately seven additional weeks), as well as an additional week of construction added to construct foundations and columns, for a total of eight additional weeks of construction activities.

Compared to the proposed Project, Design Option B would potentially result in additional technical considerations due to the increased angle of bend at the Alameda Tower compared to the proposed Project. Additionally, Design Option B results in the need for additional private aerial rights requirements. The increased bend on the Alameda Tower would result in cables and gondola cabins being located in closer proximity to private property between Alameda Station and the Chinatown/State Park Station.

Impacts

As regards construction impacts, Design Option B does not materially differ in overall dimension, location, building material, or construction technique as compared to the proposed Project. Accordingly, Design Option B would have similar impacts to the proposed Project in the following CEQA impact areas: Agriculture and Forestry Resources; Air Quality; Biological Resources; Cultural Resources; Energy; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Mineral Resources; Noise; Population and Housing; Public Services; Recreation; Tribal Cultural Resources; Utilities and Service Systems; and Wildfire. Any mitigation measures required for the Alameda Tower of the proposed Project would also be required for those of Design Option B. Under Design Option B, there is potential for variations in impacts to Aesthetics, Geology/Soils, and Transportation. While the increased height of the Alameda Tower would result in an increase in the duration of construction at Alameda Tower; with removal of Alpine Tower from the proposed Project, there would be an overall net decrease in construction impacts related to air quality, energy, and GHG under Design Option B. The CEQA impact areas that may differ from the proposed Project are discussed in detail in Section 6.3, Design Option B, of the Draft EIR and summarized below.

Aesthetics

Potential impacts to aesthetics arising from Design Option B are associated with the 50-foot overall height increase at the Alameda Tower. Compared to the proposed Project, the removal of the Alpine Tower would reduce visual impacts at Alameda and Alpine Streets during project construction and operation, as the tower would not be constructed. Therefore, visual impacts related to Alpine Tower would not occur under Design Option B and would be reduced compared to the less than significant impacts of the proposed Project. Analysis of the proposed height

increase for Alameda Tower under Design Option B indicated that the height increase would not block any unique or scenic views. As with the proposed Project, due to the presence of the existing elevated Metro L (Gold) Line Chinatown/State Park Station, elevated light rail guideway, and overhead catenary system, Design Option B from this view would not introduce a visual feature that contrasts substantially with existing conditions. In addition, no unique or scenic views would be blocked.

Similar to the proposed Project, construction of Alameda Tower under Design Option B would represent a change in views compared to existing conditions. However, there are no designated scenic vistas or state- or county-designated scenic highways or eligible state scenic highways located in the Project area. Construction activities would be temporary and would not result in a substantial adverse effect on a scenic vista. As such, the proposed height increase at the Alameda Tower under Design Option B would not impact scenic vistas, or scenic resources within a state scenic highway. While the height increase would represent a visual change, it would not substantially diminish the broad scenic view or views of prominent visual features, and would not conflict with applicable zoning or other regulations governing scenic quality. The increased height of the Alameda Tower would not introduce new sources or light and glare, and no impacts with respect to light and glare would occur due to the increased height.

The increased height of the Alameda Tower could result in additional shading; however, surrounding uses are not considered to be shade sensitive. As such, shadow impacts from Alameda Tower would be less than significant. Therefore, similar to the proposed Project, impacts with respect to aesthetics for the Alameda Tower under Design Option B would be less than significant.

Geology/Soils

During construction, grading and development that would occur from implementation of Design Option B could result in additional impacts to geology and soils due to the increase in the number of drilled piles, an increased pile cap thickness from five feet to eight feet, as well as additional excavation. Although on-site seismic conditions and potential hazards would not change relative to the proposed Project, the increase in construction activity compared to the proposed Project could result in an increase of potential impacts. Mitigation Measures **MM-GEO-A** (prepare a site-specific final geotechnical report) and **MM-GEO-B** (prepare a paleontological resource monitoring and mitigation plan (PRMMP)) would also be implemented. Implementation of Mitigation Measures **MM-GEO-A** and **MM-GEO-B** would reduce potential impacts associated with construction of the Alameda Tower to a level that is less than significant. Therefore, similar to the proposed Project, impacts with respect to geology and soils for the Alameda Tower under Design Option B would be less than significant with mitigation.

Transportation

Potential impacts to transportation arising from Design Option B are associated with an extended construction schedule. Construction of the Alameda Tower under Design Option B would increase the duration of construction. Due to the temporary nature of construction traffic associated with Design Option B (an additional eight weeks), a substantial increase in VMT would not be anticipated to result from construction. Similar to the proposed Project, Design Option B would implement Mitigation Measure **MM-TRA-A**, which would prohibit right turns on red from westbound Alhambra Avenue to northbound Alameda Street in order to alleviate potential visibility issues associated with operation of the Alameda Tower. Design Option B would also implement Mitigation Measure **MM-TRA-B**, which would require implementation of a Construction Traffic

Management Plan to ensure adequate emergency access is maintained throughout all construction activities to reduce potential impacts during construction. Similar to the proposed Project, operation of Design Option B would provide additional transit and pedestrian connections, and would result in an overall reduction in VMT, resulting in a beneficial effect on the environment. Therefore, similar to the proposed Project, impacts with respect to transportation under Design Option B would be less than significant with mitigation.

Finding

Because the environmental impacts for Design Option B are generally similar to those identified for the Project, Metro finds that the findings identified throughout this document are applicable to both the Project and to Design Option B. Metro finds that inclusion of the same mitigation measures identified for the Project (with adjustments to Mitigation Measure MM-TRA-A as identified above) would also avoid or substantially lessen the potentially significant environmental effects of Design Option B on the environment, with the exception of construction noise and vibration (human annoyance) (which would remain significant and unavoidable under Design Option B, even after mitigation).

3.2.3 Design Option C

In response to stakeholder feedback, the Project Sponsor developed Design Option C, which consists of a 35-foot overall height increase at the Chinatown/State Park Station to allow cabins to enter and exit the station along Spring Street at a higher level.

Compared to the proposed Project, Design Option C has the potential to reduce passenger experience due to the height increase of the Chinatown/State Park Station under Design Option C, which also results in the boarding platform being raised, requiring additional vertical circulation to access and ascend the platform.

Project Components

The taller station would require drill piles that are 100 feet deep, which is 20 feet deeper than the drill piles for the proposed Project. In addition, the pile cap thickness would increase from six feet to eight feet, and the maximum depth of excavation would increase by two feet. This would result in an additional 717 CY increase in the amount of excavation and a 1,396 CY increase in the amount of materials exported. Due to these changes, construction would be extended by approximately eight weeks, which would extend the closure of the small portion of the State Park that would be closed during the construction period. All other construction and operational features remain the same as the proposed Project.

Impacts

Design Option C Project components do not materially differ in location, building material, or construction technique from the proposed Project. Therefore, Design Option C would have similar impacts to the proposed Project in the following CEQA impact areas: Agriculture and Forestry Resources; Biological Resources; Cultural Resources; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Mineral Resources; Noise; Population and Housing; Public Services; Transportation; Tribal Cultural Resources; Utilities and Service Systems; and Wildfire. Any mitigation measures required for the respective proposed Project component would also be required for those of Design Option C. Under Design Option C, there is potential for variations in impacts to Aesthetics, Air Quality, Energy, Geology/Soils, Greenhouse

Gas Emissions, and Recreation. The CEQA impact areas that may differ from the proposed Project are discussed in detail in Section 6.4, Design Option C, of the Draft EIR and summarized below.

Aesthetics

Potential impacts to aesthetics arising from Design Option C are associated with a 35-foot overall height increase at the Chinatown/State Park Station. The analysis indicates that the height of the new station under Design Option C appears slightly higher than the heights of other existing development in Chinatown and the height of the new station makes it more noticeable in the skyline compared to the proposed Project and existing development. In addition, the proposed cables and cabins would also be higher in this area due to the increased height of the Chinatown/State Park Station under Design Option C.

Construction activities would be temporary and would not result in a substantial adverse effect on a scenic vista. As such, the proposed height increase at the Chinatown/State Park Station under Design Option C would not impact scenic vistas, or scenic resources within a state scenic highway. While the height increase would represent a visual change, it would not substantially diminish the broad scenic view or views of prominent visual features, and would not conflict with applicable zoning or other regulations governing scenic quality. The increased height of the Chinatown/State Park Station under Design Option C would not introduce new sources or light and glare, and no impacts with respect to light and glare would occur due to the increased height.

However, the increased height of the Chinatown/State Park Station under Design Option C could result in additional shading. shadow impacts from the Chinatown/State Park Station under Design Option C would be less than significant. Therefore, similar to the proposed Project, impacts with respect to aesthetics for the Chinatown/State Park Station under Design Option C would be less than significant.

Air Quality

Potential impacts to air quality arising from Design Option C are associated with an extended construction schedule. Design Option C would add approximately eight additional weeks of construction at Chinatown/State Park Station for a total of 97 weeks of construction, as compared to the 89 weeks of construction for the proposed Project. As such, Design Option C would generate increased criteria pollutant emissions during construction compared to the proposed Project. Construction emissions of the proposed Project, as covered in Section 3.1, Air Quality, would be well below applicable South Coast Air Quality Management District (SCAQMD) mass daily significance thresholds and localized significant thresholds (LSTs) for all criteria pollutants. The additional construction under Design Option C would result in an increase in construction emissions; however, the increase would be minimal, as Design Option C would only add an additional eight weeks of construction at Chinatown/State Park Station. As such, the additional construction duration of Chinatown/State Park Station under Design Option C would not contribute to an increase in construction emissions to a level that would exceed SCAQMD mass daily significance thresholds and LSTs for all criteria pollutants, as the construction emissions calculated for the proposed Project are well below significance thresholds. Therefore, construction emissions under Design Option C would still remain below significance thresholds.

Energy

Potential impacts to energy arising from Design Option C are associated with an extended construction schedule. Design Option C would add approximately eight additional weeks of construction at Chinatown/State Park Station for a total of 97 weeks of construction, as compared to the 89 weeks of construction for the proposed Project. As such, the demand for electricity, fuel, and natural gas would increase during construction activities in comparison to the proposed Project. However, similar to the proposed Project, the demand for energy during construction would be temporary, and in some cases, would supplant electricity otherwise provided by another energy source, such as diesel generators. Therefore, similar to the proposed Project, impacts with respect to energy resources for the Chinatown/State Park Station under Design Option C would be less than significant.

Geology and Soils

Design Option C includes drill piles that are 100 feet deep, 20-feet deeper than the drill piles for the proposed Project. Bedrock in the vicinity of the proposed Project alignment lies beneath the alluvium at a depth of approximately 25 to 50 feet below the ground surface. Design Option C would have a maximum drilled pile depth of 100 feet, which would be deeper than the Chinatown/State Park Station under the proposed Project; however, it would not exceed the deepest of the drilled pile depths analyzed across the Project alignment.

Like the proposed Project, Design Option C would have the potential to impact geology and soils, including impacts related to lateral spreading, subsidence, liquefaction, collapse during grading and construction, expansive soils and soil corrosivity, differential settlement, other potential ground failures induced by the station, and paleontological resources. Mitigation Measures **MM-GEO-A** (prepared a site-specific final geotechnical report) and **MM-GEO-B** (prepare a paleontological resource monitoring and mitigation plan (PRMMP)) would also be implemented and potential impacts associated with geology and soils would be reduced to a level that is less than significant. Similar to the proposed Project, impacts with respect to geology and soils for the Chinatown/State Park Station under Design Option C would be less than significant with mitigation.

Greenhouse Gas Emissions

Potential impacts to greenhouse gas emissions arising from Design Option C are associated with an extended construction schedule. Design Option C would result in an increase in the duration of construction due to increased excavation at Chinatown/State Park Station and would add approximately eight additional weeks of construction at Chinatown/State Park Station for a total of 97 weeks of construction, as compared to the 89 weeks of construction for the proposed Project. As such, construction of Design Option C would increase GHG emissions compared to the proposed Project. The additional construction under Design Option C would result in an increase in GHG emissions; however, the increase would be minimal, as Design Option C would only add an additional eight weeks of construction at Chinatown/State Park Station. As such, the additional construction duration at Chinatown/State Park Station under Design Option C would not contribute to an increase in GHG emissions to a level that would exceed existing conditions, as the net GHG emissions calculated for the proposed Project are well below significance thresholds. As such, GHG emissions during construction under Design Option C would still result in a decrease from existing conditions and below significance thresholds. Therefore, similar to the proposed Project, impacts with respect to GHG emissions for the Chinatown/State Park Station under Design Option C would be less than significant.

Recreation

Potential impacts to recreation arising from Design Option C are associated with a temporary park closure during construction. The proposed Project would require the closure of approximately 1.59 acres of the southern entrance to Los Angeles State Historic Park during construction and the southernmost corner and western edge during cable installation. Design Option C would extend the duration of construction at this location by eight weeks, therefore resulting in a longer closure of this small portion of the park. However, as with the proposed Project, construction of the Chinatown/State Park Station under Design Option C would not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment and would not result in adverse physical impacts associated with physically altering a government facility (i.e., parks). Therefore, similar to the proposed Project, impacts with respect to parks and recreational facilities for the Chinatown/State Park Station under Design Option C would be less than significant.

Finding

Because the environmental impacts for Design Option C are generally similar to those identified for the Project, Metro finds that the findings identified throughout this document are applicable to both the Project and to Design Option C. Metro finds that inclusion of the same mitigation measures identified for the Project would also avoid or substantially lessen the potentially significant environmental effects of Design Option C on the environment, with the exception of construction noise and vibration (human annoyance) (which would remain significant and unavoidable under Design Option C, even after mitigation).

3.2.4 Use Option D

In response to stakeholder feedback, the Project Sponsor developed Use Option D, which includes substituting a non-passenger junction for the Chinatown/State Park Station. No other project changes are proposed under Use Option D, and all other construction and operational features would be the same, or similar to, the proposed Project. Use Option D would have the same location, height, width, length, and architectural finish as the proposed Project.

Several comments on the Notice of Preparation requested an intermediate station closer to Chinatown to be located at the current Metro L (Gold) Line station to bring business into the commercial area and to offer another travel mode choice so as to alleviate parking problems in the area. It is also anticipated that approximately 15 percent of passengers would access the Chinatown/State Park Station under the proposed Project on game days or during events at the Los Angeles State Historic Park. However, under Use Option D, no station access would be provided to the core of Chinatown, the Mission Junction neighborhood, or the Los Angeles State Historic Park. Further, the Chinatown/State Park Station as a non-passenger junction under Use Option D would not enhance transit access to surrounding communities, including the Park, Chinatown, Mission Junction including William Mead Homes, Los Angeles River, and North Broadway. As such, if the Chinatown/State Park Station were to operate as a non-passenger junction under Use Option D, it would not provide transit benefits to the public.

Components

Use Option D would have the same location, height, width, length, and architectural finish as the proposed Project. As Use Option D would substitute Chinatown/State Park Station with a junction, certain passenger features would not be included. Use Option D would not include a mezzanine

for passengers and would not include vertical circulation elements for passengers. Stairs and other elements required for the service and maintenance of the junction would remain the same as the proposed Project. All other construction and operational features remain the same as the proposed Project.

Impacts

The Use Option D Project component does not materially differ in location, building material, construction duration, or construction technique. Use Option D would have less than or similar impacts to the proposed Project in the following CEQA impact areas: Aesthetics; Agriculture and Forestry Resources; Air Quality; Biological Resources; Cultural Resources; Energy; Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Mineral Resources; Population and Housing; Public Services; Recreation; Transportation; Tribal Cultural Resources; Utilities and Service Systems; and Wildfire. Any mitigation measures required for the respective proposed Project component would also be required for those of Use Option D. Under Design Option D, there is potential for impacts to Land Use and Planning and Noise. The CEQA impact areas that may differ from the proposed Project are discussed in detail in Section 6.5, Design Option D, of the Draft EIR and summarized below.

Land Use and Planning

Potential impacts to land use and planning arising from Design Option D are associated with a lack of passenger access to the ART system. As there would be no passenger access Design Option D would not meet a majority of the Project's objectives associated with the Chinatown/State Park Station. For example, Use Option D would not provide transit access to the Los Angeles State Historic Park and to nearby neighborhoods and land uses, including Chinatown, Solano Canyon, and the Mission Junction neighborhood. In addition, Use Option D would not provide expanded transit access to parks, including the Los Angeles State Historic Park and the Los Angeles River. Use Option D would also not provide comparable, affordable, and accessible fare opportunities for the community. Use Option D would not provide the same consistency with the Los Angeles State Historic Park General Plan as the proposed Project. While this Use Option would be less consistent, similar to the proposed Project, impacts with respect to Land Use and Planning under Use Option D would be less than significant with implementation of Mitigation Measure **MM-LUP-A**.

Noise

Construction of Use Option D would generate the same type and volume of construction noise as the proposed Project, and the noise generated would affect the same sensitive receptors.

Mitigation Measure **MM-NOI-A** would continue to be required for Use Option D to reduce construction noise impacts from stationary equipment, and to reduce impacts to the local community related to disturbances from construction noise. Operational noise associated with the proposed junction, cabins, and mechanical equipment would remain under Use Option D. However, compared to the proposed Project, Use Option D would generate fewer noise impacts during operation than the proposed Project, as Use Option D would not include passenger access. As such, operational noise impacts would be reduced under Use Option D when compared to the proposed Project. Therefore, similar to the proposed Project, impacts with respect to operation noise under Use Option D would be less than significant.

Finding

Because the environmental impacts for Use Option D are generally similar to those identified for the Project, Metro finds that the findings identified throughout this document are applicable to both the Project and to Use Option D. Metro finds that inclusion of the same mitigation measures identified for the Project would also avoid or substantially lessen the potentially significant environmental effects of Use Option D on the environment, with the exception of construction noise and vibration (human annoyance) (which would remain significant and unavoidable under Use Option D, even after mitigation).

3.2.5 Design and Use Option E

The Los Angeles State Historic Park proposed an Americans with Disabilities Act (ADA) compliant pedestrian bridge that would gently slope from the central portion of the Los Angeles State Historic Park, an area known as the overlook, over the Metro L (Gold) Line, and up to North Broadway. While the pedestrian bridge is not included as part of the proposed Project, the Draft EIR includes an analysis of the pedestrian bridge for the Los Angeles State Historic Park and the proposed pedestrian bridge remains a standalone Design and Use Option.

The entrance to the pedestrian bridge would be located on the south side of Broadway, east of the intersection of North Broadway and Bishops Road. This connection would provide pedestrian access to neighborhoods and land uses north of Broadway, including this portion of Chinatown, Cathedral High School, the Savoy neighborhood, Elysian Park, and the Solano Canyon neighborhood.

Components

It is estimated that the construction of the pedestrian bridge would require approximately 60 weeks of construction, and could be constructed simultaneously with other Project components. Approximately 700 CY of excavation and 400 CY of material to be exported. Design and Use Option E would include approximately 40 two- to three-foot diameter by 70-feet deep piles. The pedestrian bridge would require the closure of approximately 100,000 sq. ft. (2.3 acres) of the park for construction. In addition, during construction, sidewalk closures would be required along North Broadway for asphalt and re-striping. A new curb extension would also be introduced along the southern edge of North Broadway and parallel parking spaces would also be removed along the roadway.

Impacts

Because of the nature of Design and Use Option E, the Draft EIR evaluated it for potential impacts to all CEQA impact categories. A more detailed analysis of potential impacts associated with Design and Use Option E is provided in Section 6.6, Design and Use Option E, of the Draft EIR and summarized below.

Aesthetics

The pedestrian bridge would represent a change in views compared to existing conditions. Construction activities would require equipment such as construction barriers and soundwalls, cranes, and other appurtenances that would be visible during much of the construction period. Regardless, there are no designated scenic vistas present or state- or county-designated scenic

highways or eligible state scenic highways located in the Project area. As such, Design and Use Option E would not impact scenic vistas, or scenic resources within a state scenic highway.

Design and Use Option E would be consistent with Los Angeles State Historic Park General Plan, as the design of the pedestrian bridge would be consistent with the overall design guidelines and with the Park's vision and educational, recreational, and environmental objectives. As such, Design and Use Option E would not conflict with applicable zoning or other regulations governing scenic quality. Design and Use Option E would not introduce new sources of light or glare, and no impacts with respect to light and glare would occur due the design aesthetic and build materials of the pedestrian bridge. Design and Use Option E would result in creating new shadows. However, the relatively small areas of park walkways and green spaces that would receive shading from the pedestrian bridge would be similar in nature to those from the existing elevated walkway in this area known as the overlook. Accordingly, impacts to aesthetics would be less than significant.

Agriculture and Forestry Resources

As with the proposed Project, Design and Use Option E would not conflict with or cause rezoning of forest land or timberland, result in the loss or conversion of forest land, or result in the conversion of Farmland or forest land to non-agricultural or non-forest uses, as the proposed location of the pedestrian bridge under Design and Use Option E is not in land zoned as agricultural or forest land. Therefore, similar to the proposed Project, impacts with respect to agriculture and forestry resources for the proposed pedestrian bridge under Design and Use Option E would be less than significant.

Air Quality

Design and Use Option E would result in construction of an additional Project component in comparison to the proposed Project. The proposed pedestrian bridge under Design and Use Option E would take approximately 60 weeks (15 months) to construct, and could be constructed simultaneously with other Project components. While the proposed pedestrian bridge under Design and Use Option E would increase construction activities on the Project site, daily construction activities would be similar to those under the proposed Project. The construction emissions from the proposed Project would be well below applicable South Coast Air Quality Management District (SCAQMD) mass daily significance thresholds and localized significant thresholds (LSTs) for all criteria pollutants. The additional construction footprint and construction equipment under Design and Use Option E would result in an increase in construction emissions. However, the additional construction of the proposed pedestrian bridge under Design and Use Option E would not contribute an increase in construction emissions to a level that would exceed SCAQMD mass daily significance thresholds and LSTs for all criteria pollutants, as the construction emissions calculated for the proposed Project are well below significance thresholds. Construction emissions under Design and Use Option E would also remain below significance thresholds. Operational impacts would remain the same as the proposed Project. Therefore, similar to the proposed Project, impacts with respect to air quality for the proposed pedestrian bridge under Design and Use Option E would be less than significant.

Biological Resources

Design and Use Option E would result in additional construction and disturbance in Los Angeles State Historic Park. The Los Angeles State Historic Park contains ornamental shrubs, herbaceous vegetation, and various trees, which may need to be removed as part of Design and Use Option

E. The section of the Park where the proposed pedestrian bridge would be constructed was not included in the tree inventory report prepared for the proposed Project. This section of the Park is mainly comprised of lawn, paved and stone walking paths, and ornamental landscaping of trees and shrubs. Similar to the proposed Project, any trees removed during construction would be required to be replaced in accordance with the City's Native Tree Protection Ordinance and the City's Street Tree Policy. Additionally, the removal of trees located on State Park property would require special permit approval of the California Department of Parks and Recreation. No active raptor nests or songbird nests were detected during surveys, and no natural plant communities exist within the area. However, there is potentially suitable tree roosting habitat within the vicinity of the proposed pedestrian bridge. Similar to the proposed Project, Design and Use Option E would implement Mitigation Measures **MM-BIO-A** and **MM-BIO-B**. Therefore, similar to the proposed Project, impacts with respect to biological resources for the proposed pedestrian bridge under Design and Use Option E would be less than significant with mitigation.

Cultural Resources

Construction of the proposed pedestrian bridge under Design and Use Option E would not impact designated and non-designated eligible historical resources either through direct physical effects or through indirect affects to the area surrounding a resource, as the proposed pedestrian bridge would not be located in the proximity of any historical resources. However, Design and Use Option E would result in additional construction and disturbance in Los Angeles State Historic Park. Grading and development would have the potential to result in additional impacts to cultural resources due to excavation for the proposed pedestrian bridge. Construction-related ground disturbing activities associated with Design and Use Option E could lead to the discovery of previously unknown archaeological resources and human remains. The proposed pedestrian bridge (including the staging area) would be located within Los Angeles State Historic Park, which is considered an archaeological site due to the presence of sub-surface remnants from over 100 years of use as a railroad facility. As such, impacts related to construction of Design and Use Option E could be potentially significant if an unknown archaeological resource is identified during construction. Similar to the proposed Project, to mitigate the impacts of an inadvertent discovery of the resources known to exist in the resource boundary, Mitigation Measure **MM-CUL-E** would be required. In addition, Mitigation Measures **MM-CUL-A** and **MM-CUL-B** would also be implemented in order to reduce any potential impacts to archaeological resources and human remains. Further, compliance with existing regulations, including California Health and Safety Code section 7050.5 and Public Resources Code section 5097.98, would also protect human remains. Therefore, similar to the proposed Project, impacts with respect to cultural resources for the proposed pedestrian bridge under Design and Use Option E would be less than significant with mitigation.

Energy

Design and Use Option E would result in construction of an additional Project component. As such, the demand for electricity, fuel, and natural gas would increase to construct this Project component. Similar to the proposed Project, the demand for energy during construction would be temporary, and in some cases would supplant electricity otherwise provided by another energy source, such as diesel generators. Construction activities would also comply with state requirements designed to minimize idling and associated emissions, which also minimizes the use of fuel. In addition, while Design and Use Option E would result in a minimal increase in natural gas use during construction when compared to the proposed Project, this would be considered negligible when evaluated on a local and regional scale and would not adversely impact local or regional energy supplies or not require additional capacity. Overall, the temporary

energy consumption associated with construction would allow for a long-term reduction in energy consumption associated with operations of the proposed Project. Design and Use Option E would not result in operational impacts. Therefore, similar to the proposed Project, impacts with respect to energy resources for the proposed pedestrian bridge under Design and Use Option E would be less than significant.

Geology and Soils

Grading and development that would occur from implementation of Design and Use Option E would result in additional impacts to geology and soils due to additional excavation for the proposed pedestrian bridge. Although on-site seismic conditions and potential hazards would not change relative to the existing conditions, the increase in people and structures that could be subject to such risks would increase due to the addition of the pedestrian bridge, thereby increasing potential impacts.

Under Design and Use Option E, Mitigation Measure **MM-GEO-A**, would still be required. Furthermore, Design and Use Option E would comply with existing laws and regulations, which would be ensured through the City's permitting process. Therefore, similar to the proposed Project, impacts with respect to geology and soils for the proposed pedestrian bridge under Design and Use Option E would be less than significant with mitigation.

Greenhouse Gas Emissions

Design and Use Option E would result in construction of an additional Project component. As such, construction of Design and Use Option E would increase GHG emissions. However, the proposed Project would result in an overall decrease from existing conditions by 6,375 MT CO2e/yr. The additional construction activities would be minimal, as Design and Use Option E only includes construction of a pedestrian bridge, and would not utilize heavy construction equipment that would generate a significant increase in GHG emissions compared to the proposed Project. The additional construction duration for the proposed pedestrian bridge under Design and Use Option E would not contribute to an increase in GHG emissions to a level that would exceed existing conditions, as the net GHG emissions calculated for the proposed Project are well below significance thresholds. As such, GHG emissions during construction under Design and Use Option E would still result in a decrease from existing conditions and below significance thresholds. In addition, Design and Use Option E would provide additional pedestrian connectivity that would be consistent with local, regional, and statewide policies to reduce traffic, air pollution, and GHGs by reducing VMT. Further, Design and Use Option E would remain consistent with all applicable GHG reduction plans, policies, and regulations. Therefore, similar to the proposed Project, impacts with respect to GHG emissions for the proposed pedestrian bridge under Design and Use Option E would be less than significant.

Hazards and Hazardous Materials

The Los Angeles State Historic Park property is listed in multiple hazardous materials database listings as the site was formerly used as the Southern Pacific (now Union Pacific) Company's freight yards, which included transfer station and storage yard activities. The site is subject to soil removal action under DTSC and groundwater monitoring at the request of the Regional Water Quality Control Board. Concentrations of benzene and ethylbenzene were detected above their respective California maximum contaminant levels in well BMW-4, which is located upgradient of the proposed pedestrian bridge location. Although not anticipated, residual contamination may be encountered during excavation and construction activities. Under Design and Use Option E,

Mitigation Measure **MM-HAZ-A**, which requires preparation of a Soil and Groundwater Management Plan prior to any re-grading, decommissioning, or construction activities, would be required. Implementation of Mitigation Measure **MM-HAZ-A** will specify methods for handling and disposal in the event contaminated groundwater is encountered during construction of Design and Use Option E. Therefore, similar to the proposed Project, impacts with respect to hazards and hazardous materials for the proposed pedestrian bridge under Design and Use Option E would be less than significant with mitigation.

Hydrology and Water Quality

Groundwater levels range from 27 to 35 feet below ground surface in the vicinity of the Los Angeles State Historic Park. It is estimated that the foundations for Design and Use Option E would be located at a depth of approximately 10 feet, with piles drilled to approximately 70 feet. Based on these anticipated depths to groundwater, it is considered unlikely groundwater will be encountered during construction of Design and Use Option E, however, removal of nuisance water that seeps into boreholes during construction may be required for the pile installations. In addition, uncontrolled erosion and discharge of sediments and other potential pollutants during construction could result in adverse effects to water quality, violating water quality standards and waste discharge requirements. As with the proposed Project, Design and Use Option E would be required to comply with all applicable water quality protection laws and regulations, as well as commonly utilized industry standards. In addition, as with the proposed Project, Design and Use Option E would comply with the Construction General Permit in effect at the time of construction. Additionally, Design and Use Option E would be incorporated into the construction Stormwater Pollution Prevention Plan (SWPPP) which would be required as part of the proposed Project.

Design and Use Option E would increase the amount of impervious surface at the site. The proposed Project would create 27,861 square feet of new impervious surface. Design and Use Option E would create an additional 6,617 square feet of impervious surface. However, the actual footprint of Design and Use Option E at the ground level would be less than the total amount of existing impervious surface area. The footprint of Design and Use Option E is nominal when compared to the area of the groundwater basin.

Since Design and Use Option E is located immediately adjacent to the proposed Project, the analysis of flood hazards, tsunamis, or seiche zones completed for the proposed Project is applicable to the pedestrian bridge.

With adherence to applicable federal state, regional, and local laws and regulations, including compliance with applicable stormwater permits, wastewater permits, and other water quality regulations, construction and operation of Design and Use Option E would result in less than significant impacts to hydrology and water quality.

Land Use and Planning

Similar to the proposed Project, construction of the Los Angeles State Historic Park pedestrian bridge would be consistent with the Los Angeles State Historic Park General Plan. Although the pedestrian bridge would be consistent with the Los Angeles State Historic Park General Plan, State Parks has determined that the proposed Project would be inconsistent with the Los Angeles State Historic Park General Plan because the identified land uses in the General Plan's Preferred Park Concept Elements did not contemplate a transit station like the proposed Project's Chinatown/State Park Station. State Parks considers this inconsistency a potentially significant impact. Mitigation Measure **MM-LUP-A** would be implemented to require the proposed Project to

obtain a LASHP General Plan Amendment, which would reduce this impact to less than significant.

Similar to construction of the Broadway Junction component of the proposed Project, construction of Design and Use Option E would require both partial and full closures of North Broadway during construction. Although established communities would not be physically divided during construction, these closures would temporarily disrupt vehicular, bicycle, and pedestrian access to through traffic and cross streets at these locations. The closures would be temporary and would only occur during the construction phase. Additionally, as available, closures would only occur during construction hours and some travel lanes would be restored during non-construction hours. Though these temporary closures during construction would disrupt vehicular, pedestrian, and bicycle access within and between communities, there would be a variety of options available for connections and access within the Project area. The provision of pedestrian detours during certain phases of construction would allow for continued pedestrian access within the Project area. These communities will remain accessible from other surrounding streets and these closures would not physically divide these communities. Therefore, similar to the proposed Project, impacts with respect to land use and planning for the proposed pedestrian bridge under Design and Use Option E would be less than significant.

Mineral Resources

The additional grading and development that would occur from implementation of Design and Use Option E would have the potential to uncover mineral resources due to additional excavation for the proposed pedestrian bridge. However, similar to the proposed Project, the proposed pedestrian bridge under Design and Use Option E would also be located within an area designated as MRZ-3, which includes areas containing mineral deposits, the significance of which cannot be evaluated from available data. As such, the proposed pedestrian bridge under Design and Use Option E would not result in a loss of availability of known mineral resources; result in the extraction of these resources; or further preclude the extraction of such resources. Therefore, similar to the proposed Project, impacts with respect to mineral resources for the proposed pedestrian bridge under Design and Use Option E would not occur.

Noise

Design and Use Option E would result in construction of an additional Project component in comparison to the proposed Project. As such, construction noise would increase in the area of the proposed pedestrian bridge within Los Angeles State Historic Park. Construction of the proposed pedestrian bridge would generate the same type and volume of construction noise as the proposed Project, and the noise generated would affect the same sensitive receptors in the vicinity of the Los Angeles State Historic Park and Broadway Junction. Mitigation Measure **MM-NOI-A** would be required to reduce construction noise impacts from stationary equipment, and to reduce impacts to the local community related to disturbances from construction noise. Similar to the proposed Project, impacts with respect to noise under Design and Use Option E would be significant and unavoidable, even with mitigation.

The proposed pedestrian bridge would not generate noise impacts during operation except for those similar to existing Park users such as pedestrian and bicyclists. Therefore, similar to the Project, impacts with respect to operational noise under Design and Use Option E would be less than significant.

Population and Housing

Design and Use Option E does not introduce new housing units. As such, it would not result in a direct population increase from construction of new homes. Additionally, construction workers needed during any construction phase would likely come from the labor force within the region and no substantial influx of new workers would be needed. Therefore, construction employment generated by Design and Use Option E would not impact population. Similarly, workers needed for the operation and maintenance of the pedestrian bridge would likely come from the labor force within the region and no substantial influx of new workers would be needed. As such, operation employment generated by Design and Use Option E would not impact populate in the heavily populated Los Angeles region. Therefore, similar to the Project, impacts with respect to population and housing under Design and Use Option E would be less than significant.

Recreation

The proposed Project would require the closure of approximately 1.59 acres of the southern entrance to Los Angeles State Historic Park and the southernmost corner and western edge during cable installation. Design and Use Option E would require the closure of approximately 2.3 acres of the Park, in an area known as the overlook, which would be temporarily fenced off for approximately 60 weeks for construction of the pedestrian bridge. As such, Design and Use Option E would add additional construction within the park and would result in closures to additional areas of the park, which has the potential to discourage patrons from using the park, disrupt events occurring at the park, or increase the use of the open portions of the park. However, similar to the proposed Project, patrons would still be able to access approximately 28 acres of the 32-acre Los Angeles State Historic Park during construction activities within the park, and it is not anticipated that construction activities in one area of the park would increase the use in other areas of the park such that substantial physical deterioration of the facility could occur.

Design and Use Option E would be consistent with Guidelines Access 3 and Access 4 of the Los Angeles State Historic Park General Plan. Therefore, similar to the proposed Project, impacts with respect to parks and recreational facilities for the proposed pedestrian bridge under Design and Use Option E would be less than significant.

Public Services

Construction of Design and Use Option E would result in similar temporary lane closures as the proposed Project. Emergency response times to both Police and Fire services could be impacted. However, a Construction Traffic Management Plan, as outlined in Mitigation Measure **MM-TRA-B** would also be required to ensure adequate emergency access is maintained in and around the Project alignment and component sites throughout all construction activities.

There are four schools located within the Project Study Area. Construction of Design and Use Option E could result in temporary impacts related to dust, noise, and lane closures, that may indirectly impact Cathedral High School. However, given the temporary impacts associated with construction of the pedestrian bridge, Design and Use Option E would not require the provision of new or physical altered governmental facilities in order to maintain acceptable performance objectives for schools. It is not anticipated that the other three schools within the Project Study Area would be substantially impacted by construction of Design and Use Option E due to the distance of the schools from the pedestrian bridge.

Regarding other public facilities, while temporary lane closures during construction would increase traffic volumes on detour routes, which could increase traffic congestion on those routes, Design and Use Option E, like the Project alignment, is located in an established urban area that is well-served by the surrounding roadway network. Mitigation Measure **MM-TRA-B** would be required to ensure adequate emergency access is maintained in and around the Project alignment and component sites throughout all construction activities. In addition, it is not anticipated that construction of Design and Use Option E would result in an increase in demand for libraries, senior centers, homeless bridge housing facilities, or childcare services.

Therefore, similar to the Project, impacts with respect to public services under Design and Use Option E would be less than significant with mitigation.

Transportation

As with the proposed Project, the pedestrian bridge under Design and Use Option E would support multimodal transportation options and a reduction in VMT. Construction of the pedestrian bridge under Design and Use Option E would result in construction of an additional Project component in comparison to the proposed Project. However, due to the temporary nature of construction traffic associated with Design and Use Option E, which could be constructed simultaneously with other Project components, a substantial increase in VMT would not be anticipated to result from construction. In addition, similar to the proposed Project, Design and Use Option E would provide additional pedestrian connections, and would result in an overall reduction in VMT, resulting in a beneficial effect on the environment. Construction of Design and Use Option E would require partial and full lane and sidewalk closures on North Broadway near its intersection with Bishops Road. As with the proposed Project, construction worksites would be fenced, and lane closures and associated lane tapers, temporary advance warning signs, detour signs, etc., would be implemented. Design and Use Option E would also implement Mitigation Measure **MM-TRA-B**. Therefore, similar to the proposed Project, impacts with respect to transportation under Design and Use Option E would be less than significant with mitigation.

Tribal Cultural Resources

Tribal Cultural Resources, archival research for the Area of Direct Impacts resulted in the identification of one multi-component (prehistoric and historic) site, Resource 19-001575. However, this resource is located near the Los Angeles Union Station and not near the pedestrian bridge under Design and Use Option E. No other tribal cultural resources with significance to a California Native American tribe have been identified through archival research or AB 52 consultation. However, ground disturbing activities have the potential to reveal additional unidentified subsurface deposits of prehistoric and historic-age, and Native American burials. Mitigation Measure **MM-TCR-A** would require a Native American monitor to be present during ground disturbing activities and would include procedures in the event of unanticipated discovery. With implementation of Mitigation Measure **MM-TCR-A**, impacts would be less than significant.

Utilities and Service Systems

Existing utilities in the area of the pedestrian bridge under Design and Use Option E consist of irrigation valves and lines and low voltage electrical pull boxes. Therefore, minimal utility relocation may be required for the construction of Design and Use Option E. Construction of Design and Use Option E would have sufficient water supply. The existing water supply sources are adequate to meet the demands for LADWP's service area and construction of Design and Use Option E would not increase water usage that would exceed the current supply. Little to no

water would be needed for operation of Design and Use Option E. Construction activities associated with Design and Use Option E would not result in substantial discharges of wastewater to the City's sewer collection system. Although construction activities would generate potential sources of wastewater such as nuisance water that may seep into boreholes during construction, the water removed from the boreholes would be containerized and analyzed consistent with existing applicable regulations to determine the proper disposal method. Adherence to existing regulations would require treatment of water prior to discharge. Little to no wastewater would be generated for operation of Design and Use Option E. Design and Use Option E, in combination with the proposed Project, would generate less than one percent of the capacity of the landfill; as such, the Sunshine Canyon Landfill would adequately accommodate the anticipated amount of solid waste generated for the Design and Use Option E. Solid waste would not be generated 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. Design and Use Option E would comply with federal, state, and local reduction strategies and regulations related to solid waste. Little to no solid waste would be generated for operation of Design and Use Option E. Therefore, impacts with respect to utilities and service systems under Design and Use Option E would be less than significant.

Wildfire

Unlike the proposed Project, which includes components located in an identified Very High Fire Hazard Severity Zone, Design and Use Option E would not be constructed in a Very High Fire Hazard Severity Zone. Although Design and Use Option E would be constructed within the Los Angeles State Historic Park, the vegetation in the park is landscaped and maintained and would not provide fuel for wildfires. Construction activities associated with Design and Use Option E would not exacerbate wildfire, expose people to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, require the installation or maintenance of infrastructure that may exacerbate fire risk, or expose people or structures to risks as a result of runoff, post-fire slope instability, or drainage changes beyond existing conditions.

Under Design and Use Option E, construction of the pedestrian bridge would require lane closures on North Broadway. Fire lanes provided during the construction phase of Design and Use Option E would be designated and designed for fire and emergency team access pursuant to Section 503 of the Los Angeles Fire Code.

Therefore, similar to the proposed Project, impacts with respect to wildfire under Design and Use Option E would be less than significant.

Finding

Because the environmental impacts for Design and Use Option E are generally similar to those identified for the Project, Metro finds that the findings identified throughout this document are applicable to both the Project and to Design and Use Option E. Metro finds that inclusion of the same mitigation measures identified for the Project would also avoid or substantially lessen the potentially significant environmental effects of Design and Use Option E on the environment, with the exception of construction noise and vibration (human annoyance) (which would remain significant and unavoidable under Design and Use Option E, even after mitigation).

3.3 PROJECT PURPOSE AND OBJECTIVES

The overall purpose of the Project is to provide a direct transit connection between LAUS and the Dodger Stadium property via an aerial gondola system and improve connectivity for the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the neighborhoods along the proposed alignment and the region's rapidly growing regional transit system at LAUS. ART is a proven, zero emission, safe, sustainable, high-capacity, and highly efficient form of transportation that would function as both a reliable rapid transit system and first/last mile connector. The Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed in Section 2.3.8, Project Objectives, of the Draft EIR, the Project objectives are as follows:

- Expand mobility options for transit riders through a direct connection between LAUS and Dodger Stadium, a regional event center.
- Attract new transit riders to the Metro system through a unique experience of an aerial transit system connecting to Dodger Stadium.
- Improve the Dodger Stadium visitor experience by providing efficient, high-capacity, and faster alternative access to Dodger Stadium.
- Enhance safety of neighborhoods adjacent to Dodger Stadium by reducing the number of vehicles in the area.
- Reduce transportation related pollution and greenhouse gas (GHG) emissions as a result of reduced vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.
- Increase connectivity of people to the region's public transportation hub at LAUS and the Dodger Stadium property.
- Improve transit rider experience by providing unique scenic views of the Los Angeles area to ART passengers and Dodger fans.
- Bring a world class aerial transit system to the Los Angeles area.
- Enhance community connectivity by providing first/last mile transit and pedestrian access to areas that have historically been underserved, including the Los Angeles State Historic Park and Elysian Park.
- Identify comparable, affordable, and accessible fare opportunities for community and Los Angeles State Historic Park and Elysian Park access.
- Minimize the Project's environmental footprint through the integration of sustainability and environmentally friendly design features into the materials, construction, operations, and maintenance of the Project.
- Provide a sustainable form of transit by operating the ART system with the use of zero emission electricity with battery storage backup in order to reduce GHG emissions and improve air quality.

- Maximize the Project's alignment along the public ROW and publicly owned property and minimize aerial rights requirements over private properties, taking into account existing and future adjacent land uses.

3.4 NO CHANGED CIRCUMSTANCES OR NEW INFORMATION REQUIRING ADDITIONAL REVIEW

~~There~~ For the reasons explained in the EIR, there have not been any substantial changes to the Project which require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects.

No substantial changes have occurred with respect to the circumstances under which the Project is undertaken which will require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

No new information of substantial importance has been presented, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete, that shows any of the following: that "the project will have one or more significant effects not discussed in the [] EIR"; that significant effects previously examined in the Final EIR "will be substantially more severe than previously shown in the [] EIR"; that "mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative"; or that "mitigation measures or alternatives which are considerably different from those analyzed in the [] EIR would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative." (CEQA Guidelines section 15162.)

None of the comments or the responses included in the Final SEIR and Errata contain any significant new information or change the analysis and conclusions contained in the Draft or Final SEIR. The Errata does not substantially change the Final SEIR.

4. STATUTORY REQUIREMENTS

CEQA (Pub. Resources Code § 21081) and the CEQA Guidelines (14 Cal. Code Regs. § 15091) provide certain findings that the public agency must make before approving or carrying out a project. Specifically, CEQA Guidelines section 15091 requires that (bracketed language added):

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the Project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

    1. Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR. ["CEQA Finding 1"]

    2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been

adopted by such other agency or can and should be adopted by such other agency. ["CEQA Finding 2"]

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. ["CEQA Finding 3"]

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

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

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

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

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

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that would otherwise occur with implementation of the Project.

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

4.1 RECORD OF PROCEEDINGS

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

- Notice of Preparation and other public notices issued by Metro in conjunction with the Project;

- The Draft EIR dated October 2022, including all associated appendices and documents that were incorporated by reference;

- All testimony, documentary evidence, and all correspondence submitted in response to the Project during the scoping meetings or by agencies or members of the public during the public comment period on the Draft EIR, and responses to those comments (Section 6.0, Responses to Comments, of the Final EIR);

- The Final EIR dated December 2023 including all associated appendices and documents that were incorporated by reference;

- Errata to the Final EIR dated February 2024;

- The Draft SEIR dated September 2025, including all associated appendices and documents that were incorporated by reference;

- All testimony, documentary evidence, and all correspondence submitted in response to the Project by agencies or members of the public during the public comment period on the Draft SEIR, and responses to those comments (Section 3.0, Responses to Comments, of the Final SEIR);

- The Final SEIR dated November 2025, including all associated appendices, documents that were incorporated by reference, and ~~any~~ the Errata dated November 2025;

- 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 development of the Project;

- All actions of Metro with respect to the Project; and

- Any other materials required by Public Resources Code section 21167.6(e) to be in the record of proceedings.

5. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

5.1 NOISE

As discussed in Section 3.13, Noise, of the Draft EIR, and in the Draft SEIR, the Project would have significant impacts related to noise 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?

- Would the Project result in generation of excessive ground-borne vibration or ground-borne noise levels?

Threshold. *Increased Ambient Noise Levels* (Construction): As discussed in Section 3.13.5.1, Construction Noise, of the Draft EIR, and Section 3.5, Construction Noise Assessment, of the Draft SEIR, temporary noise impacts from on-site Project construction would be significant and unavoidable. Noise impacts from Project construction activities would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise-sensitive receptors. Each phase of construction would involve the use of various types of construction equipment and would, therefore, have its own distinct noise characteristics. Construction noise levels would fluctuate throughout a given workday as construction equipment moves within the various Project component construction sites.

A construction noise impact analysis was conducted for each Project component during selected worst-case construction phases, evaluating all noise sensitive receptors (NSRs) within approximately 500 feet of each Project component site. Metro applies the Federal Transit Administration (FTA) impact assessment criteria for both noise and vibration. The City of Los Angeles utilizes thresholds from the City's 2006 L.A. CEQA Thresholds Guide, including the City's 2024 Updated CEQA Thresholds and Methodology for Construction Noise and Vibration, and the LAMC for noise, which are generally not utilized by Metro, but were included for purposes of the EIR's analysis. Construction activities at Dodger Stadium Station and the Mesa Laydown lot would not result in on-site construction noise impacts to sensitive receptors under the L.A. CEQA Thresholds Guide or FTA Manual thresholds, but would result in a significant impact under the LAMC threshold which sets a maximum noise level for construction equipment of 75 dBA at 50 feet.

Mitigation Measure **MM-NOI-A** requires the preparation of a Construction Noise Management Plan to minimize construction-related noise impacts to noise-sensitive receptors. The Construction Noise Management Plan would reduce construction noise impacts through the installation of noise barriers and locating equipment far from noise-sensitive receptors to the extent feasible. Noise barriers would be designed and placed in collaboration with the construction contractor based on the location of noise producing equipment in relation to the sensitive receptors, as well as the physical constraints of the Project site and the Project phase. These barriers would reduce noise levels to the extent that construction activities are shielded (i.e., below the height of sound barriers) or not within line-of-sight of noise-sensitive receptors (e.g., upper stories of residential buildings).

No additional feasible mitigation measures, including retrofitting existing occupied buildings and a voluntary building noise insulation program, exist to mitigate these temporary construction noise impacts. A mitigation measure is feasible if it is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors. Retrofitting existing occupied buildings, including through a voluntary retrofit program, is infeasible as a mitigation measure for a number of reasons. First, because Metro does not own or control the affected properties, the measure would be dependent on the third-party consent of building occupants. Mitigation measures must be both effective and enforceable; measures dependent on third-party consent cannot be assured through binding

conditions and are not feasible mitigation. Second, administration of a retrofit program would require individualized negotiations with property owners, tenants, or occupants, and each building would require site-specific assessments, designs, permits, inspections, and code compliance, with added hurdles for older or historically significant structures. Considering these practical and logistical constraints, a building retrofitting program could not reasonably be accomplished in a successful manner within a reasonable period of time, and therefore would not reliably reduce construction noise. Any retrofit program could not be designed, funded, scoped, permitted, implemented, inspected, and verified at participating properties within a reasonable time period before Project construction begins. Third, even if occupants permit construction inside their homes, the expected benefit would rely on occupant behavior. Any benefit would generally be contingent on windows remaining closed, which could conflict with ventilation, egress, and habitability requirements or occupant preferences. Fourth, retrofitting would be disruptive to occupants, could cause additional adverse environmental impacts such as noise, vibration, and dust, and may require temporary relocation of residents or occupants in some cases. Relocating occupants for an unknown amount of time renders this measure infeasible; further, relocation could potentially cause additional significant environmental impacts. For all these reasons, individually and together, retrofitting existing occupied buildings is not a feasible mitigation measure to address the Project's temporary construction noise impacts.

In addition, Project Design Feature **NOI-PDF-B** includes additional requirements to be implemented through the Construction Noise Management Plan and included in the MMRP. These measures include proper maintenance of construction equipment to prevent excess noise from worn or missing parts; avoidance of equipment idling for longer than five minutes in accordance with Section 2485 of Title 13 of the California Code of Regulations; the use of electrical equipment instead of diesel generators where practicable; the retention of a noise disturbance coordinator and provision of advance notice to the community prior to construction activities; coordination for special and community events; and outreach in multiple languages commonly spoken in the area. Implementation of **NOI-PDF-B** ensures that potential noise impacts from construction are no worse than disclosed and analyzed in the EIR.

MM-NOI-A implements all feasible mitigation. However, significant impacts from noise levels due to construction activities would remain. For the LAMC analysis, with implementation of Mitigation Measure **MM-NOI-A**, construction equipment would generate noise greater than 75 dBA at a distance of 50 feet, resulting in a significant and unavoidable impact for all construction phases. The noise levels generated at specific sensitive receptors by construction phase with mitigation are provided in Table 3.13-17 of the Draft EIR. In addition, for the L.A. CEQA Thresholds Guide analysis and the FTA Manual analysis, the significant impacts would remain at the following locations:

- *Alameda Station*

L.A. CEQA Thresholds Guide

With implementation of Mitigation Measure **MM-NOI-A**, the construction noise impact at NSR 1B (First 5 LA) would be reduced to less than significant. Implementation of Mitigation Measure NOI-A would be required to minimize the impact at NSR 1A (Los Angeles Union Station), NSR 2 (El Pueblo) and NSR 3 (Mozaic Apartments); however, the construction impact at these receptors would remain significant and unavoidable during all construction phases.

FTA Manual

With the implementation of Mitigation Measure **MM-NOI-A**, the construction noise impact during the Foundations and Columns phase at NSR 3 (Mozaic Apartments) would be reduced to less than significant. Implementation of Mitigation Measure NOI-A would be required to minimize the impact at NSR 2 (El Pueblo) and NSR 3 (Mozaic Apartments) during the Structural Steel and Gondola Equipment Erection and the Vertical Circulation, Hardscape, Landscape, and Interior Work phases, as well as the Foundations and Columns phase for NSR 2; however, the construction impact at NSR 2 and NSR 3 would remain significant and unavoidable during these construction phases.

► *Alameda Tower*

L.A. CEQA Thresholds Guide

Implementation of Mitigation Measure **MM-NOI-A** would be required to minimize the impact at NSR 4 (The California Endowment); however, the construction impact at NSR 4 would remain significant and unavoidable during all construction phases.

► *Alpine Tower*

L.A. CEQA Thresholds Guide

With the implementation of Mitigation Measure **MM-NOI-A**, the construction noise impact during the Vertical Circulation, Hardscape, Landscape, and Interior Work phase at NSR 6 (Chinatown Senior Lofts) and NSR 7 (Homeboy Industries) would be reduced to less than significant. Implementation of Mitigation Measure NOI-A would be required to minimize impacts at NSR 5 (Future Residential Development), NSR 6 (Chinatown Senior Lofts), and NSR 7 (Homeboy Industries) during the Foundations and Columns and Structural Steel and Gondola Equipment Erection phases, and the Vertical Circulation, Hardscape, Landscape, and Interior Work phase at NSR 5; however, construction impacts at NSR 5, NSR 6, and NSR 7 would remain significant and unavoidable during these construction phases.

FTA Manual

Implementation of Mitigation Measure **MM-NOI-A** would be required to minimize the impact at NSR 5 (Future Residential Development) during the Foundations and Columns and Structural Steel and Gondola Equipment Erection phases; however, the construction impact would remain significant and unavoidable at NSR 5 during the Foundations and Columns phase.

► *Chinatown/State Park Station*

L.A. CEQA Thresholds Guide

Implementation of Mitigation Measure **MM-NOI-A** would be required to minimize impacts during the Foundations and Columns and Structural Steel and Gondola Equipment Erection phases; however, construction impacts at NSR 8 (Future Residential Development), NSR 9 (Blossom Plaza), NSR 10 (Future Residential Development), NSR 11 (Capitol Milling), NSR 12 (Residential Development), and NSR 14S (Los Angeles State Historic Park – South) would remain significant and unavoidable during these construction phases.

FTA Manual

Implementation of Mitigation Measure **MM-NOI-A** would be required to minimize the impact during the Foundations and Columns and the Structural Steel and Gondola Equipment Erection phases at NSR 8 (Future Residential Development); however, the construction impact would remain significant and unavoidable at NSR 8 during these phases.

► *Broadway Junction*

L.A. CEQA Thresholds Guide

With the implementation of Mitigation Measure **MM-NOI-A**, the construction noise impact at NSR 14N (Los Angeles State Historic Park – North) would be reduced to less than significant during the Vertical Circulation, Hardscape, Landscape, and Interior Work phase; however, construction impacts would remain significant and unavoidable at this receptor during the Demolition, Foundations and Columns, and Structural Steel and Gondola Equipment Erection construction phases.

Implementation of Mitigation Measure **MM-NOI-A** would be required to minimize impacts during all construction phases at NSR 16 (Cathedral High School), NSR 17 N (Low-Rise Residential – North), and NSR 17 S (Low-Rise Residential – South); however, construction impacts at NSR 16, NSR 17N, and NSR 17S would remain significant and unavoidable during all construction phases.

► *Stadium Tower*

L.A. CEQA Thresholds Guide

With the implementation of Mitigation Measure **MM-NOI-A**, the construction noise impact at NSR 16 (Cathedral High School) during the Foundations and Columns phase and NSR 17N (Low-Rise Residential – North) during the Foundations and Columns and Structural Steel and Gondola Equipment Erection phases would be reduced to less than significant.

References Section 3.13, Noise, of the Draft EIR, pages 3.13-31 through 3.13-76, and Appendix M, Noise and Vibration Technical Report, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR; Section 3.0, Construction Noise Mitigation, of the Draft SEIR, and Appendix A, AECOM Acoustics Technical Report, of the Draft SEIR; Section 3.2.3, Topical Response 3, of the Final SEIR; Section 2.0, Corrections and Additions, of the Final SEIR; and Appendix F, AECOM Supplemental Technical Report, of the Final SEIR.

5.1.1 Mitigation Measure

MM-NOI-A: Prepare a Construction Noise Management Plan. Prior to the issuance of grading permits for the proposed Project, the Project Sponsor shall design a Construction Noise Management Plan to minimize the construction-related noise impacts to off-site noise-sensitive receptors. The Construction Noise Management Plan shall include the following measures to reduce noise levels:

- Noise Barriers: Temporary construction noise barriers between the Project construction area and affected receptors shall be installed as identified below. The noise barriers shall be designed to have a sound transmission class (STC) rating of at least 25 and should have the ability to provide a range of noise reduction between 5 dBA and 15 dBA when the construction equipment is located below the elevation level of the noise barrier and there is no

line-of-sight between the construction equipment and the noise-sensitive receptors. Specific locations and heights for the temporary noise barriers shall include the following by Project components:

- Alameda Station
  - For the entire duration of construction, the Project shall provide a 24-foot tall temporary noise barrier between the Project construction site and NSR 3 [Mozaic Apartments].
  - For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 1A [Union Station] and NSR 1B [First Five LA].
  - During the Foundations and Columns phase, the Project shall provide a 10-foot temporary noise barrier between the Project construction activities occurring within Alameda Street and NSR 1A [Union Station], NSR 1B [First Five LA], NSR 2 [El Pueblo], and NSR 3 [Mozaic Apartments].
  - During a portion of the Structural Steel and Gondola Equipment Erection phase and during a portion of the Vertical Circulation, Hardscaping, Landscaping, and Interior Work phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 3.
- Alameda Tower
  - For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 4 [The California Endowment].
  - During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 4.
- Alpine Tower
  - For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 6 [Chinatown Senior Lofts] and NSR 7 [Homeboy Industries].
  - During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the

Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 6 and NSR 7.

- NSR 5 [Future Residential] is currently an undeveloped City-owned parking lot and is proposed for future multi-family residential uses. If NSR 5 is occupied by residential units at the time of Project construction, the following noise barriers shall be provided:

- For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 5.

- During the Foundations and Columns and Structural Steel and Gondola Equipment Erection phases, the Project shall provide a 24-foot temporary noise barrier between the Project construction site and occupied residential units at NSR 5 [Future Residential].

- During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 5.

- Chinatown/State Park Station

  - For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 9 [Blossom Plaza], NSR 10 [Future Residential Development], NSR 11 [Capitol Milling], and NSR 14S [Los Angeles State Park]. The noise barrier will include a gate that may be temporarily opened for access during construction hours along Spring Street for construction access.

  - For the entire duration of construction, the Project shall provide a 10-foot temporary noise barrier between the Chinatown / State Park Station and NSR 8 [College Station] and NSR 12 [Future Residential Development].

  - During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 8, NSR 12, and NSR 14S.

- Broadway Junction

  - For the entire duration of construction, the Project shall provide a 24-foot temporary noise barrier between the Project construction site and NSR 13 [Future Development], NSR 14N [Los Angeles State Historic Park], and NSR 17 [Low Rise Residential].

- During the Demolition phase and the Foundations and Columns phase, the Project shall provide a 24-foot temporary noise barrier between the Project construction site and NSR 16 [Cathedral High School].

- During the Structural Steel and Gondola Equipment Erection phase and the Vertical Circulation, Hardscaping, Landscaping, and Interior Work phase, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 16 [Cathedral High School]

- During a portion of the Structural Steel and Gondola Equipment Erection phase and during a portion of the Vertical Circulation, Hardscaping, Landscaping, and Interior Work phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 13, NSR 14 N, NSR 16, and NSR 17.

o Stadium Tower

- During the Foundations and Columns phase, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 16 [Cathedral High School] and NSR 17 [Low Rise Residential].

- During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between Project construction and NSR 16 and NSR 17.

- **Sensitive Uses:** Fixed and/or stationary equipment (e.g., generators, compressors, concrete mixers) shall be located away from noise-sensitive receptors.

5.1.2 Project Design Feature

NOI-PDF-B: Project Noise Control Requirements for Construction Noise Management Plan:

The Construction Noise Management Plan prepared pursuant to MM-NOI-A shall include the following requirements:

- **Equipment Maintenance:** Construction equipment shall be properly maintained per manufacturers' specifications to prevent noise due to worn or improperly maintained parts and shall be fitted with the best available noise suppression devices (e.g., mufflers, lagging, and/or motor enclosures). All impact tools shall be shrouded or shielded, and all intake and exhaust ports on power equipment shall be muffled or shielded.

- **Use of Electrical Sources:** When possible, on-site electrical sources shall be sued to power equipment rather than diesel generators.

- **Community Outreach:** The following shall be implemented to reduce impacts to the local community related to disturbances from construction noise:

    - *Noise Disturbance Coordinator:* A noise and vibration disturbance coordinator shall be established. The noise disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The noise and vibration disturbance coordinator shall determine the cause of the complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures to address the complaint. Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners to contact the job superintendent if necessary. In the event a complaint is received, appropriate corrective actions shall be implemented, and a report of the action provided to the reporting party. The noise disturbance coordinator shall conduct outreach to residents and small businesses in English, Spanish, Vietnamese, Chinese (Traditional), and Chinese (Simplified) regarding proposed construction activities.

    - *Construction Notice:* The construction coordinator shall provide a construction notice to residents within 500 feet of the construction site for each Project component prior to initiation of construction activities. The construction site notice shall include job site address, anticipated equipment to be used and duration of construction activities, permit number, name and phone number of the job superintendent, construction hours, and the City telephone number where violations can be reported. The notice will also include the phone number of the noise disturbance coordinator. The notice will be made available in English, Spanish, Vietnamese, Chinese (Traditional), and Chinese (Simplified).

    - *Special and Community Event Coordination*: Construction activities will be coordinated to the extent feasible with special and community events reported to the noise disturbance coordinator. Requests for event coordination may be made by calling the number of the noise disturbance coordinator provided on the construction notice.

- **Limit Idling Equipment:** Construction equipment shall not idle for longer than 5 minutes, as required by section 2485 of the California Code of Regulations.

Finding. Although the Project would implement Mitigation Measure **MM-NOI-A** and Project Design Feature **NOI-PDF-B**, provided above, for the reasons discussed above, and in the Draft EIR and Draft SEIR, Metro finds that noise impacts related to Project construction would be significant. No additional feasible mitigation measures, including retrofitting existing occupied buildings and a voluntary building noise insulation program, exist to mitigate these temporary construction noise impacts. A mitigation measure is considered feasible if it is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors. Retrofitting existing occupied buildings, including through a voluntary retrofit program, is infeasible as a mitigation measure for a number of reasons. First, because Metro does not own or control the affected properties, the

measure would be dependent on the third-party consent of building occupants. Mitigation measures must be both effective and enforceable; measures dependent on third-party consent or voluntary participation of the public cannot be assured through binding conditions and are not feasible mitigation. Second, administration of a retrofit program would require individualized negotiations with property owners, tenants, or occupants, and each building would require site-specific assessments, designs, permits, inspections, and code compliance, with added hurdles for older or historically significant structures. Considering these practical and logistical constraints, a building retrofitting program could not reasonably be accomplished in a successful manner within a reasonable period of time, and therefore would not reliably reduce construction noise. Any retrofit program could not be designed, funded, scoped, permitted, implemented, inspected, and verified at participating properties within a reasonable time period before Project construction begins. Third, even if occupants permit construction inside their homes, the expected benefit would rely on occupant behavior. Any benefit would generally be contingent on windows remaining closed, which could conflict with ventilation, egress, and habitability requirements or occupant preferences. Fourth, retrofitting would be disruptive to occupants, could cause additional adverse environmental impacts such as noise, vibration, and dust, and may require temporary relocation of residents or occupants in some cases. Relocating occupants for an unknown amount of time renders this measure infeasible; further, relocation could potentially cause additional significant environmental impacts. For all these reasons, individually and together, retrofitting existing occupied buildings is not a feasible mitigation measure to address the Project's temporary construction noise impacts. Thus, Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a)(3) of the CEQA Guidelines. As described in the Statement of Overriding Considerations, Metro has determined that this temporary impact is acceptable because of specific overriding considerations.

Threshold. *Excessive Ground-borne Vibration* (Construction; Human Annoyance): As discussed in Section 3.13, Noise, of the Draft EIR, temporary vibration impacts from Project construction related to human annoyance would be significant and unavoidable. Potential construction vibration impacts were evaluated for vibration-generating construction equipment that would be used for the Project, including vibratory rollers, loaded trucks, plate compactors, excavators and drill rigs. All vibration-generating equipment was evaluated, and it was determined that the worst-case vibration-generating equipment are vibratory rollers and loaded trucks depending upon the type of construction activity occurring in proximity to the sensitive use. Construction activities would result in potential vibration impacts for several vibration-sensitive uses.

For human annoyance, the analysis determined that a vibratory roller would generate an impact when it is located within 135 feet of a residential use and 107 feet of an institutional use. Because construction sites (stations and towers) are generally in or near rights-of-way that are fronted by residential and institutional uses that are within these distances, they would be subject to this impact. In addition, for human annoyance, the analysis determined that a loaded truck would generate an impact when it is located within 73 feet of a residential use and 58 feet of an institutional use. Project haul routes are fronted by residential and institutional uses and therefore would be subject to this impact.

Significant human annoyance impacts would occur at Alameda Station (VSR-1, -2, -3 -4, -5, and -6), Alameda Tower (VSR-7, -8 and -9), Alpine Tower (VSR-10 and -11), Chinatown/State Park Station (VSR-13 and VSR-19), Broadway Junction (VSR-14, -15, -16, and -17) and along the Project's haul route. Potential vibration from loaded heavy trucks operating on local haul routes (primarily sections of Alameda Street, Spring Street, North Broadway, and Bishops Road) was also analyzed to determine construction vibration impacts. To analyze impacts, a reference level of 0.076 in/sec PPV and 86 VdB at 25 feet was used for loaded heavy trucks, which would

translate to levels of 0.03 in/sec and 77 VdB at 50 feet and 0.01 in/sec and 68 VdB at 100 feet. Overall, these construction vibration levels would remain below the minimum potential damage threshold of 0.12 in/sec PPV. These construction vibration levels have the potential to result in some annoyance impacts for people within occupied structures that exist within 73 feet of the roadway for residential buildings or within 58 feet of the roadway for institutional buildings. However, it should be noted that all of these roadways currently carry a significant number of heavy trucks, and any such annoyance threshold is already being exceeded many times each day. Nevertheless, Project-related off-site construction vibration would exceed the human annoyance threshold, and impacts would be significant.

No feasible mitigation measures are available to reduce the vibration annoyance impacts identified for vibration sensitive receptors from on-site construction activities, as well as along the Project alignment for off-site construction activities. This is because the human annoyance threshold is exceeded by common occurrences such as vehicle pass-bys during construction. Such equipment is needed to build the Project and there is no alignment or haul route option that would create sufficient separation from adjacent uses to eliminate the impact. As a result, vibration annoyance impacts would remain significant and unavoidable.

References Section 3.13, Noise, of the Draft EIR, pages 3.13-61 through 3.13-76; Appendix M, Noise and Vibration Technical Report, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

Finding. Metro finds that the vibration (human annoyance) impacts related to Project construction would be significant. Since the human annoyance threshold is exceeded by common occurrences such as vehicle pass-bys during construction, there is no feasible method for mitigating human annoyance impacts. It should be noted that because the human annoyance threshold is so low it is already exceeded on roadways by existing truck trips. Although the Project would implement Mitigation Measures **MM-VIB-A** and **MM-VIB-B**, provided below, these mitigation measures are designed to address potential building damage, and do not mitigate construction vibration impacts related to human annoyance, as discussed in the EIR. Accordingly, as discussed in the EIR, Metro finds that construction vibration impacts related to human annoyance would be significant. As stated above, no feasible mitigation measures exist to mitigate the on-site construction vibration impacts related to human annoyance. Thus, Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a)(3) of the CEQA Guidelines. As described in the Statement of Overriding Considerations, Metro has determined that this temporary impact is acceptable because of specific overriding considerations.

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

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Project are potentially significant, but can be reduced to less than significant levels by implementing the proposed mitigation measures identified below and in the MMRP. The following Findings summarize the analysis in the EIR, but do not purport to provide the full analysis of each environmental impact contained in the EIR. A full explanation of these environmental findings and conclusions can be found in the Draft EIR and Final EIR and these Findings hereby incorporate by reference the discussion and analysis in those documents, inclusive of their supporting technical appendices, supporting the Final EIR's determinations regarding mitigation measures and the Project's impacts and mitigation measures designed to address those impacts. As identified in the EIR, the Metro Board finds that changes or alterations

which avoid or substantially lessen the significant environmental effects have been required in, or incorporated into, the Project.

6.1 BIOLOGICAL RESOURCES

As discussed in Section 3.4, Biological Resources, of the Draft EIR, the Project would result in potentially significant impacts 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 Game or U.S. Fish and Wildlife Service?

- 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?

Threshold. *Candidate, Sensitive, or Special-Status Species*: (Construction) As discussed more fully in Section 3.4, Biological Resources, of the Draft EIR and in Appendix G, Supplemental Biological Resources Report, to the Final EIR, while there are no sensitive natural communities such as wetlands, oak woodlands, or coastal sage scrub habitat in the Project area, there is potential roosting habitat for three special-status bat species in the Project area. Removal of mature palm and eucalyptus trees during construction of the Project could result in the removal of bat roost sites, resulting in a potentially significant impact to special-status bat species. Furthermore, birds protected by the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC) have the potential to nest in the Project area. Tree removal during the nesting season would directly impact birds protected under the MBTA and CFGC. Construction activities would result in increased noise, vibration, dust, and human presence, resulting in bat and bird species avoiding the area, resulting in a potentially significant impact. To minimize impacts to a less-than-significant level, Mitigation Measures **MM-BIO-A** and **MM-BIO-B**, set forth below, would be implemented. In addition, in order to provide additional environmental benefits, the Project would implement several project design features related to Biological Resources. The incorporation of Project Design Feature BIO-PDF-A would establish a Tree Protection Zone to protect trees during construction and would apply to any trees within the construction footprint, or any trees where a portion of their drip line overhangs the construction footprint. In addition, the incorporation of BIO-PDF-B would establish an Avian Collision Mitigation, Monitoring, and Adaptive Management Plan, BIO-PDF-G would require tree removal for the Project would occur outside of the bird nesting season (generally February 1 through September 30) and bat maternity roosting season (generally April 15 through August 31), BIO-PDF-F would require compliance with applicable tree replacement requirements based on the jurisdiction of the property where each tree is located, BIO-PDF-E would provide for Tree Disease Management, and BIO-PDF-D would require the Project to avoid using any rodenticides and second generation anticoagulant rodenticides during Project activities.

References. Section 3.4, Biological Resources, of the Draft EIR, pages 3.4-16 through 3.4-19; Appendix E, Biological Resources Assessment, of the Draft EIR; Appendix G, Supplemental Biological Resources Report, of the Final EIR; Appendix K.1, Updated Tree Report, of the Final EIR; Section 5.0, Corrections and Additions, of the Final EIR.

6.1.1 Project Design Features

BIO-PDF-A: The Project will establish a Tree Protection Zone to protect trees during construction to establish and maintain a healthy environment for all retained trees during the course of construction. The Tree Protection Zone will apply to any trees within the construction footprint, or any trees where a portion of their drip line overhangs the construction footprint (i.e., the trunk of a tree may be outside of the construction footprint, but the tree's drip line overhangs the construction footprint). The Tree Protection Zone generally encompasses an area within the drip line of the tree plus an additional 5 feet, depending on the species and size of the tree. Any construction activities within the Tree Protection Zone should follow the following guidelines for root protection. For utilities, any required trenching should be routed in such a manner as to minimize root damage. In areas where the grade around the Tree Protection Zone will be lowered, some root cutting may be unavoidable. Cuts should be clean and made at right angles to the roots. When practical, roots will be cut back to a branching lateral root to avoid root damage.

BIO-PDF-B: Avian Collision Mitigation, Monitoring, and Adaptive Management Plan. The Project Sponsor, in coordination with and subject to the approval of CDFW, shall develop an Avian Collision Mitigation, Monitoring, and Adaptive Management Plan to address the potential for bird collisions. The Plan shall include the following components:

1. Monitoring for first 5 years of Project operation: All Project operations and maintenance personnel, including subcontractors, shall undergo training on how to identify and report avian and bat injuries or mortalities detected in the Project area during routine maintenance activities.

2. An adaptive management table will be developed, outlining measures to implement upon detection of incidents associated with common species and special status species.

3. Annual reporting criteria and requirements.

BIO-PDF-D: The proposed Project shall avoid using any rodenticides and second generation anticoagulant rodenticides during Project activities. Any agreement between the proposed Project and a pest control service provider would include restrictions on the use of rodenticides and second generation anticoagulant rodenticides.

BIO-PDF-E: **Tree Disease Management**. Trees scheduled for removal resulting from the Project shall be inspected for contagious tree diseases, including but not limited to: thousand canker fungus (Geosmithia morbida), Polyphagous Shot Hole Borer (Euwallacea spp.), and goldspotted oak borer (Agrilus auroguttatus) (TCD 2020; UCANR 2020; UCIPM 2013). To avoid the spread of infectious tree diseases, diseased trees shall not be transported from the Project site without first being treated using the best available management practices relevant for each tree disease observed. Any agreement between the proposed Project and a tree removal contractor would include the provisions for tree disease management.

BIO-PDF-F: The proposed Project would comply with applicable tree replacement requirements, based on the jurisdiction of the property where each tree is located, including the following replacement ratios for trees:

- City of Los Angeles:
    - "Protected" Trees: 4:1
    - Non-protected, but "significant" trees, i.e., where the trunk is > 8 inches at 4.5 feet DBH: 1:1
    - "Street trees" in the public ROW: as specified by Urban Forestry Division (typically 2:1)
- California Department of Parks and Recreation: At least 1:1
- Caltrans: Large trees, where the trunk is > 8 inches at 4.5 feet DBH: 1:1

BIO-PDF-G: Tree removal for the proposed Project would occur outside of the bird nesting season (generally February 1 through September 30) and bat maternity roosting season (generally April 15 through August 31).

6.1.2 Mitigation Measures

MM-BIO-A: **Avoid and minimize project related impacts to special-status and/or roosting bat species**. During the maternity season (April 15 through August 31) prior to construction, a field survey shall be conducted by a qualified biologist to determine the potential presence of colonial bat roosts within 100 feet of the Alameda Station and Dodger Stadium Station footprints and SR-110 overpass over Stadium Way (near Stadium Tower), because these locations provide potentially suitable habitat. A visual inspection and/or one-night emergence survey of trees to be removed near the Alameda Station and Dodger Stadium Station and of the overpass shall be completed using acoustic recognition technology to determine if any maternity roosts are present.

To avoid any impacts on roosting bats resulting from construction activities for Stadium Tower, the following shall be implemented:

<u>At the SR-110 Overpass</u>

Should an active maternity roost be found at the SR-110 overpass, a determination (in coordination with a qualified bat biologist) shall be made whether indirect effects of construction-related activities (i.e., noise and vibration) could substantially disturb roosting bats, and if exclusionary devices should be used to remove bats. This determination shall be based on baseline noise/vibration levels, anticipated noise levels associated with construction of the Stadium Tower, and the sensitivity to noise-disturbances of the bat species present. If it is determined that noise could result in the temporary abandonment of a maternity roost, construction-related activities shall be scheduled to avoid the maternity season (April 15 through August 31), or as determined by the biologist.

To avoid any impacts on roosting bats resulting from construction activities at Alameda Station and Dodger Stadium Station, the following shall be implemented:

Trees

All trees to be removed as part of the Project at the Alameda Station, Stadium Tower, and Dodger Stadium Station sites should be evaluated for their potential to support bat roosts. In particular, any palm and eucalyptus trees that bats are known to use should be evaluated by a qualified biologist by conducting a one-night emergence survey during acceptable weather conditions; or if conditions permit, physically examine the trees for presence or absence of bats (such as with lift equipment) before the start of construction/tree removal. Palm trees are present at the Alameda Station site along Alameda Street and eucalyptus trees are present at the Dodger Stadium Station site. The following measures would apply to trees to be removed that are determined to provide potential bat roost habitat by a qualified biologist.

- If roosting bats are determined present during the maternity season (April 15 through August 31), the tree shall be avoided until after the maternity season, when the young are self-sufficient.

  If roosting bats are determined present during the winter months when bats are in torpor, a state in which the bats have significantly lowered their physiological state, such as body temperature and metabolic rate, due to lowered food availability (October 31 through February 15, but is dependent on specific weather conditions), a qualified bat biologist shall physically examine the roost if conditions permit for presence or absence of bats (such as with lift equipment) before the start of construction. If the roost is determined to be occupied during this time, the tree shall be avoided until after the winter season when bats are once again active.

- Trees with potential colonial bat habitat can be removed outside of the maternity season and winter season (February 16 through April 14 and August 16 through October 30, or as determined by a qualified biologist) using a two-step tree trimming process that occurs over 2 consecutive days.

  - Day 1, Step 1: Under the supervision of a qualified bat biologist, tree branches and limbs with no cavities shall be removed by hand (e.g., using chainsaws). This will create a disturbance (noise and vibration) and physically alter the tree. Bats roosting in the tree will either abandon the roost immediately, or, after emergence, will avoid returning to the roost.

  - Day 2, Step 2: Removal of the remainder of the tree under the supervision of a qualified bat biologist may occur on the following day. Trees that are only to be trimmed and not removed would be processed in the same manner; if a branch with a potential roost must be removed, all surrounding branches would be trimmed on Day 1 under supervision of a qualified bat biologist, and then the limb with the potential roost would be removed on Day 2.

- Trees with foliage (and without colonial bat roost potential), such as sycamores, that can support lasiurine bats, shall have the two-step tree

trimming process occur over one day under the supervision of a qualified bat biologist. Step 1 would be to remove adjacent, smaller, or non-habitat trees to create noise and vibration disturbance that would cause abandonment. Step 2 would be to remove the remainder of the tree on that same day. For palm trees that can support western yellow bat (a special-status bat species documented in the BSA with the potential to occur in the Project area), the two-step tree process shall be used over two days. Western yellow bats may move deeper within the dead fronds during disturbance. The two-day process will allow the bats to vacate the tree before removal.

- The results of bat surveys, evaluations, and monitoring efforts that are undertaken shall be documented in a report by the qualified biologist at the conclusion of all bat-related activities.

MM-BIO-B: **Avoid and minimize project-related impacts to nesting birds**. To avoid impacts to nesting birds protected under the MBTA and CFGC resulting from construction activities that may occur during the nesting season, the following mitigation measure shall be implemented:

- Construction activities, including the clearance of trees potentially suitable for nesting birds, shall occur outside of the nesting season (generally February 1 through September 30). If construction activities must occur within this time period, the following measures shall be employed:

    - A pre-construction nesting survey shall be conducted by a qualified biologist within 3 days (72 hours) prior to the start of construction activities to determine whether active nests are present within 500 feet of the construction zone. All nests found shall be recorded.

    - A minimum 300-foot no-work buffer shall be established around any active passerine bird nest. A minimum 500-foot no-work buffer shall be established around any active raptor nest. The qualified biologist shall monitor the nest on a weekly basis, and construction activities within 300 feet of an active nest of any passerine bird or within 500 feet of an active nest of any raptor shall be postponed until the biologist determines that the nest is no longer active. However, the standard 300- to 500-foot no-disturbance buffer distance may be adjusted (including increases or reductions to the buffer) by a qualified biologist on a case-by-case basis, taking into consideration the location, type, duration and timing, and severity of work, distance of nest from work area, surrounding vegetation and line-of-sight between the nest and work areas (also taking into account existing ambient conditions from human activity within the line of sight), the influence of other environmental factors, and species' site-specific level of habituation to the disturbance. If the qualified biologist determines nesting activities may fail as a result of work activities, the biologist shall immediately inform the construction manager, and all Project work shall 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 will be delineated on-site with bright flagging for easy identification by project staff. The on-site construction supervisor and operator staff will be notified of the nest and the buffer limits, and instructed of the sensitivity of the area to ensure the buffer is maintained.

- A summary of preconstruction surveys and methodologies employed, 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.

Finding. The potentially significant impacts to biological resources would be mitigated through avoidance and minimization of project related impacts to special status and/or roosting bat species and nesting birds. For the reasons discussed above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measures **MM-BIO-A** and **MM-BIO-B**, the Project's impacts to biological resources related to candidate, sensitive, and special-status species would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Threshold. *Movement of Wildlife Species, Migratory Corridors, and Wildlife Nursery Sites*: (Construction) As discussed in Section 3.4, Biological Resources, of the Draft EIR, and Appendix G, Supplemental Biological Resources Report, to the Final EIR, while there are no wildlife corridors in the Project area to support movement of wildlife species, there are no Habitat Conservation Plans that overlap with the Project area, and the nearest Significant Ecological Area is approximately 5 miles north-northwest of Dodger Stadium at Griffith Park, construction activities would result in increased noise, vibration, dust, and human presence, which may result in bat and bird species avoiding areas where active construction is occurring. Such indirect effects would be temporary in nature and restricted to the duration of construction. As previously discussed in Threshold BIO-1, with implementation of the Project, indirect impacts (e.g., by noise causing abandonment of the nest) would be considered a potentially significant impact. Incorporation of **BIO-PDF-H** would require fencing used during construction to be made with materials that are not harmful to wildlife and **BIO-PDF-G** would require tree removal for the Project would occur outside of the bird nesting season (generally February 1 through September 30) and bat maternity roosting season (generally April 15 through August 31). To minimize impacts to a less-than-significant level, Mitigation Measures **MM-BIO-A** and **MM-BIO-B**, set forth below, would be implemented.

References. Section 3.4, Biological Resources, of the Draft EIR, pages 3.4-20 through 3.4-21; Appendix E, Biological Resources Assessment, of the Draft EIR; Appendix G, Supplemental Biological Resources Report, of the Final EIR; Section 5.0, Corrections and Additions, of the Final EIR.

6.1.3 Project Design Features

BIO-PDF-G: (see above).

BIO-PDF-H: Any fencing used during and after the proposed Project's construction would be constructed with materials that are not harmful to wildlife. Prohibited materials should include, but are not limited to, spikes, glass, razor, or barbed wire. Where chain link fences are used, they would utilize scrim, green screen or other such coverage to avoid injuring wildlife. Use of chain link fences would be minimal and

would not create barriers to wildlife dispersal. All hollow posts and pipes would be capped to prevent wildlife entrapment and mortality. Metal fence stakes used on the proposed Project site would be plugged to avoid this hazard. Fences would not have any slack that may cause wildlife entanglement. In addition, workers will be educated and instructed in best practices to avoid attracting wildlife to the construction site, including requiring lids on all trash cans and permitting eating in designated areas or offsite, with daily cleanup of such areas. All workers will be educated on reporting protocols for the appropriate authorities in the event wildlife is encountered on the construction site.

6.1.4 Mitigation Measures

MM-BIO-A: **Avoid and minimize project related impacts to special-status and/or roosting bat species** (see above).

MM-BIO-B: Avoid and minimize project-related impacts to nesting birds (see above).

Finding. The potentially significant impacts to biological resources would be mitigated through avoidance and minimization of project related impacts to special status and/or roosting bat species and nesting birds. For the reasons discussed above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measures **MM-BIO-A** and **MM-BIO-B**, the Project's impacts to wildlife species movement, migratory corridors, and wildlife nursery sites would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

6.2 CULTURAL RESOURCES

As discussed in Section 3.5, Cultural Resources, of the Draft EIR, the Project would create potentially significant impacts related to cultural resources with respect to the following significance thresholds:

- Would the Project cause a substantial adverse change in the significance of historical resources pursuant to § 15064.5?

- Would the Project cause a substantial adverse change in the significance of archaeological resources pursuant to § 15064.5?

- Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Threshold. *Historical Resources*: (Construction) As discussed in Section 3.5, Cultural Resources, of the Draft EIR, the Draft EIR analyzed potential impacts to historical resources, including the Los Angeles Union Station Passenger Terminal and Grounds (including the Macy Street Grade Separation); Los Angeles Plaza Historic District, (including contributing buildings); the *El Grito* mural; Philippe the Original; the Granite Block Paving; the Capitol Milling Company; 1035 N. Broadway; St. Peter's Italian Catholic Church; Cathedral High School; the Charles B. Wellman Residence; and the Arroyo Seco Parkway Historic District. Construction of the proposed Alameda Station has the potential to result in both direct and indirect impacts to The Winery, a contributor to the Los Angeles Plaza Historic District, and the *El Grito* mural, which is individually eligible for the NRHP and CRHR; however, in both cases impacts would be mitigated to less than significant. Implementation of Mitigation Measures **MM-VIB-A** and **MM-VIB-B***,* would be

implemented to mitigate these impacts to a less-than-significant level. In addition, Project Design Features CUL-PDF-A, CUL-PDF-B, CUL-PDF-C, CUL-PDF-D, and CUL-PDF-E, set forth below, would be incorporated, providing for pre- and post-construction conditions assessment and documentation. Construction-related impacts to all other historical resources would be less than significant.

References. Section 3.5, Cultural Resources, of the Draft EIR, pages 3.5-43 through 3.5-49; Appendix G, Historical Resource Technical Report, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

6.2.1 Project Design Features.

CUL-PDF-A: Pre-Construction Documentation of The Winery. Prior to the issuance of building permits for the Alameda Station, the Project Sponsor will prepare documentation equal to Historic American Building Survey (HABS) Level III for The Winery, per the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. The report will:

1. Be prepared by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards for history, architectural history, or historic architecture with demonstrated experience in preparing HABS documentation.

2. Include full-color digital photographs (with a minimum resolution of 300 ppi and 3,000-pixel image size along one dimension) showing the following:

    a. The full northern elevation (facing Cesar E. Chavez Avenue)

        i. The roofline, foundation, and any door, window, or walkway openings,

        ii. Detail views showing the typical existing condition of the exterior wall, and

        iii. Detail views showing any existing damage to the exterior such as cracks or spalling.

    b. West elevation (facing Olvera Street)

        i. The roofline, foundation, and any door, window, or walkway openings,

        ii. Detail views showing the typical existing condition of the exterior brick wall, and

        iii. Detail views showing any existing damage to the exterior such as loose bricks and mortar.

    c. East elevation (facing Alameda Street)

        i. The roofline and foundation,

        ii. Detail views showing the typical existing condition of the exterior brick wall, and

iii. Detail views showing any existing damage to the exterior such as loose bricks and mortar.

3. Include written descriptive data, including detailed notes of its pre-construction condition, index to photographs, and photo key plan. Photographs of existing damage will be keyed to a sketch of the elevation indicating its location.

4. Include copies of historic photographs and other supporting documentation, if available.

5. Be offered to the following repositories for use by future researchers and educators. Each repository will be contacted as to whether they are willing and able to accept the items, as well as their preferred format for transmittal. Copies need to only be distributed to repositories that express interest.

   a. Los Angeles Public Library - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs

   b. El Pueblo de Los Angeles Historical Monument Authority - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs

   c. California State Library – One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs

CUL-PDF-B: **Post-Construction Documentation of The Winery**. **Post-Construction:** After construction is complete, pictures of The Winery equivalent to CUL-PDF-A will be taken to objectively compare the condition of The Winery before and after construction.

In the event that damage to the Winery not documented at the time of the pre-construction survey is identified as being caused by construction activities during construction monitoring, the Project Sponsor will retain an experienced professional or professionals qualified to carry out the repairs within 12 months of completion of the project. Repairs will conform to the Secretary of Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68).

El Grito (The Cry) Mural Project Design Features

CUL-PDF-C: **Pre-Construction Documentation**. Prior to the issuance of building permits for the Alameda Station, the Project Sponsor will prepare documentation equal to Historic American Building Survey (HABS) Level III for the *El Grito* mural, per the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. The report will:

1. Be prepared by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards for history, architectural history, or historic architecture with demonstrated experience in preparing HABS documentation.

2. Include full-color digital photographs (with a minimum resolution of 300 ppi and 3,000-pixel image size along one dimension) showing the following:

    a. The entirety of the *El Grito* mural from edge to edge, looking straight on

    b. The left half of the *El Grito* mural looking straight on

    c. The right half of the *El Grito* mural looking straight on

    d. Oblique views illustrating the curvature of the wall

    e. Sequential photographs showing the various panels and subjects in greater detail

    f. The back and sides of the curved wall on which the *El Grito* mural is located, and

    g. Detail views showing:

        i. Typical profile view of the *El Grito* mural (e.g., showing the depth of the tiles on the substrate)

        ii. Notch shapes at the top two corners (two views, left and right)

        iii. Curved shape of the sides of the *El Grito* mural (two views, left and right side)

        iv. Typical grout between tiles in two or more locations

        v. Bottom edge where the *El Grito* mural meets the plaza floor

        vi. Any existing damage or deterioration prior to construction

3. Include written descriptive data, including detailed notes of its pre-construction condition, index to photographs, and photo key plan. Photographs of existing damage should be keyed to a sketch of mural indicating its location.

4. Include copies of historic photographs and other supporting documentation, if available.

5. Be offered to the following repositories for use by future researchers and educators. Each repository will be contacted as to whether they are willing and able to accept the items, as well as their preferred format for transmittal. Copies need to be distributed to only repositories that express interest.

    a. Los Angeles Public Library - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs

    b. UC Santa Cruz Library - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs

c. Los Angeles Department of Cultural Affairs (DCA) - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs

d. California State Library – One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs

e. Mural Conservancy of Los Angeles - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs

f. Museo Eduardo Carillo - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs

CUL-PDF-D: Protection During Adjacent Construction. Prior to the issuance of building permits for the Alameda Station, the Project Sponsor will ensure that the *El Grito* mural is sufficiently protected from any inadvertent damage caused by construction activities. Following National Park Service guidance for protecting historical resources during nearby construction, the following measures, at a minimum, should be implemented:

1. Vibration monitoring equipment (VIB-A) should be carefully installed so that it does not permanently damage the face of the *El Grito* mural.

2. The El Grito mural should be cushioned and buttressed from either side of the wall with padded wood supports. The padding may consist of insulating foam or similar material.

3. A protective barrier or barriers made from plywood should be installed over the front, back, top, and sides of the *El Grito* mural and curved wall to diffuse the force of any potential physical contact. The barrier should include removable panels or a similar feature to ensure the vibration monitors and mural can be visually inspected during construction monitoring (CUL-PDF-C).

4. Plastic tarp or polyethylene sheeting should be secured over the wood barriers to protect against the accumulation of dust or contact with materials such as uncured concrete or other liquids that could damage or mark the surface of the *El Grito* mural.

5. All of the protective measures described above should be installed and secured in such a way that does not damage the *El Grito* mural or the wall on which it is located. The barrier will not be physically attached to the *El Grito* mural or wall with screws, nails, or other fasteners.

CUL-PDF-E: Construction Monitoring Plan (Built Resources). Prior to the issuance of building permits for the Alameda Station, the Project Sponsor will prepare a Construction Monitoring Plan in coordination with the DCA. The Construction Monitoring Plan will identify specific project milestones at which a qualified professional meeting the Secretary of the Interior's Standards for architectural

history or historic architecture will be notified by the Project Sponsor or Project Sponsor's contractor to visit the site and observe and document the *El Grito* mural's condition. Details will be recorded in construction monitoring memorandums submitted to DCA. These milestones will include, at a minimum:

1. Pre-Construction: Before protection measures are installed (CUL-PDF-D), to confirm the baseline condition of the *El Grito* mural is still consistent with the information presented in the HABS-like documentation (CUL-PDF-C).

2. Pre-Construction: Once protection measures (CUL-PDF-D) are installed, to ensure they are sufficient, and their installation has not damaged the *El Grito* mural.

3. Construction: After each phase of active construction

4. Post-Construction: After construction is complete and protective measures have been removed. At this stage, pictures of the *El Grito* mural equivalent to CUL-PDF-C will be taken to objectively compare the condition of the *El Grito* mural before and after construction.

The Construction Monitor will also be included on notifications from the real-time vibration monitoring equipment (VIB-A).

In the event that damage to the *El Grito* mural not documented at the time of the pre-construction survey is identified as being caused by construction activities during construction monitoring, the Project Sponsor will retain an experienced professional or professionals qualified to carry out the repairs within 12 months of completion of the Project. Repairs will conform to the Secretary of Interior's Standards for the Treatment of Historic Properties 36 CFR Part 68.

6.2.2 Mitigation Measures

MM-VIB-A: **Vibration Monitoring**. Prior to the issuance of grading permits for the proposed Project, the Project Sponsor shall design a Vibration Monitoring Plan. The Plan shall provide for:

- Vibration Monitoring Equipment: the placement of vibration monitoring equipment approximately 26 feet away from the Avila Adobe (1970s addition), *El Grito* mural wall, and The Old Winery by a qualified professional for real-time vibration monitoring for construction work at the Alameda Station requiring heavy equipment or ground compaction devices.

- Modification of Vibration Equipment: the monitoring devices shall notify the construction crew if vibration levels are within 0.1 PPV, in/sec, of the vibration damage threshold. The construction crew shall modify the construction equipment to ensure that the vibration damage threshold is not exceeded.

MM-VIB-B: **Force-Adjustable Ground Compaction Devices**. For construction work occurring at the Alameda Station in proximity to the Avila Adobe (1970s addition), *El Grito* Mural, and The Old Winery:

- At a distance of 26 feet or more from the Avila Adobe (1970s addition), *El Grito* Mural and The Old Winery, any ground compacting equipment, including vibratory rollers and plate compactors, shall be calibrated onsite prior to use to ensure vibration levels remain below the assumed reference level of 0.21 PPV, in/sec, at 25 feet. If the ground compacting equipment cannot achieve the assumed reference level, equipment with less vibration (less than 0.21 PPV, in/sec, at 25 feet), non-vibrating equipment, or hand tools shall be required for ground compaction activities.

- Any ground compaction or excavation/drilling operations within 26 feet of the Avila Adobe (1970s addition), *El Grito* Mural or The Old Winery structures must be completed with non-vibrating equipment or hand tools.

Finding. The potential impacts to historical resources would be mitigated by requiring vibration monitoring and use of force adjustable ground compaction devices during Project construction. For the reasons set forth above and in the EIR, Metro finds that, through implementation of Mitigation Measure **MM-VIB-A***, Vibration Monitoring* and Mitigation Measure **MM-VIB-B**, *Force-Adjustable Ground Compaction Devices*, the Project's impacts to cultural resources related to historical resources would be mitigated to less-than-significant levels. In addition, the Project would employ project design features related to pre- and post- construction conditions assessment and documentation of certain historic resources (Project Design Features CUL-PDF-A, CUL-PDF-B, CUL-PDF-C, CUL-PDF-D, and CUL-PDF-E). Because this impact related to cultural resources would be reduced to less-than-significant levels, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Threshold. *Archaeological Resources*: (Construction) As discussed in Section 3.5.4, Environmental Impacts, in the Cultural Resources section of the Draft EIR, there would be a significant impact to archaeological resources during Project construction. Areas of known archaeological historical resources are located within the Area of Direct Impacts for the Project (Resources 19-000887, 19-004320, 19-001575, associated with the proposed Alameda Station; Resource 19-004200, associated with the proposed Alameda Tower; Resource 19-003120, associated with the proposed Chinatown/State Park Station; and unevaluated Resources 19-004201 and 19-186112, associated with the proposed Alameda Tower; and Resource 19-173073, associated with the proposed Dodger Stadium Station.) In addition, the portion of Alameda Street that overlaps the construction footprint for the proposed Alameda Station is considered sensitive for the presence of archaeological resources. To minimize impacts to a less-than-significant level, Mitigation Measures **MM-CUL-A**, **MM-CUL-B**, **MM-CUL-C**, **MM-CUL-D**, **MM-CUL-E**, and **MM-CUL-F**, discussed below, would be implemented.

References. Section 3.5, Cultural Resources, of the Draft EIR, pages 3.5-56 through 3.5-62; Appendix F, Archaeological and Paleontological Resources Assessment, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

6.2.3 Mitigation Measures

MM-CUL-A: **Cultural Resources Monitoring and Mitigation Plan**. A Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be prepared for the Project by a qualified archaeologist meeting the Secretary of Interior Standards for Archaeology (36 CFR § 61) prior to construction. Where specific Project components, such as the Chinatown/State Park Station, have requirements specific to that component, the CRMMP will lay out regulatory requirements (such as PRC 5024) which will be

adhered to. This includes SHPO consultation and following practices that seek to avoid and preserve state-owned historical resources, when prudent and feasible. The same would be for any specific requirement from El Pueblo de Los Angeles specific to the work at the Alameda Station. The General Plan acknowledges the Park has archaeological sensitivities and, as such, recommends continued study of existing and potential resources as well as the need to constantly update and expand the knowledge of historic activities at the Park. As for the cultural resources associated with the Park, the General Plan states that the Park should "[i]dentify, document, evaluate, and interpret cultural resources at the Park," and "[p]rotect, stabilize, and preserve significant cultural resources within the Park." Specifically, the CRMMP shall be applicable to all ground-disturbance activities extending into native soil within known archaeological sites and other areas of high sensitivity. Excavations within a specified radius of known archaeological sites shall be monitored up to a depth at which the qualified archaeologist determines the base of the archaeological deposit has been reached. The qualified archaeologist shall supervise the archaeological monitor. Monitoring is expected to be required to the maximum depth of planned excavations at the Alameda Station and up to approximately 15 feet in depth at the Alameda Tower and the Chinatown/State Park Station. Work will also be monitored by Native American monitors in accordance with **Mitigation Measure TCR-A**. However, if in the course of excavations the qualified archaeologist determines that the site is disturbed or the sensitivity for significant archaeological resources is low because no resources have been encountered, then monitoring may be reduced or suspended. The monitoring plan shall define pre-construction coordination, construction monitoring for the excavations based on activities and depth of disturbance planned for each Project component (including ground-disturbing activities in native soil within known archaeological sites), unanticipated discovery protocols, data recovery (including halting or diverting construction so that archaeological resources can be evaluated and recovered in a timely manner), artifact and feature treatment, procurement (including a curation plan), and reporting. The Project Sponsor shall coordinate with the archaeologist and Metro to develop an appropriate treatment plan for the resources in accordance with California Public Resources Code (PRC) Section 21083.2(i) if they are determined by Metro to be potentially eligible for the CRHR or potentially qualify as unique archaeological resources pursuant to CEQA. Preservation in place is the preferred method of treatment, but if preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource. Key staff shall be identified, and the process of notification and consultation (where entities specific to each station would be identified) shall be specified within the CRMMP as well as protocols for reporting. If the discovery proves significant under CEQA and data recovery is the selected means of treatment, the archaeologist shall also be required to curate specimens in a repository with permanent retrievable storage and submit a written report to the lead agency within a year of completion of the fieldwork. Once complete, the final report shall be filed with the SCCIC.

For Resource 19-004200 and the granite paving (within the Area of Direct Impact of the Project) at Site 19-003120, the CRMMP shall describe the required documentation and treatment of the resources during excavation and potential removal.

MM-CUL-B: **Archaeological Resources Worker Training Program**. To mitigate unknown historical resources within the Area of Direct Impacts and mitigate potential impacts to them, a qualified archaeologist shall be hired by the Project Sponsor to develop and conduct a worker training program for the Project with input from El Pueblo (as it pertains to the Alameda Station) and Los Angeles State Historic Park staff (as it pertains to the Chinatown/State Park Station) prior to the start of ground-disturbing activities. The training shall be prepared by an archaeologist who meets the Secretary of the Interior's Standards for Archaeology and will be adjusted to the specific details at the two parks. The training shall provide information to construction workers about the known locations of archaeological resources and potential areas that may be sensitive for archaeological resources associated with the Project. Participation in the training by Los Angeles State Historic Park and El Pueblo staff, will be encouraged. In the event construction crews are phased or rotated, additional training shall be conducted for the new construction workers conducting ground-disturbing activities. The qualified archaeologist shall retain documentation demonstrating that the appropriate construction workers attended the worker training program. An appropriate presentation shall be prepared by a qualified archaeologist which shall describe and illustrate resources likely to be encountered by Project excavation and outline the protocol to be followed in the event of a find. If any archaeological resources are encountered during ground-disturbing activities, work shall be temporarily halted in the vicinity of the find and the Construction Contractor shall contact the qualified archaeologist to examine and evaluate the resource in accordance with the provisions of CEQA as outlined by the CRMMP.

MM-CUL-C: **Archaeological Testing Plan for 19-000887 and 19-004320 (Alameda Station)**. To mitigate impacts to Resources 19-000887 and 19-004320, both of which include portions of the Zanja, an NRHP-eligible archaeological site, and where avoidance is not feasible, an archaeological testing plan and data recovery plan for the Area of Direct Impacts, which is located north of the Placita de Dolores, shall be prepared prior to ground-disturbing activities and implemented after the paving is removed. Although the proposed Project is designed to not impact the portion of the Zanja Madre within 19-000887, there is the potential to encounter either previously unrecorded portions of the Zanja or artifact refuse from the overall site. Therefore, a testing plan shall be prepared for the portions of the sites that will be impacted outside of the known Zanja location. Within the Project Area of Direct Impacts, resource 19-000887 overlaps unevaluated resource 19-004320, which will, therefore, also be included in the testing plan. The testing plan shall be prepared in consultation with El Pueblo de Los Angeles Historical Monument Authority specific to these resources at the Alameda Station.

The testing plan shall propose limited archaeological excavations of a portion of the site overlapping the Area of Direct Impacts and contain maps showing the overlap of the sites with the project Area of Direct Impacts. The test excavations are intended to identify the location, integrity, and significance of archaeological deposits that may be impacted by the proposed Project. The testing plan shall outline excavation locations and methods, such as where and in what soils mechanical excavations may or may not be used, screen sizes, and the criteria thresholds that would require data recovery. The testing plan shall be implemented once the paving has been removed and far enough in advance of construction for

there to be sufficient time to carry out the plan and to prepare a plan for and conduct a data recovery program if needed.

If significant archaeological remains are encountered that appear to contribute to the significance of the overall site during the test excavations and avoidance/preservation in place is not feasible, data recovery excavations will be required, and a data recovery plan shall be prepared and implemented. The data recovery plan shall detail the treatment of the surviving archaeological remains, if testing identifies any. The data recovery plan will specify a statistically significant sample of the site to be excavated and shall describe the specific tools, screening size, and methods to be used. The plan shall describe how structural remains, if any, will be exposed and mapped. Laboratory studies planned for the analysis of the finds shall also be described.

MM-CUL-D: **Archaeological Testing Plan for LAUS Forecourt**. To mitigate impacts to Resource 19-001575, an NRHP-eligible archaeological site, an archaeological testing plan and data recovery plan for the Area of Direct Impacts shall be prepared and implemented prior to ground-disturbing activities. The testing plan shall propose limited archaeological excavations of a portion of the site overlapping the Area of Direct Impacts. The test excavations are intended to identify the location, integrity, and significance of archaeological deposits that may be impacted by the proposed Project. The testing plan shall outline excavation locations and methods, such as where and in what soils mechanical excavations may or may not be used, screen sizes, and the criteria threshold that would require data recovery. If significant archaeological remains are encountered that appear to contribute to the site's NRHP and CRHR eligibility during the test excavations and avoidance/preservation in place is not feasible, data recovery excavations will be required, and the data recovery plan shall be implemented. The data recovery plan shall specify a statistically significant sample of the site to be excavated and shall describe the specific tools, screening size, and methods to be used. The plan shall describe how structural remains, if any, will be exposed and mapped. Laboratory studies planned for the analysis of the finds shall also be described.

MM-CUL-E: **Archaeological Testing Plan for Los Angeles State Historic Park**. To mitigate unavoidable impacts to Resource 19-003120, an NRHP-eligible archaeological site, an archaeological testing plan and data recovery plan for the Area of Direct Impacts shall be prepared and implemented prior to ground-disturbing activities. The testing plan shall be prepared in consultation with California State Parks and SHPO (per PRC 5024.5). The testing plan shall propose limited archaeological excavations of a portion of the site overlapping the Area of Direct Impacts. The test excavations are intended to identify the location, integrity, and significance of archaeological deposits that may be impacted by the proposed Project; and will specifically be used to confirm and define potential foundations for the Southern Pacific Railroad office/freight house that are shown in Sanborn fire insurance maps to overlap the Area of Direct Impacts for the station. The plan shall outline excavation locations and methods, such as where and in what soils mechanical excavations may or may not be used, screen sizes, and the criteria thresholds that would require data recovery.

If significant archaeological remains are encountered that appear to contribute to the site's NRHP and CRHR eligibility during the test excavations and

avoidance/preservation-in-place is not possible, data recovery excavations will be required, and the data recovery plan shall be implemented. The plan shall specify a statistically significant sample of the site to be excavated and shall describe the specific tools, screening size, and methods to be used. The plan shall describe how structural remains, if any, will be exposed and mapped. Laboratory studies planned for the analysis of the finds shall also be described.

MM-CUL-F: Redesign of Placement of Park Amenity Structures to Avoid Archaeological Features at Los Angeles State Historic Park Station. After implementation of CUL-E, if it is found that the Los Angeles State Historic Park amenities (e.g., concessions and restroom) at the Los Angeles State Historic Park have the potential to impact any significant features found during the testing phase of CUL-E, the location of the Los Angeles State Historic Park amenity structures will be reconfigured to avoid and/or diminish impacts to those features as feasible.

Finding. The potential impacts to archaeological resources would be mitigated by the implementation of Mitigation Measures **MM-CUL-A**, **MM-CUL-B**, **MM-CUL-C**, **MM-CUL-D**, **MM-CUL-E**, and **MM-CUL-F**. For the reasons set forth above and in the EIR, Metro finds that, through implementation of Mitigation Measures **MM-CUL-B**, **MM-CUL-C**, **MM-CUL-D**, **MM-CUL-E**, and **MM-CUL-F**, the Project's impacts to cultural resources related to archaeological resources would be mitigated to less-than-significant levels. Because this impact related to cultural resources would be reduced to less-than-significant levels, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Threshold. *Human Remains*: (Construction) As discussed in Section 3.5, Cultural Resources, of the Draft EIR, there is potential for a significant impact to human remains. Construction of the Project would require excavation at the Project component sites, which is anticipated to reach a maximum depth of 10 feet, except at the proposed Dodger Stadium where the maximum depth would be 42 feet. Piles for the proposed stations, towers, and junction would be drilled to a max depth of 125 feet. Resource 19-001575 is a large multi-component archaeological site located around LAUS. Approximately 500 feet southeast of the Area of Direct Impacts, a prehistoric and contact period cemetery was previously encountered which included at least 14 internments, 5 cremations, and scatters of human remains as well as associated artifacts. To minimize impacts to a less-than-significant level, Mitigation Measure **MM-CUL-D** set forth below, would be implemented.

References. Section 3.5, Cultural Resources, of the Draft EIR, pages 3.5-63 through 3.5-64; Appendix F, Archaeological and Paleontological Resources Assessment, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

6.2.4 Mitigation Measures

MM-CUL-D: Archaeological Testing Plan for LAUS Forecourt (see above).

Finding. The potential impacts to human remains would be mitigated by implementing an Archaeological Resources Testing Plan and avoidance of archaeological features. By implementing Mitigation Measure **MM-CUL-D**, the Project's impacts to cultural resources related to human remains would be mitigated to less-than-significant levels. Because this impact related to cultural resources would be reduced to less-than-significant levels, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

6.3 GEOLOGY AND SOILS

As discussed in Section 3.7, Geology and Soils, of the Draft EIR, the Project would create potentially significant impacts 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: rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?

- 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?

- Would the Project be located on expansive soil, as defined in Section 1803.5.3 of the current CBC, creating substantial direct or indirect risks to life or property?

- Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Threshold. *Rupture of a Known Earthquake Fault; Strong Seismic Ground Shaking; Seismic-Related Ground Failure, Including Liquefaction; or Landslides*: (Construction) As discussed more fully in Section 3.7, Geology and Soils, of the Draft EIR, there would be a potentially significant impact during Project construction associated with potential adverse effects involving strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides. The Project area is in a seismically active region of southern California, however, the Project alignment is not in an Alquist-Priolo Earthquake Fault Zone. The fault closest to the Project site is the Elysian Park fault. According to the U.S. Geological Survey Quaternary fault and fold database, the location of the Upper Elysian Park fault is inferred to cross under the alignment. The Upper Elysian Park fault is a north-to-northeast–dipping fault that underlies the northern Los Angeles basin from Griffith Park to Garvey Reservoir. However, the Elysian Park fault is a blind thrust fault, which means it is not capable of surface fault rupture, and therefore is not subject to the conditions of the Alquist-Priolo Act. The Elysian Park thrust fault is considered to be seismogenic (capable of generating earthquakes) from a depth of approximately 2 miles below ground surface in the south-southwest, to approximately 10 miles below ground surface in the north-northeast. Accordingly, impacts related to rupture of a known earthquake fault would be less than significant. However, the Alameda Station, Alameda Tower, Alpine Tower, Chinatown/State Park Station, and Broadway Junction are in an area potentially subject to liquefaction, and liquefaction-induced settlement can be exacerbated by increased loading during construction activities. Further, the northeastern portion of the proposed Project alignment is adjacent to areas mapped as a potential earthquake-induced landslide zone. The Stadium Tower and Dodger Stadium sites are in a City-designated hillside area, and are potentially susceptible to landslides. Accordingly, impacts related to strong seismic ground shaking, seismic related ground failure, and/or liquefaction, and earthquake-induced slope failure could be considered significant during construction of the Project. The Project would be constructed in accordance with applicable standards, requirements, and building codes, which would ensure structural integrity and safe construction. Additionally, to minimize impacts to a less-than-significant level, Mitigation Measure **MM-GEO-A**, set forth below, would be implemented.

References. Section 3.7, Geology and Soils, of the Draft EIR, pages 3.7-14 through 3.7-15; Appendix I, Geotechnical Document in Support of the Environmental Impact Report, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

6.3.1 Mitigation Measure

MM-GEO-A: **Prepare a Site-Specific Final Geotechnical Report**. The Project Sponsor shall engage a California-registered geotechnical engineer to prepare and submit a site-specific final geotechnical investigation and report to the City of Los Angeles for review, consistent with the requirements of the CBC, applicable Los Angeles amendments, and California Geological Survey Special Publication 117 (as amended). A site-specific geotechnical exploration program, along with associated laboratory testing, is necessary to complete a design-level evaluation of the geologic hazards and conditions, seismic hazards, grading conditions, and foundation capacities. The site-specific final geotechnical report shall provide a description of the geological and geotechnical conditions at the site; the findings, conclusions, and mitigation recommendations for potential geologic and seismic hazards; and design-level geotechnical recommendations in support of grading and foundation design. Additionally, the geotechnical report shall include recommended measures to reduce potential impacts related to landslides, subsidence, liquefaction, differential settlement, expansive soils, soil corrosivity, or other potential ground failures induced by the proposed Project. The submittal and approval of the final geotechnical report shall be a condition of the grading and construction permits issued by the City of Los Angeles Department of Building and Safety. The Project Sponsor shall implement the recommendations contained in the approved report during project design and construction.

Finding. With compliance with existing laws and regulations, and implementation of Mitigation Measure **MM-GEO-A**, the potential impacts related to rupture of a known earthquake fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides would be reduced to a less-than-significant level. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Threshold. *Unstable Soils*: (Construction) As discussed more fully in Section 3.7, Geology and Soils, of the Draft EIR, there would be a significant impact during Project construction associated with the Project's location on soil that is unstable, or that would become unstable as a result of the proposed Project, as a portion of the Project alignment near Stadium Way and Downtown Gate E is underlain by artificial fill placed during construction of Dodger Stadium, and other portions of the project alignment are in an area mapped as potentially subject to liquefication. The Stadium Tower and Dodger Stadium sites are in a City-designated hillside area, and are potentially susceptible to landslides. Further, in general, settlement can be exacerbated along the entire alignment by increased loading during construction activities. Therefore, impacts related to lateral spreading, subsidence, liquefaction, or collapse during grading and construction of the Project components would be potentially significant. To minimize impacts to a less-than-significant level, Mitigation Measure **MM-GEO-A**, set forth below, would be implemented, and the Project would be constructed in accordance with applicable standards, requirements, and building codes, which would ensure structural integrity and safe construction.

References. Section 3.7, Geology and Soils, of the Draft EIR, pages 3.7-16 through 3.7-17; Appendix I, Geotechnical Document in Support of the Environmental Impact Report, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

6.3.2 Mitigation Measure

MM-GEO-A: Prepare a Site-Specific Final Geotechnical Report (see above).

Finding. With compliance to existing standards and codes and implementation of Mitigation Measure **MM-GEO-A**, the potential impacts related to unstable soils, landslides, lateral spreading, subsidence, liquefaction, or collapse would be reduced to a less-than-significant level. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Threshold. *Expansive Soils*: (Construction) As discussed more fully in Section 3.7, Geology and Soils of the Draft EIR, there would be a significant impact during Project construction associated with Project location on expansive soils. Mandatory compliance with applicable standards, requirements, and building codes would ensure structural integrity and safe construction, and the impact would be less than significant under the Project. In addition, implementation of Mitigation Measure **MM-GEO-A** would further reduce impacts related to soil corrosion under the Project.

References. Section 3.7, Geology and Soils, of the Draft EIR, page 3.7-18; Appendix I, Geotechnical Document in Support of the Environmental Impact Report, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

6.3.3 Mitigation Measure

MM-GEO-A: Prepare a Site-Specific Final Geotechnical Report (see above).

Finding. With compliance to existing standards and codes, the potential impacts related to expansive soils would be reduced to a less-than-significant level. Implementation of Mitigation Measure **MM-GEO-A**, requiring soil samples be tested for corrosivity, would further reduce impacts related to soil corrosion under the Project. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Threshold. *Paleontological Resources*: (Construction) As discussed more fully in Section 3.7, Geology and Soils, of the Draft EIR, there would be a significant impact during Project construction associated with potential for directly or indirectly destroying a unique paleontological resource or site or unique geologic feature. To minimize impacts to a less-than-significant level, Mitigation Measure **MM-GEO-B**, set forth below, would be implemented.

References. Section 3.7, Geology and Soils, of the Draft EIR, pages 3.7-19 through 3.7-20; Appendix F, Archaeological and Paleontological Resources Assessment, of the Draft EIR.

6.3.4 Mitigation Measure

MM-GEO-B: Prepare a Paleontological Resources Monitoring and Mitigation Plan (PRMMP). A PRMMP shall be developed by a qualified paleontologist meeting the criteria established by the Society for Vertebrate Paleontology. The plan shall apply to paleontologically sensitive deposits, including older Quaternary alluvium and Puente formation deposits, that may be impacted by the proposed Project, as determined by a qualified paleontologist in consultation with the construction team and guided by geotechnical coring. The qualified paleontologist shall supervise the paleontological monitor, who shall be present during construction excavations into older Quaternary alluvial deposits and Miocene Puente formation deposits.

Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains, and where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. The frequency of monitoring inspections shall be determined by the paleontologist, and shall be based on the rate of ground-disturbing activities, the material being excavated, and the depth of excavation; and if found, the abundance and type of paleontological materials. If any paleontological materials are found, the paleontological monitor shall temporarily divert or redirect ground-disturbing activities in the area of the exposed fossil to facilitate evaluation, and if necessary, salvage. The paleontologist shall assess the discovered material(s) and provide a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The Project Sponsor shall comply with the recommendations of the evaluating paleontologist, and ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the paleontologist's satisfaction. If paleontological materials are found, the paleontologist shall prepare a report identifying the resource and the recommendations proposed and implemented, within 1 year of completion of the fieldwork. A copy of the report shall be submitted to the Los Angeles County Natural History Museum.

Finding. With the implementation of Mitigation Measure **MM-GEO-B**, the potential impacts related to paleontological resources would be reduced to a less-than-significant level. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

6.4 HAZARDS AND HAZARDOUS MATERIALS

As discussed in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, the Project would result in potentially significant impacts related to hazards and hazardous materials with respect to the following significance thresholds:

- Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

- 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 to the environment?

- 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?

- 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?

- Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Threshold. *Routine Transport, Use, or Disposal of Hazardous Materials*: (Construction) As discussed more fully in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, impacts related to routine transport, use, or disposal of hazardous materials would be potentially

significant. There is potential to encounter contaminated soils or other hazardous materials during excavation and construction activities at Project sites. Construction of the Broadway Junction would also require demolition of the existing building at the 1201 North Broadway property. Based on an asbestos and lead-based paint survey of the property in 2003, asbestos-containing materials (ACMs) and lead-based paints (LBPs) were detected in various locations throughout the existing building. To minimize impacts to a less-than-significant level, Mitigation Measures **MM-HAZ-A** and **MM-HAZ-B**, discussed below, would be implemented.

References. Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, pages 3.9-22 through 3.9-24; Appendix K, Phase I Environmental Site Assessment, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

6.4.1 Mitigation Measures

MM-HAZ-A: **Prepare a Soil and Groundwater Management Plan**. The Project Sponsor shall retain a qualified environmental consultant to prepare a Soil and Groundwater Management Plan prior to any re-grading, decommissioning, or construction activities. The Soil and Groundwater Management Plan would be prepared and implemented to specify methods for handling and disposal in the event contaminated groundwater, contaminated soil, or structures are encountered during Project construction. The Soil and Groundwater Management Plan shall provide a summary of the environmental conditions at each Project component site, including stations and towers. The Soil and Groundwater Management Plan shall include methods and procedures for sampling and analyzing soils and/or groundwater in order to classify them as either hazardous or non-hazardous; and if identified as hazardous, shall include additional methods and procedures for the proper handling and removal of impacted soils and/or groundwater for off-site disposal and/or recycle. Methods and procedures in the Soil and Groundwater Management Plan shall be in accordance with current federal, state, and local regulations and be protective of workers and the environment.

This Soil and Groundwater Management Plan shall be submitted to the LADBS for review prior to commencement of demolition and construction activities and as a condition of the grading, construction, and/or demolition permit(s). Contract specifications shall mandate full compliance with all applicable local, state, and federal regulations (including but not limited to, as applicable, OSHA Safety and Health Standards, Cal/OSHA requirements, federal, state and local waste disposal regulations, SCAQMD Rule 1166, as well as any other applicable requirements of the California Department of Toxic Substances, the Los Angeles Regional Water Quality Control Board, and the City of Los Angeles) related to the identification, excavation, transportation, and disposal of hazardous materials, including those encountered in excavated soil and dewatered groundwater.

MM-HAZ-B: **Hazardous Materials Abatement**. Prior to demolition of the existing building at 1201 North Broadway, a licensed abatement contractor will conduct hazardous materials abatement, which would remove, dispose of, and transport hazardous materials in accordance with federal, state, and local regulations. The licensed abatement contractor would be required to comply with Cal/OSHA regulations governing asbestos standards and lead paint standards (California Code of Regulations Article 4 Sections 1529, 5208, and 1532), OSHA 29 Code of Federal Regulations Section 1926.62 regarding lead in construction, and OSHA 29 Code

of Federal Regulations Section 1926.1101 regarding asbestos exposure. The contractor would also be required to comply with SCAQMD Rule 1403, related to asbestos emissions during building demolition activities. Safe work measures would be taken during the hazardous materials abatement, including wetting the area to prevent possible release of hazardous materials into the air and removing dust with high-efficiency particulate air vacuums and/or disposable wet wipe towels.

Finding. The potential impacts related to hazards and hazardous materials described above would be mitigated by requiring compliance with a Soil and Groundwater Management Plan and undertaking hazardous materials abatement at the Broadway Station site. For the reasons set out above and in the EIR, Metro finds that, through implementation of Mitigation Measures **MM-HAZ-A** and **MM-HAZ-B**, the Project's impacts associated with routine transport, use, or disposal of Hazardous Materials would be reduced to a less-than-significant level. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Threshold. *Hazardous Materials Release*: (Construction) As discussed more fully in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, impacts related to the release of hazardous materials into the environment would be potentially significant. Relatively small quantities of hazardous materials that would be used during construction activities (e.g., petroleum-based products, paints, solvents, sealers) would be transported, used, stored, and disposed of according to City, County, State, and federal regulations. Construction activities would be temporary in nature and would involve the limited transport, storage, use, and disposal of hazardous materials. There exists a potential for hazardous materials and waste spills to occur. Furthermore, based on the age of the existing building at 1201 North Broadway, there is a potential for the presence of ACMs and LBPs. Therefore, impacts related to the release of hazardous materials into the environment would be potentially significant. To mitigate these impacts to a less-than-significant level, Mitigation Measures **MM-HAZ-A** and **MM-HAZ-B**, described below, would be implemented.

References. Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, pages 3.9-25 through 3.9-27; Appendix K, Phase I Environmental Site Assessment, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

6.4.2 Mitigation Measures

MM-HAZ-A: Prepare a Soil and Groundwater Management Plan (see above).

MM-HAZ-B: Hazardous Materials Abatement (see above).

Finding. The potential impacts related to release of hazardous materials described above would be mitigated by requiring compliance with a Soil and Groundwater Management Plan and undertaking hazardous materials abatement at the Broadway Junction site. For the reasons set out above and in the EIR, Metro finds that, through implementation of Mitigation Measures **MM-HAZ-A** and **MM-HAZ-B**, the Project's impacts associated with reasonably foreseeable upset and accident conditions involving the release of hazardous materials to the environment would be reduced to a less-than-significant level. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Threshold. *Hazardous Materials within One-Quarter Miles of a School*: (Construction) As discussed in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, three schools are

located within 0.25 mile of the proposed Alpine Tower and Chinatown/State Park Station. The closest school to the Project alignment is Cathedral High School (a private school), adjacent to and directly west of the construction staging area for the Broadway Junction. While not considered acutely hazardous, Project construction would involve temporary use of limited quantities of hazardous materials, such as solvents, paints, oils, hydraulic fluids, gasoline, and diesel fuel. Mitigation Measure **MM-HAZ-A** would establish requirements for the handling, management and disposal of any contaminated soils or structures that prevent unacceptable exposure to contaminated soils or vapors during construction at any nearby school. Any handling of hazardous materials used during construction of this alternative would be regulated by federal, State, and local standards. The Project would require the demolition of the building at 1201 North Broadway to construct the Broadway Junction. ACMs and LBPs were detected in various locations throughout the existing building at 1201 North Broadway. Implementation of Mitigation Measure **MM-HAZ-B** would require the Project to conduct hazardous materials abatement by a licensed abatement contractor prior to demolition, which would remove, dispose of, and transport hazardous materials in accordance with federal, State, and local regulations. Potential impacts related to emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school would be reduced to less than significant with implementation of Mitigation Measures **MM-HAZ-A** and **MM-HAZ-B**, discussed below.

References. Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, pages 3.9-27 through 3.9-28; Appendix K, Phase I Environmental Site Assessment, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

6.4.3 Mitigation Measures

MM-HAZ-A: Prepare a Soil and Groundwater Management Plan (see above).

MM-HAZ-B: Hazardous Materials Abatement (see above).

Finding. The potential impacts related to hazardous emissions or handling of hazardous materials within one-quarter mile of an existing or proposed school would be mitigated by requiring compliance with a Soil and Groundwater Management Plan and undertaking hazardous materials abatement at the Broadway Station site. For the reasons set out above and in the EIR, Metro finds that, through implementation of Mitigation Measures **MM-HAZ-A** and **MM-HAZ-B**, the Project's impacts associated with hazards and hazardous materials within one-quarter mile of a school would be reduced to a less-than-significant level. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Threshold. *Hazardous Materials Sites*: (Construction) As discussed in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, an environmental database report search identified five properties that coincide with Project component sites: LAUS and El Pueblo de Los Angeles, which is the proposed location of construction support space and vertical circulation elements for the Alameda Station; 901 North Main Street, which is the proposed location of the Alpine Tower; the Los Angeles State Historic Park property, the proposed location of the Chinatown/State Park Station; and the 1201 North Broadway property, the proposed location of the Broadway Junction. The remaining Project component sites (Alameda Tower, Stadium Tower, and Dodger Stadium Station) were not listed in hazardous materials databases. During construction, the Project may encounter contaminated soils or groundwater, and impacts with associated with these sites would be potentially significant. Implementation of Mitigation Measures **MM-HAZ-1** and **MM-HAZ-B**

would mitigate these impacts to a less-than-significant level. Therefore, impacts relating to hazardous materials sites would be less than significant with mitigation.

References. Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, pages 3.9-29 through 3.9-30; Appendix K, Phase I Environmental Site Assessment, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

6.4.4 Mitigation Measures

MM-HAZ-A: Prepare a Soil and Groundwater Management Plan (see above).

MM-HAZ-B: Hazardous Materials Abatement (see above).

Finding. The potential impacts associated with hazardous materials sites as determined under Government Code section 65962.5 would be mitigated by requiring compliance with a Soil and Groundwater Management Plan and undertaking hazardous materials abatement at the Broadway Junction site. For the reasons set out above and in the EIR, Metro finds that, through implementation of Mitigation Measures **MM-HAZ-A** and **MM-HAZ-B**, the Project's impacts associated with hazards and hazardous materials sites would be reduced to a less-than-significant level. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Threshold. *Emergency Response Plan or Emergency Evacuation Plan*: (Construction) As discussed in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, construction activities would not interfere with the implementation of the City's Emergency Operations Plan and Annexes, including the Evacuation Annex, which outlines the responsibilities and procedures for City departments, such as LAPD and LAFD, for hazards and evacuations in the event of an emergency. The Evacuation Annex identifies the needed and available evacuation capabilities and resources, and describes how these resources are mobilized. For example, the Evacuation Annex notes each department's responsibilities and tasks in the event of an emergency. Coordination with the LAPD and LAFD during the permitting process would be required to ensure that the proposed Project's construction activities would not interfere with any of the departments' prescribed roles or responsibilities. In addition, as discussed in Section 3.17, Transportation, of the Draft EIR, the Project would implement Mitigation Measure **MM-TRA-B**, which requires preparation of a Construction Traffic Management Plan. The Construction Traffic Management Plan would be required to ensure adequate emergency access is maintained in and around the Project alignment and component sites throughout all construction activities. Therefore, construction activities would also not interfere with the implementation of the Los Angeles County Operational Area Emergency Response Plan, which is intended to establish the emergency management system, including prevention, protection, response, recovery, and mitigation in the Los Angeles County Operational Area, including the City of Los Angeles. Additionally, the Los Angeles County Operational Area Emergency Response Plan stipulates that each agency/jurisdiction in the operational area is responsible for the completion of its own hazard mitigation plan. With respect to hazards, the City of Los Angeles Safety Element in the General Plan contains a Local Hazard Mitigation Plan (LHMP) that provides information related to hazard identification and planning in Los Angeles and outlines compliance with State regulations. With adherence to these State regulations and the City's General Plan, construction activities would not interfere with the LHMP. Therefore, construction of the Project would not substantially impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. However, to provide additional environmental benefits in the Hazards context, Mitigation Measure **MM-TRA-B** and Mitigation Measure **MM-TRA-C** would be

implemented as part of the Project to reduce transportation-related impacts. Therefore, impacts would be less than significant with mitigation incorporated.

References. Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, page 3.9-46; Appendix K, Phase I Environmental Site Assessment, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

6.4.5 Mitigation Measure

MM-TRA-B: **Construction Traffic Management Plan**. Prior to the issuance of a building permit for the proposed Project, a detailed Construction Traffic Management Plan (CTMP), including street closure information, detour plans, haul routes, and a staging plan, shall be prepared and submitted to the City for review and approval. The CTMP shall formalize how construction will be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The CTMP shall be based on the nature and timing of the specific construction activities at each of the Project 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 proposed Project. The CTMP may be updated as construction progresses to reflect progress at the various Project construction sites. The CTMP will include, but not be limited to, the following elements as appropriate:

- As traffic lane, parking lane, and sidewalk closures are anticipated, worksite traffic control plans, approved by the City of Los Angeles, shall be developed and implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.

- Visibility to open pedestrian crossings will be maintained, or temporary or permanent measures consistent with Mitigation Measure TRA-A shall be implemented if determined to be appropriate in coordination with LADOT. In absence of measures to mitigate or eliminate visual obstructions for pedestrians crossing the street, pedestrian crossings may be closed or relocated to more visible locations.

- Existing school crossings, as denoted by yellow crosswalk striping consistent with the Manual on Uniform Traffic Control Devices (MUTCD) along proposed detour routes shall be evaluated in coordination with LADOT to determine if crossing guards should temporarily be assigned. If it is determined that crossing guards should be assigned, on days/times when detours are active, the proposed Project shall fund crossing guards during morning school arrival and afternoon school departure periods during periods when adjacent schools are in session. If school crossings along detour routes are unsignalized, temporary traffic signals will be evaluated in coordination with LADOT and would be implemented by the proposed Project if deemed necessary.

- As partial and full street closures are anticipated at various locations during portions of the Project construction, detour plans, approved by the City of Los Angeles, shall be developed and implemented to route vehicular traffic and bicyclists to alternative routes during these periods.

- Ensure that access will remain accessible for land uses in proximity to the Project alignment and component sites during project construction. In some cases, alternative access locations would be provided or supervised temporary access through the worksite would be accommodated during construction phases where access is hindered, such as foundation construction.

- Coordinate with the City and emergency service providers to ensure emergency access is provided to the Project alignment and component sites and neighboring businesses and residences. Emergency access points will be marked accordingly in consultation with LAFD, as necessary.

- Conduct bi-monthly construction management meetings with City staff and other surrounding construction-related project representatives (i.e., construction contractors) whose projects will potentially be under construction at around the same time as the Project, or as otherwise determined appropriate by City Staff.

- 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.

- During construction activities when construction worker parking cannot be accommodated at the Project component sites, identify alternate parking location(s) for construction workers and the method of transportation to and from the Project component sites (if beyond walking distance) for approval by the City 30 days prior to commencement of construction. Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park and provide clear consequences to violators for failure to follow these regulations.

MM-TRA-C: **Temporary Disaster Route Plan**. Prior to the issuance of a building permit for the proposed Project, and in coordination with and subject to the approval of LADOT, the Project Sponsor shall submit a temporary disaster route plan to LADOT, which shall include street closure information and detour plans in order to facilitate the movement of emergency vehicles through the study area and minimize effects on emergency response during a disaster. Construction activities and temporary lane closures could quickly be halted in event of an emergency to allow emergency vehicles to travel through the work zones. In addition to detours, the temporary disaster route plan could also include temporary operational measures that would be implemented by the City during a disaster, including temporary contra-flow lanes or reversing directions to flush vehicles during a disaster situation. The temporary disaster route plan would be prepared for the following locations:

- During those periods when construction of the Alameda Station, the Chinatown/State Park Station, and the Alameda and Alpine Towers require partial closure of one direction or full closure of both directions of Alameda Street or Spring Street.

Finding. The potential impacts related to hazards and hazardous materials described above would be mitigated by the incorporation of visibility enhancements and the preparation of a Construction Traffic Management Plan. For the reasons set out above and in the EIR, Metro finds that, through implementation of Mitigation Measures **MM-TRA-B** and **MM-TRA-C**, the Project's impacts associated with an emergency response plan or evacuation plan would be reduced to a less-than-significant level. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

6.5 LAND USE AND PLANNING

As discussed in Section 3.11, Land Use and Planning, of the Draft EIR, the Project would result in potentially significant impacts 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?

Threshold. *Conflict with Land Use Plan, Policy, or Regulation*. As discussed more fully in Section 3.11, Land Use and Planning, of the Draft EIR, State Parks has determined that the Project would be inconsistent with the Los Angeles State Historic Park General Plan because the identified land uses in the General Plan's Preferred Park Concept Elements did not contemplate a transit station like the Project's Chinatown/State Park Station. State Parks considers this inconsistency a potentially significant impact. To minimize impacts to a less-than-significant level, Mitigation Measure **MM-LUP-A**, discussed below, would be implemented.

References. Section 3.11, Land Use and Planning, of the Draft EIR, pages 3.11-37 through 3.11-77; Section 5.0, Corrections and Additions, of the Final EIR.

6.5.1 Mitigation Measures

MM-LUP-A: **Obtain a Los Angeles State Historic Park General Plan Amendment**. Pursuant to Public Resources Code 5002.2, the proposed Project shall obtain an amendment to the Los Angeles State Historic Park General Plan to allow transit uses within the Los Angeles State Historic Park General Plan.

Finding. The potential impacts related to land use and planning described above would be mitigated by obtaining a Los Angeles State Historic Park General Plan Amendment. For the reasons set out above and in the EIR, Metro finds that, through implementation of Mitigation Measure **MM-LUP-A**, the Project's impacts associated with inconsistency with the Los Angeles State Historic Park General Plan would be reduced to a less-than-significant level. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

6.6 NOISE

As discussed in Section 3.13, Noise, of the Draft EIR, the Project would result in potentially significant impacts related to vibration with respect to the following significance thresholds:

- Would the Project result in generation of excessive ground-borne vibration or ground-borne noise levels?

Threshold. *Excessive Ground-borne Vibration* (Construction; Building Damage): As discussed in Section 3.13, Noise, of the Draft EIR, temporary vibration impacts from Project construction related to building damage would be potentially significant with respect to Alameda Station. The use of vibration-generating equipment in close proximity to structures at El Pueblo associated with installation of the vertical circulation elements for the Alameda Station would exceed the vibration damage threshold of 0.2 PPV inches per second at the Old Winery (VSR-5), El Grito Mural (VSR-2), and Avila Adobe -1970s addition (VSR-4b). To minimize impacts to a less-than-significant level, the Project would implement Mitigation Measures **MM-VIB-A** and **MM-VIB-B**.

References Section 3.13, Noise, of the Draft EIR, pages 3.13-61 through 3.13-76; Appendix M, Noise and Vibration Technical Report, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

6.6.1 Mitigation Measures

MM-VIB-A: Vibration Monitoring (see above)

MM-VIB-B: Force-Adjustable Ground Compaction Devices (see above)

Finding. The potential vibratory impacts related to building damage described above would be mitigated by requiring a Vibration Monitoring Plan and limitations on the use of ground compaction equipment. For the reasons set out above and in the EIR, Metro finds that, through implementation of Mitigation Measures **MM-VIB-A** and **MM-VIB-B**, the Project's vibratory impacts associated with building damage would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

6.7 PUBLIC SERVICES

As discussed in Section 3.16, Public Services, of the Draft EIR, the Project would result in potentially significant impacts 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 or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:
    - Fire protection;
    - Police protection;
    - Schools;
    - Parks; or
    - Other public facilities?

Threshold. *Fire Protection*. (Construction) As discussed more fully in Section 3.15, Public Services, of the Draft EIR, there would be a significant impact during Project construction

associated with a temporary increase in demand for fire protection services at the Project site and roadway lane closures that may indirectly impact acceptable service ratios, response times, or other performance objectives for fire protection. To minimize impacts to a less-than-significant level, Mitigation Measure **MM-TRA-B**, set forth below, would be implemented. To provide additional environmental benefits related to fire protection, the Project would implement WFR-PDF-A, which would require that the Project the prepare a Fire Protection Plan to be implemented during construction of the Broadway Junction, Stadium Tower, and Dodger Stadium Station.

References. Section 3.15, Public Services, of the Draft EIR, pages 3.15-17 through 3.15-19.

6.7.1 Project Design Feature

WFR-PDF-A: The Project will prepare a Fire Protection Plan, which will be implemented during construction of the Broadway Junction, Stadium Tower, Dodger Stadium Station, and Chinatown/State Park Station. The Fire Protection Plan will include the following measures that shall be implemented to the extent applicable in order to further reduce risks associated with ignition of wildland fire:

- Prior to the start of any construction activities, a Fire Prevention Program Superintendent shall be designated to interface with the LAFD and coordinate fire watch and site fire prevention and response.

- In exceedance of regulatory requirements, the Fire Prevention Program Superintendent shall prohibit hot work construction activities during Red Flag Warnings, which are issued for a stated period of time by the National Weather Service using pre-determined criteria to identify particularly critical wildfire danger in a particular geographic area.

- Prior to the start of any hot work construction activities, the Fire Prevention Program Superintendent will implement tiered fire watches with increased staff tasked with monitoring for ignitions during hot work activities (fire watch). The fire watch shall be provided during hot work and shall continue to monitor for a minimum of 30 minutes following completion of the hot work activities. The Fire Prevention Program Superintendent may determine during construction that this monitoring period be increased based on the potential for weather conditions that may increase the potential for sparks to be carried by the wind and result in ignition (i.e., the potential for high wind events, high temperature, and/or low relative humidity).

- Prior to the start of any construction activities, the construction manager in coordination with the Fire Prevention Program Superintendent shall provide site fire safety training for all construction crew members, including on the regulatory requirements set forth in Section 3.20.2, the proper use of firefighting equipment, and procedures to be followed in the event of a fire. Project staff shall be trained prior to the start of construction to identify and report to the appropriate authority potential fire safety hazards, including the presence of sparks or smoke. The construction manager shall maintain training records which will be available for review by Metro, the City, and LAFD.

- Prior to the start of construction, the construction area shall be cleared of all dead and downed vegetation and dead or dry leaves and pine needles from

the ground. Trees within the construction area shall either be removed or trimmed to keep branches a minimum of 10 feet from other trees. Vegetation within the construction area shall be controlled through periodic cutting and spraying of weeds.

- Ongoing fire safety inspections and patrols of the construction site shall be integrated into Project site security procedures for the duration of construction. The assigned fire patrols shall verify the proper tools and equipment are on site, serve as a lookout for fire starts, including participating in a fire watch to make sure no residual fire exists following the completion of the construction activity.

- Each construction area shall be equipped with fire extinguishers and firefighting equipment sufficient to extinguish small flames.

- The Fire Prevention Program Superintendent shall provide outreach and orientation services to responding fire stations including pre-staging measures prior to the start of hot work construction activities.

- Any fire ignited on site shall be promptly reported to LAFD.

6.7.2 Mitigation Measure

MM-TRA-B: Construction Traffic Management Plan (see above).

Finding. The potential impacts related to fire protection services described above would be mitigated by requiring a Construction Traffic Management Plan. For the reasons set out above and in the Draft EIR, Metro finds that, through implementation of Mitigation Measure **MM-TRA-B**, the Project's impacts associated with increased demand for fire services would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Threshold. *Police Protection*: (Construction) As discussed more fully in Section 3.15, Public Services, of the Draft EIR, there would be a significant impact during Project construction associated with a temporary increase in demand for police protection services. To minimize impacts to a less-than-significant level, Mitigation Measure **MM-TRA-B***,* set forth above, would be implemented.

References. Section 3.15, Public Services, of the Draft EIR, pages 3.15-21 through 3.15-23.

6.7.3 Mitigation Measures

MM-TRA-B: Construction Traffic Management Plan (see above).

Finding. The potential impacts related to police protection services described above would be mitigated by requiring a Construction Traffic Management Plan. For the reasons set out above and in the EIR, Metro finds that, through implementation of Mitigation Measure **MM-TRA-B**, the Project's impacts associated with increased demand for fire services would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Threshold. *Schools*: (Construction) As discussed more fully in Section 3.15, Public Services, of the Draft EIR, there would be a significant impact during Project construction of the Broadway Junction would result in temporary impacts related to dust, noise, and lane closures that may indirectly impact Cathedral High School. In addition, temporary lane closures during construction would increase traffic volumes on detour routes, which could increase traffic congestion on those routes, requiring measures to ensure adequate emergency access is maintained in and around the Project alignment and component sites, as well as to ensure that adequate traffic signals and crossing guard personnel are present throughout construction where both existing and unsignalized school crosswalks and crossings occur along proposed detour routes. To minimize impacts to a less-than-significant level, Mitigation Measure **MM-TRA-B***,* set forth above, would be implemented.

References. Section 3.15, Public Services, of the Draft EIR, pages 3.15-24 through 3.15-25.

6.7.4 Mitigation Measure

MM-TRA-B: Construction Traffic Management Plan (see above).

Finding. The potential impacts related to schools described above would be mitigated by requiring a Construction Traffic Management Plan. For the reasons set out above and in the EIR, Metro finds that, through implementation of Mitigation Measure **MM-TRA-B**, the Project's impacts associated with schools would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Threshold. *Other Public Services*: (Construction) As discussed more fully in Section 3.15 of the Draft EIR, there would be a significant impact during Project construction due to temporary lane closures that would increase traffic volumes on detour routes, which could increase traffic congestion. To minimize impacts to a less-than-significant level, Mitigation Measure **MM-TRA-B** set forth below, would be implemented.

References. Section 3.15, Public Services, of the Draft EIR, pages 3.15-25 through 3.15-26.

6.7.5 Mitigation Measure

MM-TRA-B: Construction Traffic Management Plan (see above).

Finding. The potential impacts related to other public services described above would be mitigated by requiring a Construction Traffic Management Plan. For the reasons set out above and in the EIR, Metro finds that, through implementation of Mitigation Measure **MM-TRA-B**, the Project's impacts associated with other public services would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

6.8 TRANSPORTATION

As discussed in Section 3.17, Transportation, of the Draft EIR, the Project would result in potentially significant impacts related to transportation with respect to the following significance thresholds:

- Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- Would the Project result in inadequate emergency access?

Threshold. *Geometric Design Features*: (Construction and Operations)

Construction. As discussed more fully in Section 3.17, Transportation, of the Draft EIR, Project construction would introduce lane closures and closed worksites within City streets for construction activities, such as foundations and steel erection. Construction worksites would be fenced, and features such as lane closures and associated lane tapers, temporary advance warning signs, and detour signs would be implemented to ensure that no significant temporary geometric design hazards are introduced during the construction period after mitigation. Construction of the proposed Project would not substantially increase hazards due to a geometric design feature or incompatible use with implementation of Mitigation Measure **MM-TRA-B**. As Project features get constructed, such as columns, the potential for visibility obstructions detailed below for operations could be introduced. As these features are constructed, Mitigation Measure **MM-TRA-A**, would be implemented concurrently to ensure that these impacts would be less than significant during construction.

Operations. During operations, the Alameda Tower would obstruct the horizontal line of sight between a westbound vehicle on Alhambra Avenue, approaching the right turn onto northbound Alameda Street, and a vehicle traveling northbound on Alameda Street, 250 feet upstream of the intersection. At Chinatown/State Park Station, pedestrians who cross outside of the crosswalk to the west of columns developed as part of the Project could be obstructed for motorists traveling southbound on Spring Street making a right turn into the driveway. To mitigate these impacts to a less-than-significant level, Mitigation Measure **MM-TRA-A**, described below, would be implemented. In addition, to provide for additional environmental benefits and as a best practice to further enhance pedestrian visibility, the Project would incorporate TRA-PDF-A, which would stripe a high visibility crosswalk and provide upgraded lighting for the driveway crossing south of the Los Angeles State Historic Park.

References. Section 3.17, Transportation, of the Draft EIR, pages 3.17-39 through 3.17-45; Appendix N, Transportation Appendices, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

6.8.1 Project Design Features

TRA-PDF-A: **Additional Visibility Enhancements**: Subject to the approval of the Los Angeles Department of Transportation, as a best practice to further enhance pedestrian visibility at the Chinatown/State Park Station, stripe a high visibility crosswalk and add upgraded lighting for the driveway crossing south of the Los Angeles State Historic Park.

6.8.2 Mitigation Measure

MM-TRA-A: **Visibility Enhancements**. Prior to the completion of construction of the proposed Project, and in coordination with and subject to the approval of LADOT, the Project Sponsor shall design the following visibility enhancements at the following locations:

- Alameda Tower – Implement a no right turn on red restriction to prohibit vehicles from making a right turn on red from westbound Alhambra Avenue to northbound Alameda Street.

- Chinatown/State Park Station – Implement an operational strategy or design to channelize pedestrians walking from the Los Angeles State Historic Park to the crosswalk across the existing driveway south of the Park to prevent pedestrians from crossing the driveway west of columns supporting the Chinatown/State Park Station to ensure crossings occur in the crosswalk where visibility is sufficient. The ultimate design or operational method of channelization (such as station staff directing pedestrians towards the crosswalk or a physical method such as a gate) would be coordinated with State Parks.

  The mitigation measure would be implemented during the construction phase and would be completed prior to proposed Project operations.

MM-TRA-B: Construction Traffic Management Plan (see above).

Finding. The potential impacts related to Transportation described above would be mitigated by requiring visibility enhancements. For the reasons set out above and in the EIR, Metro finds that, through implementation of Mitigation Measures **MM-TRA-A** and **MMR-TRA-B**, the Project's impacts associated with increased hazards due to a geometric design features would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Threshold. *Inadequate Emergency Access*: (Construction) As discussed more fully in Section 3.17, Transportation, of the Draft EIR, there would be a significant impact during Project construction associated with inadequate emergency access. Project construction would entail temporary roadway closures associated with Project construction. Designated disaster routes would also experience temporary closures associated with Project construction, requiring detours. To minimize impacts to a less-than-significant level, Mitigation Measures **MM-TRA-B** and **MM-TRA-C** would be implemented.

References. Section 3.17, Transportation, of the Draft EIR, pages 3.17-45 through 3.17-66; Appendix N, Transportation Appendices, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

6.8.3 Mitigation Measures

MM-TRA-B: Construction Traffic Management Plan (see above).

MM-TRA-C: Temporary Disaster Route Plan (see above).

Finding. The potential impacts related to Transportation described above, would be mitigated by requiring compliance with a Construction Traffic Management Plan and a Temporary Disaster Route Plan. For the reasons set out above and in the EIR, Metro finds that, through implementation of Mitigation Measures **MM-TRA-B** and **MM-TRA-C**, the Project's impacts associated with inadequate emergency access would be reduced to less-than-significant levels. For this impact, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

6.9 TRIBAL CULTURAL RESOURCES

As discussed in Section 3.18, Tribal Cultural Resources, of the Draft EIR, the Project would result in potentially significant impacts 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 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, in in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

- 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, the lead agency shall consider the significance of the resource to a California Native American tribe?

Threshold. *Listed or Eligible for Listing in the California Register of Historical Resources*: (Construction) As discussed in Section 3.18, Tribal Cultural Resources, of the EIR, archival research for the Area of Direct Impacts for archaeological resources and within a 1/8-mile radius of the Area of Direct Impacts was conducted and resulted in the identification of one multi-component (prehistoric and historic) site, Resource 19-001575. The site was determined eligible for the NRHP, is considered eligible for the CRHR, and is possibly considered a TCR. Construction of the vertical circulation elements for the proposed Alameda Station in the area of the planned LAUS Forecourt would require ground-disturbing activities of up to 10 feet within the resource boundaries. As such, impacts could be potentially significant if unknown TCR are identified during construction. To minimize the potential impacts to tribal cultural resources associated with the construction of the Project, Mitigation Measure **MM-CUL-D** described below, would be implemented.

References. Section 3.18, Tribal Cultural Resources, of the Draft EIR, pages 3.18-14 through 3.18-15.

6.9.1 Mitigation Measure

MM-CUL-D: Archaeological Testing Plan for LAUS Forecourt (see above).

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

Threshold. *Resource Determined Significant by the Lead Agency*: (Construction) As discussed in Section 3.18, Tribal Cultural Resources, Metro contacted representatives of eight tribes with a

letter invitation for consultation, as required by AB 52. Metro received a response from the Gabrielino Tongva Indians of California Tribal Council and consulted with two tribal representatives from the Gabrieleno Band of Mission Indians - Kizh Nation. Tribal representatives emphasized that tribal cultural resources could easily be discovered through excavation. Ground-disturbing activities have the potential to reveal additional unidentified subsurface deposits of prehistoric and historic-age, and Native American burials. If previously unidentified archaeological resources, including tribal cultural resources, are encountered during construction, the possibility exists that those resources could be disturbed or damaged during construction, resulting in a potentially significant impact. To minimize the potential impacts to tribal cultural resources associated with the construction of the Project, Mitigation Measures **MM-TCR-A, MM-CUL-A**, and **MM-CUL-D***,* described below, would be implemented.

References. Section 3.18, Tribal Cultural Resources, of the Draft EIR, pages 3.18-15 through 3.18-17.

6.9.2 Mitigation Measure

MM-TCR-A: **Native American Monitor**. Because of the potential to encounter tribal cultural resources, a Native American monitor shall be retained to monitor project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur after existing pavement and structures are removed at the location of the Alameda Station. If cultural resources are encountered elsewhere along the alignment during construction that, in the opinion of the archaeological Principal Investigator (as defined in 32 CFR Section 767.8), are likely of Native American origin, then Native American monitoring may be extended to include the area of the find. The Principal Investigator will make the recommendation to the Project Sponsor and Metro if it seems the Native American monitoring should be extended. The appropriate Native American monitor shall be selected based on ongoing coordination with consulting tribes and shall be identified in the CRMMP.

The CRMMP is described in Mitigation Measure CUL A. Specifically, the CRMMP and Native American monitoring would be applicable to ground disturbance activities extending into native soils at the location of the Alameda Station and, if cultural resources are encountered elsewhere along the alignment during construction that, in the opinion of the archaeological Principal Investigator, are likely of Native American origin. Monitoring procedures and the role and responsibilities of the Native American monitor shall be outlined in the CRMMP. In the event the Native American monitor identifies cultural or archeological resources, the monitor shall be given the authority to temporarily halt construction (if safe) within 50 feet (15 meters) of the discovery to investigate the find and contact the archaeological Principal Investigator. The Native American monitor and consulting tribe(s) shall be provided an opportunity to participate in the documentation and evaluation of the find. If a data recovery plan is prepared, the consulting tribe(s) shall be provided an opportunity to review and provide input on the plan.

MM-CUL-A: **Cultural Resources Monitoring and Mitigation Plan** (see above).

MM-CUL-D: **Archaeological Testing Plan for LAUS Forecourt** (see above).

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

6.10 UTILITIES AND SERVICE SYSTEMS

As discussed in Section 3.19, Utilities and Service Systems, of the Draft EIR, the Project would result in potentially significant impacts 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 storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

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

Threshold. *Relocation or Construction of New Facilities*: (Construction) As discussed more fully in Section 3.19, Utilities and Service Systems, of the Draft EIR, there would be potentially significant impacts associated with the required relocations of existing utilities during Project construction. Construction of the Project would require relocations of existing utilities, which would be coordinated with the utility providers and conducted in compliance with the applicable State and local codes and regulations. The environmental impacts associated with the relocations of these utilities as part of the Project would not result in any physical environmental effects beyond those identified in other sections of the Draft EIR. In addition, prior to beginning construction, it would be necessary to relocate, modify, or protect in place all utilities and below-grade structures that would conflict with excavations for street level and underground structures. Shallow utilities that would interfere with excavation work, such as maintenance holes or pull boxes, would be modified and moved away from the construction area. Travel lanes would need to be temporarily occupied during utility relocation for approximately two to three blocks at a time. The relocations of existing utilities may cause a significant impact related to interruption of services for the surrounding area. To minimize the potential interference with existing utilities associated with the construction of the Project, Mitigation Measure **MM-USS-A***,* described below, would be implemented.

References. Section 3.19, Utilities and Service Systems, of the Draft EIR, pages 3.19-18 through 3.19-21; Section 5.0, Corrections and Additions, of the Final EIR.

6.10.1 Mitigation Measure

MM-USS-A: **Development of a Utility Relocation Plan**. Before the start of construction-related activities, including the relocation of utilities, the Project Sponsor shall coordinate with the Los Angeles Department of Water & Power, the Los Angeles Sanitation & Environment Department, the Southern California Gas Company, and Metro to prepare a Utility Relocation Plan. The Project Sponsor shall also

coordinate with the utility companies to minimize impacts to services throughout the Project and obtain their approval of the Utility Relocation Plan. The Utility Relocation Plan shall be prepared, reviewed, and approved by a licensed civil engineer and, at a minimum, include the following:

- Plans that identify the utility infrastructure elements, including access for utility providers and easements, as applicable, that require relocation as a result of the proposed Project;

- Safety measures to avoid any human health hazards or environmental hazards associated with capping and abandoning some utility infrastructure, such as natural gas lines or sewer lines; and

- Timing for completion of the utility relocation, which shall be scheduled to minimize disruption to the utility companies and their customers.

Finding. The potential impacts related to Utilities and Service Systems described above would be mitigated by requiring compliance with the Utility Relocation Plan. For the reasons set out above and in the EIR, Metro finds that, through implementation of Mitigation Measure **MM-USS-A**, the Project's impacts associated with relocation and/or construction of new or expanded utilities would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Threshold. *Solid Waste*: (Construction) As discussed more fully in Section 3.19, Utilities and Service Systems, of the Draft EIR, there would be potentially significant impacts associated with the generation of construction waste from building demolition (1201 North Broadway), site clearing, removal of asphalt, and excavation. It is estimated that approximately 78,500 cubic yards of demolition debris would be generated, of which approximately 62,600 cubic yards would be soil, which is anticipated to not go to landfills. Excavated soil and land clearing debris would be sold and/or reused or recycled for backfill, as the majority of the soil is anticipated to be uncontaminated. However, there is the potential to encounter contaminated soil during construction activities. To mitigate these impacts to a less-than-significant level, Mitigation Measure **MM-HAZ-A**, described above, would be implemented.

References. Section 3.19, Utilities and Service Systems, of the Draft EIR, page 3.19-25; Section 5.0, Corrections and Additions, of the Final EIR.

6.10.2 Mitigation Measure

MM-HAZ-A: Prepare a Soil and Groundwater Management Plan (see above).

Finding. The potential impacts related to Utilities and Service Systems described above would be mitigated by requiring compliance with the Soil and Groundwater Management Plan. For the reasons set out above and in the EIR, Metro finds that, through implementation of Mitigation Measure **MM-HAZ-A**, the Project's solid waste impacts would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

7. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

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

7.1 AESTHETICS

As discussed in Section 3.1, Aesthetics, of the Draft EIR, the Project would result in less-than-significant impacts related to aesthetics with respect to the following significance thresholds:

- Would the Project have a substantial adverse effect on a scenic vista?

- 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?

- Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Threshold. *Scenic Vista*: (Construction and Operations) As discussed in Section 3.1, Aesthetics, of the Draft EIR, while the Project provides views that are scenic to certain viewers, there are no designated scenic vistas present in the area of potential impact. However, the Project area provides views that are considered scenic by certain viewers, including views of the downtown Los Angeles skyline, LAUS, El Pueblo, Los Angeles State Historic Park, Arroyo Seco Parkway, Dodger Stadium, and the mountains that make up the Transverse Ranges, including the San Gabriel and San Bernardino Mountains. The Project would not significantly block scenic or panoramic views. The simulated views of the Project as shown in KOPs illustrate that views considered to be scenic locally would not be substantially impacted. In addition, views from the Los Angeles State Historic Park toward the surrounding existing urban landscape exhibit various visual values, and the proposed Project would not substantially impact these views. Changes to views during the construction phase would be noticeable; however, because construction activities are temporary in nature, construction activities would not result in a substantial adverse effect on a scenic vista and construction of the Project would not substantially affect designated scenic vistas or views of other prominent visual resources, and impacts would be less than significant. Operation of the Project would represent a change in views compared to existing conditions. However, the Project would not block any designated scenic views, alter a designated scenic area, or block panoramic views. As such, construction and operation of the Project would not substantially affect scenic vistas or other panoramic views, and impacts would be less than significant.

References. Section 3.1, Aesthetics, of the Draft EIR, pages 3.1-33 through 3.1-35; Appendix C, Visual Impact Assessment, of the Draft EIR; Appendix H.1, Memo Regarding Preparation of View Simulations, of the Final EIR, Appendix H.2, Supplemental KOPs in Response to Comments, of the Final EIR, Section 5.0, Corrections and Additions, of the Final EIR.

7.1.1 Mitigation Measures

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

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

Threshold. *Public Views and Scenic Quality*: (Construction and Operations) Since the Project is in an urbanized area, the Project was analyzed for its potential to conflict with applicable zoning and other regulations governing scenic quality, in accordance with State CEQA Guidelines Appendix G. Construction of the Project would represent a temporary change in the visual quality and character of area of potential impact; however, construction impacts with respect to conflicting with regulations that govern scenic quality would be less than significant. The Project would be consistent with applicable zoning and other regulations governing scenic quality. As a result, the operation of the Project would have less than significant impacts related to visual character and quality.

References. Section 3.1, Aesthetics, of the Draft EIR, pages 3.1-36 through 3.1-52; Appendix C, Visual Impact Assessment, of the Draft EIR; Appendix H.1, Memo Regarding Preparation of View Simulations, of the Final EIR, Appendix H.2, Supplemental KOPs in Response to Comments, of the Final EIR, Section 5.0, Corrections and Additions, of the Final EIR.

7.1.2 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these aesthetic impacts related to public views and scenic quality would be less than significant.

Threshold. *Light and Glare*: (Construction and Operations) Construction would not significantly increase the ambient light levels in the vicinity because construction duration would be short and temporary, would be confined to localized sites, and would not constitute a substantial source of light or glare. Additionally, the incorporation of Project Design Feature AES-PDF-A would moderate and reduce luminance for building and signage lighting. Construction impacts related to light and glare would be less than significant. Any shading that would occur as a result of construction activities would be temporary and intermittent for an approximately 25-month period. Thus, the potential for construction activities to result in shading and shadows would be minimal; impacts from construction would be less than significant. Project operations would not create a substantial source of light or glare that would result in adverse effects to day/nighttime views of the area, and would comply with applicable City regulations related to light and glare. Therefore, impacts would be less than significant. Similarly, impacts related to shading would be less than significant.

References. Section 3.1, Aesthetics, of the Draft EIR, pages 3.1-52 through 3.1-56; Appendix C, Lighting Study, of the Draft EIR; Appendix H.1, Memo Regarding Preparation of View Simulations, of the Final EIR, Appendix H.2, Supplemental KOPs in Response to Comments, of the Final EIR, Section 5.0, Corrections and Additions, of the Final EIR.

7.1.3 Project Design Feature

AES-PDF-A: Project Lighting. The Project would also include the following Project Design Features related to lighting:

- Building Lighting will not exceed 60 watts.
- Building Lighting outdoor luminaires will not exceed 6200 initial lumens.
- Sign Lighting luminance will not exceed 10,000 candelas per m2 (cd/m2) during the day from after sunrise until 45 minutes prior to sunset. Sign Lighting will not exceed 300 cd/m2 at night from sunset until 45 minutes prior to sunrise.
- Sign Lighting luminance shall transition smoothly from daytime luminance to nighttime luminance and vice versa.
- Illuminated signs that have the potential to exceed 300 cd/m2 will include an electronic control mechanism to reduce sign luminance to 300 cd/m2 at any time when ambient sunlight is less than 100 footcandles (fc).

7.1.4 Mitigation Measure

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

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

7.2 AGRICULTURE AND FORESTRY RESOURCES

As discussed in Section 3.2, Agriculture and Forestry Resources, of the Draft EIR, the Project would result in less-than-significant impacts related to agriculture and forestry resources with respect to the following significance thresholds:

- Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Threshold. *Agricultural Zoning*: (Construction and Operations) The Project would not conflict with a Williamson Act contract, as, there are no Williamson Act contracts within Los Angeles County. The Stadium Tower site and the Dodger Stadium Station site are both zoned A1; however, neither site contains agricultural uses. Therefore, construction and operation of the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. The impact would be less than significant.

References. Section 3.2, Agriculture and Forestry Resources, of the Draft EIR, page 3.2-6.

7.2.1 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these agriculture and forestry resources impacts related to zoning and Williamson Act contracts would be less than significant.

7.3 AIR QUALITY

As discussed in Section 3.3, Air Quality, of the Draft EIR, the Project would result in less-than-significant impacts 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?
- 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?
- Would the Project expose sensitive receptors to substantial pollutant concentrations?
- Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Threshold. *Air Quality Plan*: (Construction and Operations) Neither construction nor operation of the Project would impair or delay the region's ability to achieve the SCAQMD's goals for attainment of air quality standards. Therefore, impacts related to conflict with or obstruction of implementation of the applicable air quality plan would be less than significant. Additionally, the incorporation of Project Design Feature AIR-PDF-A shall require all off-road diesel-powered construction equipment greater than 50 horse power shall meet, at a minimum, the Tier 4 emission standards for nonroad diesel engines promulgated by the USEPA.

References. Section 3.3, Air Quality, of the Draft EIR, pages 3.3-20 through 3.3-21; Appendix D, Air Quality/Health Risk Assessment Technical Report, of the Draft EIR.

7.3.1 Project Design Feature

AIR-PDF-A All off-road diesel-powered construction equipment greater than 50 horsepower shall meet, at a minimum, the Tier 4 emission standards for nonroad diesel engines promulgated by the USEPA.

7.3.2 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these air quality impacts related air quality plans would be less than significant.

Threshold. *Cumulatively Considerable Net Increase of Any Criteria Pollutant*: (Construction and Operations) As discussed in detail in Section 3.3, Air Quality, of the Draft EIR, estimated maximum mass daily emissions for Project construction and operations are less than the SCAQMD mass daily significance thresholds for all criteria pollutants and this impact would be less than significant. To provide additional environmental benefits related to criteria pollutants, the Project would incorporate AIR-PDF-A**.**

References. Section 3.3, Air Quality, of the Draft EIR, pages 3.3-21 through 3.3-24; Appendix D, Air Quality/Health Risk Assessment Technical Report, of the Draft EIR.

7.3.3 Project Design Feature

AIR-PDF-A (see above)

7.3.4 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these air quality impacts related to increase of any cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment would be less than significant.

Threshold. *Sensitive Receptors*: (Construction and Operations) As discussed in detail in Section 3.3, Air Quality, of the Draft EIR, during construction the Project would not expose sensitive receptors to substantial concentrations of NOX, CO, PM10, and PM2.5. Similarly, the Project would not expose sensitive receptors to substantial concentrations of pollutants during operations because the Project does not include any land uses or operational emissions that would materially impact ambient air quality during operations, consistent with SCAQMD's methodology. Impacts would be less than significant. To provide additional environmental benefits related to sensitive receptors, the Project would incorporate AIR-PDF-A.

References. Section 3.3, Air Quality, of the Draft EIR, pages 3.3-25 through 3.3-27; Appendix D, Air Quality/Health Risk Assessment Technical Report, of the Draft EIR.

7.3.5 Project Design Feature

AIR-PDF-A (see above)

7.3.6 Mitigation Measure

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

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

Threshold. *Other Emissions*: (Construction and Operations) As discussed in Section 3.3, Air Quality, of the Draft EIR, the Project would not include any uses identified by the SCAQMD as being associated with odors and is not expected to result in significant odors. Thus, the Project would not result in odors adversely affecting a substantial number of people. Impacts would be less than significant. To provide additional environmental benefits related to other emissions, the Project would incorporate **AIR-PDF-A.**

References. Section 3.3, Air Quality, of the Draft EIR, page 3.3-27; Appendix D, Air Quality/Health Risk Assessment Technical Report, of the Draft EIR.

7.3.7 Project Design Feature

AIR-PDF-A (see above)

7.3.8 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these air quality impacts associated with other emissions would be less than significant.

7.4 BIOLOGICAL RESOURCES

As discussed in Section 3.4, Biological Resources, of the Draft EIR, the Project would result in less-than-significant impacts 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 Game or U.S. Fish and Wildlife Service?

- 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?

- Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Threshold. *Candidate, Sensitive, or Special Status Species*: (Operations) As discussed in Section 3.4, Biological Resources, of the Draft EIR, the Biological Survey Area ("BSA") does not provide suitable habitat for special-status plant species, and migration of special-status birds and raptors is not expected to be concentrated in the BSA. Operation may include noise and increased human activity, especially near station locations and queuing areas. However, the BSA does not include suitable habitat for special-status plant species. Given the heavily urbanized nature of the BSA and limited amount of suitable foraging and nesting habitat, special-status birds and raptors are not expected to occur in the BSA, except potentially as transient migrants. Migration is not expected to be concentrated in the BSA. In addition, the risk of avian collisions with the cables or components of the Project is expected to be less than significant. Design features of the proposed Project (e.g., the lack of shield wires, the inclusion of slack carriers, presence of moving gondola cabins, and vinyl window film) are likely to reduce the risk of avian collisions in comparison to transmission lines. Therefore, operation of the Project would have a less than significant impact on species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

References. Section 3.4, Biological Resources, of the Draft EIR, pages 3.4-18 through 3.4-19; Appendix E, Biological Resources Assessment, of the Draft EIR; Appendix G, Supplemental Biological Resources Report, of the Final EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.4.1 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these biological resources impacts would be less than significant.

Threshold. *Wildlife Movement/Wildlife Corridors/Wildlife Nursery Sites*: (Operations) Natural vegetation communities or waterways are not present in the biological study area and birds are not expected to concentrate in the area due to lack of suitable habitat. Therefore, operation of the Project would result in a less than significant impact related to substantially interfering with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impeding the use of native wildlife nursery sites. In addition, the risk of avian collisions with the cables or components of the Project is expected to be less than significant. Design features of the proposed Project (e.g., the lack of shield wires, the inclusion of slack carriers, presence of moving gondola cabins, and vinyl window film) are likely to reduce the risk of avian collisions in comparison to transmission lines. Further, the proposed Project towers and cables are below the heights where most avian collision impacts occur, as most avian flight during migration occurs at thousands of feet agl, whereas the proposed Project component heights are all below 200 feet agl. In order to provide additional environmental benefits, the Project would also incorporate BIO-PDF-C, which would require cabin windows to be designed with non-transparent (tinted) and/or partially covered with a vinyl window film to be made visible to birds in flight.

References. Section 3.4, Biological Resources, of the Draft EIR, page 3.4-21; Appendix E, Biological Resources Assessment, of the Draft EIR; Appendix G, Supplemental Biological Resources Report, of the Final EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.4.2 Project Design Feature

BIO-PDF-C: **Cabin Window Features**. The cabin windows shall be designed with non-transparent (tinted) and/or partially covered with a vinyl window film to be made visible to birds in flight. Reflective surfaces would be reduced as much as possible with opaque or translucent surfaces.

7.4.3 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these biological resources impacts related to wildlife movement, corridors, and nursery sites would be less than significant.

Threshold. *Conflict with Local Policies or Ordinances Protecting Biological Resources:* (Construction) A tree inventory report was prepared for the Project alignment, including the areas along the alignment between Project components. Trees occurring along the Project alignment were inventoried for species, size, and location. Of the 260 trees identified in the tree inventory report, 250 are proposed for removal and 10 would be preserved. Of the 250 trees proposed for removal, 141 are under the jurisdiction of the City of Los Angeles, including one protected tree, 106 significant trees, and 34 trees in the City ROW. The other 109 trees proposed for removal are under the jurisdiction of an entity other than the City, including 75 trees within the California Department of Parks and Recreation's jurisdiction. The Project would comply with applicable tree replacement requirements, based on the jurisdiction of the property where each tree is located. Therefore, construction of the Project would not result in a conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Accordingly, construction impacts would be less than significant. Nevertheless, in order to provide additional environmental benefits, the Project would also incorporate BIO-PDF-A, BIO-PDF-E, and BIO-PDF-F. BIO-PDF-A would require that the Project establish a Tree Protection Zone to protect trees during construction. BIO-PDF-E would require that trees scheduled for removal resulting from the Project be inspected for contagious tree diseases. BIO-PDF-F would require that the Project adhere to applicable tree replacement ratios under the City of Los Angeles, California Department of Parks and Recreation, and Caltrans.

References. Section 3.4, Biological Resources, of the Draft EIR, pages 3.4-22 through 3.4-24; Appendix E, Biological Resources Assessment, of the Draft EIR; Appendix G, Supplemental Biological Resources Report, of the Final EIR; Appendix K.1, Updated Tree Report, of the Final EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.4.4 Project Design Features

BIO-PDF-A: (see above).

BIO-PDF-E: Tree Disease Management (see above).

BIO-PDF-F: (see above).

7.4.5 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that impacts related to a conflict with local policies or ordinances protecting biological resources would be less than significant.

7.5 CULTURAL RESOURCES

As discussed in Section 3.5, Cultural Resources, of the Draft EIR, the Project would result in less-than-significant impacts related to cultural resources with respect to the following significance thresholds:

- Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Threshold. *Historical Resources*: (Operations) Operation of the Project would result in direct impacts and indirect impacts to historical resources. Direct impacts include physical components located within historical resource boundaries. Indirect impacts include visual, auditory, and atmospheric changes to the setting of identified historical resources. However, all impacts would be less than significant as the historic resources would continue to convey their individual significance and their existing physical integrity and character-defining features would remain intact.

References. Section 3.5, Cultural Resources, of the Draft EIR, pages 3.5-49 through 3.5-56; Appendix G, Historical Resource Technical Report, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.5.1 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these cultural resources impacts to historical resources would be less than significant.

7.6 ENERGY

As discussed in Section 3.6, Energy, of the Draft EIR, the Project would result in less-than-significant impacts 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?

- Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Threshold. *Consumption of Energy Resources - Electricity*: (Construction and Operations) Construction and operation of the Project would require electricity; however, electricity use would have a negligible effect on LADWP peak demand. Therefore, Project construction and operation would have a less than significant impact related to wasteful, inefficient, or unnecessary consumption of electricity.

Consumption of Energy Resources - Fuel: (Construction and Operations) Fuel use during construction would be considered negligible when evaluated on a local and regional scale and would not adversely impact local or regional energy supplies or require additional capacity. Operation of the Project would decrease the number of people traveling to Dodger Stadium and the surrounding area in passenger vehicles and increase the number of people using public transit, reducing fuel use. Therefore, Project construction and operation would have a less than significant impact related to wasteful, inefficient, or unnecessary consumption of fuel.

Consumption of Energy Resources - Natural Gas: (Construction) Construction of the Project would involve the use of transportation fuel, including natural gas use in off-road construction equipment, haul trucks, vendor trucks, construction worker vehicles, and worker shuttles. Natural gas use during construction would be considered negligible. Therefore, Project construction and operation would have a less than significant impact related to wasteful, inefficient, or unnecessary consumption of natural gas.

References. Section 3.6, Energy, of the Draft EIR, pages 3.6-15 through 3.6-20; Appendix H, Energy Technical Report, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.6.1 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these energy impacts associated with energy consumption would be less than significant.

Threshold. *Conflict with Renewable Energy or Energy Efficiency Plan*: (Construction and Operations) Because the Project would result in a net decrease of GHG emissions and fuel usage, the Project is consistent with applicable renewable energy and energy efficiency plans, policies, and regulations. Therefore, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. The impact would be less than significant.

References. Section 3.6, Energy, of the Draft EIR, pages 3.6-20 through 3.6-21; Appendix H, Energy Technical Report, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.6.2 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these energy impacts associated with energy plans would be less than significant.

7.7 GEOLOGY AND SOILS

As discussed in Section 3.7, Geology and Soils, of the Draft EIR, the Project would result in less-than-significant impacts related to geology and soils with respect to the following significance thresholds:

- Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?

- Would the Project result in substantial soil erosion or the loss of topsoil?

- 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?

- Would the Project be located on expansive soil, as defined in Section 1803.5.3 of the current CBC, creating substantial direct or indirect risks to life or property?

Threshold. *Earthquake Fault Rupture*: (Operations) As discussed in Section 3.7, Geology and Soils, of the Draft EIR, although the Project would be in the seismically active region of southern California, it would not be in a State of California Earthquake Fault Zone (Alquist-Priolo Earthquake Fault Zone). The fault closest to the Project site is the Elysian Park fault. According to the U.S. Geological Survey Quaternary fault and fold database, the location of the Upper Elysian Park fault is inferred to cross under the alignment. The Upper Elysian Park fault is a north-to-northeast–dipping fault that underlies the northern Los Angeles basin from Griffith Park to Garvey Reservoir. However, the Elysian Park fault is a blind thrust fault, which means it is not capable of surface fault rupture, and therefore is not subject to the conditions of the Alquist-Priolo Act. The Elysian Park thrust fault is considered to be seismogenic (capable of generating earthquakes) from a depth of approximately 2 miles below ground surface in the south-southwest, to approximately 10 miles below ground surface in the north-northeast. Accordingly, impacts

related to rupture of a known earthquake fault would be less than significant. Further, the Project would be designed and constructed in accordance with applicable building codes, and therefore would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault; strong seismic ground shaking; seismic related ground failure, including liquefaction; or landslides, and the impact would be less than significant.

References. Section 3.7, Geology and Soils, of the Draft EIR, page 3.7-15; Appendix I, Geotechnical Document in Support of the Environmental Impact Report, of the Draft EIR; Appendix F, Memo on Structural Engineering, of the Final EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.7.1 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these geology and soils impacts associated with earthquake fault rupture would be less than significant.

Threshold. *Soil Erosion*: (Construction and Operations) As discussed in Section 3.7, Geology and Soils, of the Draft EIR, the Stadium Tower is on vegetated hillside and would have a relatively small footprint (approximately 870 square feet). During construction, it is anticipated that an approximately 23,500-square-foot area around the tower base would be used for construction support activities. The proposed Dodger Stadium Station would have a footprint of approximately 27,770 square feet at ground level and approximately 87,000 square feet would be used for construction support space. The Dodger Stadium Station would be partially situated on an existing parking lot, and partially over the existing vegetated slope. The potential for impacts relative to loss of topsoil is extremely low due to the urban nature of the Project area, the small foundation footprint of the proposed Stadium Tower, and the portion of the Dodger Stadium Station that extends onto a currently vegetated slope.

Project construction would involve general earthwork to prepare the foundations, which would temporarily expose bare soil, which would increase the potential for erosion. Additionally, exposed or stockpiled soils would also be susceptible to erosion. Sediments resulting from erosion might accumulate, blocking storm drain inlets and causing downstream sedimentation. However, the Project would be required to comply with all applicable federal, State, regional, and local regulations during construction activities and construction-related impacts due to soil erosion and loss of topsoil would be less than significant during Project construction. Once the Project is constructed, no substantial surface area would be exposed that could be subjected to accelerated soil erosion during operations and impacts related to substantial soil erosion or the loss of topsoil would be less than significant.

References. Section 3.7, Geology and Soils, of the Draft EIR, pages 3.7-15 through 3.7-16; Appendix I, Geotechnical Document in Support of the Environmental Impact Report, of the Draft EIR.

7.7.2 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these geology and soils impacts associated with soil erosion would be less than significant.

Threshold. *Off-site Landslide, Lateral Spreading, Subsidence, Liquefaction or Collapse*: (Operations) As discussed in detail in Section 3.7, Geology and Soils, of the Draft EIR, under the Project, the Alameda Station, Alameda Tower, Alpine Tower, Chinatown/State Park Station, and Broadway Junction would be in an area mapped as potentially subject to liquefaction. However, on completion of construction, the Project would have complied with applicable standards, requirements, and building codes related to subsidence, liquefaction, and settlement. With the incorporation of the recommendations presented in the final geotechnical investigation per Mitigation Measure **MM-GEO-A** and the adherence to the Operational Emergency Plan the operational impacts related to subsidence, liquefaction, and settlement would be less than significant.

References. Section 3.7, Geology and Soils, of the Draft EIR, pages 3.7-16 through 3.7-17; Appendix I, Geotechnical Document in Support of the Environmental Impact Report, of the Draft EIR; Appendix F, Memo on Structural Engineering, of the Final EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.7.3 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these geology and soils impacts associated with on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse would be less than significant.

Threshold. *Expansive Soil.* (Operations) The Project would be in an area with the potential for expansive soil and soil corrosion. However, on completion of construction, the Project would have complied with applicable standards, requirements, and building codes and implemented Mitigation Measure **MM-GEO-A** to reduce potential impacts during construction. Accordingly, impacts related to expansive soil and/or soil corrosion would be less than significant.

References. Section 3.7, Geology and Soils, of the Draft EIR, page 3.7-18; Appendix I, Geotechnical Document in Support of the Environmental Impact Report, of the Draft EIR;

Appendix F, Memo on Structural Engineering, of the Final EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.7.4 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these geology and soils impacts associated with expansive soils would be less than significant; Section 5.0, Corrections and Additions, of the Final EIR.

7.8 GREENHOUSE GAS EMISSIONS

As discussed in Section 3.8, Greenhouse Gas Emissions, of the Draft EIR, the Project would result in less-than-significant impacts related to greenhouse gas emissions with respect to the following significance thresholds:

- Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

- Would the Project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Threshold. *Greenhouse Gas Emissions.* (Construction and Operations) As discussed in Section 3.8, Greenhouse Gas Emissions, of the Draft EIR, the total GHG emissions from Project construction are 3,792 MT CO2e, which include construction electricity usage and construction off-road equipment and mobile trips. When amortized over a period of 30 years, the emission estimates for the Project become 127 MT CO2e per year. Consistent with SCAQMD recognized methodologies, amortized construction GHG emissions are included in the Project GHG operational emissions and evaluated below as part of the Project's GHG emissions. The Project would reduce GHG emissions compared to the baseline conditions by 3,482 MT CO2e/yr at the build-out year (2026), and a decrease from existing GHG conditions by 6,375 MT CO2e/yr at the horizon year (2042). In accordance with CEQA Section 15064.4(b), the Project would not result in an incremental contribution of GHG emissions compared to existing conditions and would reduce GHG emissions compared to existing conditions. Therefore, impacts related to GHG emissions from construction and operation of the Project would be less than significant. Further, as discussed in GHG-PDF-A, the Project has committed to use electricity supplied from LADWP's Green Power Program, such that electrical power for the operation from the Project's aerial gondola system and associated stations, junction, and towers would come from renewable resources.

References. Section 3.8, Greenhouse Gas Emissions, of the Draft EIR, pages 3.8-16 through 3.8-18; Appendix J, Greenhouse Gas Emissions Technical Report, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.8.1 Project Design Features

GHG-PDF-A: **Green Power**. Electrical power for the operation of the proposed Project's aerial gondola system and associated stations, junction, and towers would come from renewable resources. The proposed Project shall achieve this through applying to LADWP's Green Power Program or other available LADWP (or equivalent) programs that provide renewable electricity.

7.8.2 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these greenhouse gas emissions impacts would be less than significant.

Threshold. *Greenhouse Gas Plan, Policy, or Regulation*. (Construction and Operations) As discussed in Section 3.8, Greenhouse Gas Emissions, of the Draft EIR, the Project would not

impede or conflict with applicable GHG reduction plans, policies, or regulations. Given the Project's reduction in GHG emissions compared to existing conditions in the buildout year (2026) and horizon year (2042), as well as the Project using renewable electricity and providing an innovative alternative mode of transit, the Project is consistent with California's GHG reduction target for the year 2030, as codified by SB 32, and California's post-2030 climate goals. Accordingly, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions, and the impact would be less than significant.

References. Section 3.8, Greenhouse Gas Emissions, of the Draft EIR, pages 3.8-18 through 3.8-19; Appendix J, Greenhouse Gas Emissions Technical Report, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.8.3 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these greenhouse gas emission impacts associated with plans, policies, and regulations would be less than significant.

7.9 HAZARDS AND HAZARDOUS MATERIALS

As discussed in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, the Project would result in less-than-significant impacts related to hazards and hazardous materials with respect to the following significance thresholds:

- Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

- 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 to the environment?

- 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?

- Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Threshold. *Routine Transport, Use, or Disposal of Hazardous Materials:* (Operations) As discussed in detail in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, it is anticipated that operation and maintenance of the Project would include use of limited quantities of hazardous materials. Compliance with applicable federal, State, and local requirements (including potential development of a Hazardous Materials Business Plan) concerning the handling, storage and disposal of hazardous waste would reduce the potential to release contaminants. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. The Project would transport, handle and store, and dispose of all materials in compliance with all codes, standards, and regulations. Therefore, impacts related to the routine transport, use, or disposal of hazardous materials during operation would be less than significant.

References. Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, pages 3.9-24 through 3.9-25; Appendix K, Phase I Environmental Site Assessment, of the Draft EIR; Appendix M, Potential Excavated Material Disposal Analysis, of the Final EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.9.1 Mitigation Measure

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

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

Threshold. *Release of Hazardous Materials*: (Operations) As discussed in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, it is anticipated that operation and maintenance of the Project would include limited quantities of hazardous materials. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. Storage and disposal of hazardous materials and waste would be conducted in accordance with all regulatory requirements. The Project is located in part in the Methane Zone. With adherence to existing regulations, impacts due to methane gas during operation would be less than significant. Therefore, operational impacts related to creating 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 would be less than significant for the Project.

References. Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, page 3.9-27; Appendix K, Phase I Environmental Site Assessment, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.9.2 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these hazards and hazardous materials impacts associated with release of hazardous materials would be less than significant.

Threshold. *Hazardous Materials within One-Quarter Mile of a School*: (Operations) It is anticipated that operation and maintenance of the Project would include the use of limited quantities of hazardous materials, such as oils, paints, solvents, lubricants, and cleaners. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. The Project would handle and store all materials in compliance with all codes, standards, and regulations. Therefore, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. Impacts would be less than significant.

References. Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, page 3.9-28; Appendix K, Phase I Environmental Site Assessment, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.9.3 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these hazards and hazardous materials impacts associated with hazardous materials within one-quarter mile of a school would be less than significant.

Threshold. *Emergency Response Plan or Emergency Evacuation Plan*: (Operations) As discussed in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, daily operations, and annual maintenance activities of the Project, would not impair the City's Emergency Operations Plan or Local All-Hazards Mitigation Plan, or the County's Operational Area Emergency Response Plan. Therefore, operation of the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan, and the impact would be less than significant.

References. Section 3.9, Hazards and Hazardous Materials, of the Draft EIR, page 3.9-46; Appendix K, Phase I Environmental Site Assessment, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.9.4 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these hazards and hazardous materials impacts associated with emergency response or evacuation plans would be less than significant.

7.10 HYDROLOGY AND WATER QUALITY

As discussed in Section 3.10, Hydrology and Water Quality, of the Draft EIR, the Project would result in less-than-significant impacts related to hydrology and water quality with respect to the following significance thresholds:

- Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

- 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?

- 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:

    i. result in substantial erosion or siltation on- or off-site;

    ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

iii. create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

iv. impede or redirect flood flows?

- Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

- Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Threshold. *Surface and Groundwater Quality*: (Construction and Operations) As discussed in Section 3.10, Hydrology and Water Quality, of the Draft EIR, based on groundwater depths, none of the proposed excavations for foundations are anticipated to encounter groundwater; however, removal of nuisance water that seeps into boreholes during construction may be required for the pile installations at each of the components. A Soil and Groundwater Management Plan would be prepared to specify methods for handling and disposal in the event contaminated groundwater is encountered during construction. If dewatering is required, the treatment and disposal of the removed water would occur in accordance with the requirements of LARWQCB's WDRs for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties.

Construction and equipment maintenance activities such as demolition of existing site structures and excavation for foundations would temporarily expose bare soil at each Project component, which would be at increased risk for erosion. Exposed or stockpiled soils would also be at increased risk for erosion. Sediments resulting from erosion might accumulate, blocking storm drain inlets and causing downstream sedimentation. Erosional sediments might be carried by stormwater runoff into storm drain inlets, which ultimately empty into the Los Angeles River. As part of the Project, the Sponsor would be required to comply with all applicable federal, State, regional, and local agency water quality protection laws and regulations, as well as commonly used industry standards. The Project Sponsor would be required to prepare and submit a construction SWPPP to the SWRCB prior to—and adhered to during—construction. With adherence to these laws, regulations, and permit requirements, impacts related to surface or groundwater quality during construction activities would be less than significant.

During operations, the Project would not result in a significant increase in impervious surfaces because most of the land surfaces in the Project study area are developed, and covered by existing impervious surfaces. The Project would require routine maintenance that would be performed by the system operator. Oil and grease used during Project operations and maintenance could contribute to water pollution if not properly stored or disposed. Maintenance activities associated with system operation, such as lubrication, would occur at each of the Project component locations, while maintenance of the cabins would occur at the subterranean maintenance facility proposed at the Dodger Stadium Station. Uncontrolled discharge of runoff carrying these potential pollutants could result in adverse effects to water quality in the Los Angeles River. The Project would comply with the City of Los Angeles Municipal Code and all other applicable regulations for all operational activities, including adherence to an approved LID Plan that would identify the BMPs for Project operations. With adherence to these existing laws and regulations, impacts related to surface or groundwater quality during operations would be less than significant.

References. Section 3.10, Hydrology and Water Quality, of the Draft EIR, pages 3.10-25 through 3.10-30; Appendix L, Hydrology and Water Quality Technical Study, of the Draft EIR.

7.10.1 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these hydrology and water quality impacts associated with surface and groundwater quality would be less than significant.

Threshold. *Decrease in Groundwater Supplies or Interference with Groundwater Recharge:* (Construction) As discussed in Section 3.10, Hydrology and Water Quality, of the Draft EIR, the Project may require the removal of nuisance water that seeps into boreholes during construction. Nuisance water and seepage encountered during construction would be removed from the boreholes, containerized, and analyzed consistent with existing applicable regulations to determine the proper disposal method. However, volumes generated would not be expected to be significant, and would be limited to the constructed phase only. No large volumes of groundwater would be extracted during construction that could decrease groundwater supplies. In addition, the Project would comply with all applicable federal, State, and local agency water quality protection laws and regulations, as well as commonly used industry standards. Due to the limited amount of nuisance seepage water anticipated to be encountered, and with adherence to existing regulations, potential impacts to groundwater supply and recharge during construction would be less than significant.

References. Section 3.10, Hydrology and Water Quality, of the Draft EIR, page 3.10-30; Appendix L, Hydrology and Water Quality Technical Study, of the Draft EIR.

7.10.2 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these hydrology and water quality impacts associated with groundwater supplies and recharge would be less than significant.

Threshold. *Drainage Pattern*: (Construction and Operations) As discussed in Section 3.10, Hydrology and Water Quality, of the Draft EIR, construction activities would temporarily expose bare soil, which would be at increased risk for erosion. Exposed or stockpiled soils would also be at increased risk for erosion. In addition, trash, concrete waste, and petroleum products, including heavy equipment fuels, solvents, and lubricants, could contribute to water pollution. The use of construction equipment and other vehicles during Project construction could result in spills of oil, brake fluid, grease, antifreeze, or other vehicle-related fluids, which could contribute to water pollution. Improper handling, storage, or disposal of fuels and vehicle-related fluids or improper cleaning and maintenance of equipment could result in accidental spills and discharges, which could contribute to water pollution. The Project would be required to comply with all applicable federal, State, regional and local agency water quality protection laws and regulations, as well as commonly utilized industry standards. With adherence to these laws and regulations, impacts during construction related to substantial erosion or siltation, substantial increase in the rate or amount of surface runoff, creation of runoff that would exceed drainage system capacity or provide

additional sources of polluted runoff, and impeding or redirecting flood flows would be less than significant.

Operation of the Project would not result in a substantial increase in impervious surfaces because most of the land surfaces in the Project study area are developed, and covered by existing impervious surfaces, including the footprints of Project components. the Project would be designed to incorporate several sustainability features and would be in compliance with the LID Handbook, as applicable. It would also comply with all applicable federal, State, regional, and local agency water quality protection laws and regulations, water quality control and/or sustainable groundwater management plans. With adherence to existing laws and regulations, the impact resulting from operation of the Project would be less than significant.

References. Section 3.10, Hydrology and Water Quality, of the Draft EIR, pages 3.10-31 through 3.10-34; Appendix L, Hydrology and Water Quality Technical Study, of the Draft EIR.

7.10.3 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these hydrology and water quality impacts associated with drainage patterns would be less than significant.

Threshold. *Flooding*: (Construction and Operations) The Project would be constructed outside of the FEMA designated 100-year floodplain and would be located in an inland area that is not in close proximity to the ocean, so the risk of inundation by a tsunami is considered low. There are two standing bodies of water within one mile of the Project alignment, the Solano Reservoir and the Elysian Reservoir. Impacts from seiche at either facility are not expected. Therefore, the impacts associated with risk of release of pollutants due to Project inundation by flood, tsunami, or seiche would be less than significant.

References. Section 3.10, Hydrology and Water Quality, of the Draft EIR, pages 3.10-34 through 3.10-35; Appendix L, Hydrology and Water Quality Technical Study, of the Draft EIR.

7.10.4 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these hydrology and water quality impacts would be less than significant.

Threshold. *Consistency with Water Plan*: (Construction and Operations) The Project would be required to comply with all applicable federal, State, regional, and local agency water quality protection laws and regulations, water quality control, and/or sustainable groundwater management plans. The Project will have a construction SWPPP, which must be submitted to the SWRCB prior to construction, and adhered to during construction. The construction SWPPP would identify the BMPs that would be in place prior to the start of construction activities and during construction. Through adherence to these laws and regulations, and implementation of BMPs, impacts related to implementation of a water quality control plan or sustainable groundwater management plan during construction would be less than significant.

Similarly, during Project operations, the Sponsor would comply with all applicable federal, State, regional, and local agency water quality protection laws and regulations, water quality control and/or sustainable groundwater management plans. In addition, the Project would incorporate into its design an on-site drainage system that would meet regulatory requirements of the applicable plans for the protection of water resources, would be in compliance with the LID Handbook, and identify the BMPs for Project operations. With adherence to these laws and regulations, and groundwater management plans, impacts related to implementation of a water quality control plan or sustainable groundwater management plan during operations would be less than significant.

References. Section 3.10, Hydrology and Water Quality, of the Draft EIR, pages 3.10-35 through 3.10-38; Appendix L, Hydrology and Water Quality Technical Study, of the Draft EIR.

7.10.5 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these hydrology and water quality impacts would be less than significant.

7.11 LAND USE AND PLANNING

As discussed in Section 3.11, Land Use and Planning, of the Draft EIR, the Project would result in less-than-significant impacts related to land use and planning with respect to the following significance thresholds:

- Would the Project physically divide an established community?

Threshold. *Physically Divide an Established Community:* (Construction) Construction of the Project would require full road closures during construction hours along portions of Alameda Street, North Broadway, and Bishops Road, and partial lane closures on Alameda Street, Alpine Street and Spring Street. Established communities would not be physically divided during construction, and closures would be temporary, only occurring during the construction phase. Additionally, there would be a variety of options available for connections and access within the Project area, with Alameda Street, Alhambra Avenue, Alpine Street, Spring Street, and Broadway remaining partially open during different phases of construction. Other options including the planned Alameda Esplanade bike path and the provision of pedestrian detours during certain phases of construction would allow for continued pedestrian access within the Project area. These communities will remain accessible from other surrounding streets and these closures would not physically divide these communities. Construction impacts would therefore be less than significant.

References. Section 3.11, Land Use and Planning, of the Draft EIR, pages 3.11-22 to 3.11-36; Section 5.0, Corrections and Additions, of the Final EIR.

7.11.1 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these land use and planning impacts associated with dividing an established community would be less than significant.

7.12 NOISE

As discussed in Section 3.13, Noise, of the Draft EIR, the Project would result in less-than-significant impacts related to noise 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?

- Would the Project result in generation of excessive ground-borne vibration or ground-borne noise levels?

Threshold. *Increased Ambient Noise Levels*: (Construction; Off-Site) As discussed in Section 3.13, Noise, of the Draft EIR, noise would be generated off site by construction related traffic traveling via off-site construction traffic routes. The noise impacts of construction trucks traveling on these construction traffic routes were analyzed using the Traffic Noise Model (TNM) to create a conceptual scenario representative of the Project area. Overall, estimated off-site construction traffic noise impacts would not exceed significance thresholds at the proposed off-site haul routes. Therefore, off-site construction traffic noise impacts would be less than significant.

References. Section 3.13, Noise, of the Draft EIR, pages 3.13-52 through 3.13-58; Appendix M, Noise and Vibration Technical Report, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.12.1 Mitigation Measure

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

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

Threshold. *Increased Ambient Noise Levels*: (Operations) As discussed in Section 3.13, Noise, of the Draft EIR, an operational noise analysis was completed for a worst-case operational scenario (2042 Dodger Game Day). The analysis assumed the highest line speed, cabins per hour, and queueing numbers, and included nighttime operations, all of which contributed to this scenario resulting in the worst-case condition. The assumptions for the Dodger Game Day scenario using the 2042 horizon year were: maximum line speed (6.0 meters per second/19.7 feet per second), maximum cabins (156/hour), inclusion of nighttime operations, and maximum queueing (603 people). The analysis showed that no operational impacts would occur under the worst-case scenario and therefore the remaining operational scenarios, which result in less noise as a result of changes to line speed, cabins per hour, or queuing number, would also not result in significant noise impacts. The analysis also included potential impacts from cabin noise as the gondolas travel between and within the stations, towers, and junction. The analysis found that the gondola noise would be at least 10 dBA less than the existing nighttime noise level and therefore cabin noise would not contribute to the overall operational noise levels at any NSRs and impacts from gondola cabin noise would be less than significant. Project design feature NOI-PDF-A would

further ensure that cabins would be designed such that they would generate noise levels of at least 10 dBA below the current background levels. The analysis also examined the cumulative operational noise from the stations, towers, and queuing and the cabins and determined that the cabin noise was not expected to result in a contribution to cumulative noise levels (i.e., noise from the aerial gondola system and people) with implementation of project design feature NOI-PDF-A. Therefore, operational impacts would be less than significant.

References. Section 3.13, Noise, of the Draft EIR, pages 3.13-52 through 3.13-58; Appendix M, Noise and Vibration Technical Report, of the Draft EIR; Appendix L, 3S Sound Measurements Memo, of the Final EIR; Topical Response P, Gondola System Noise Modeling, in Section 6.0, Responses to Comments, of the Final EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.12.2 Project Design Feature

NOI-PDF-A: Gondola Cabin Noise Control Features. The Project's gondola cabins shall include the following features:

1) Gondola cabins shall be designed with an interior-to-exterior noise reduction rating of no less than Sound Transmission Class (STC) 35.

2) If heating, ventilation, and air conditioning (HVAC) units are included in the gondola cabin design, they shall be designed with a sound power level of no more than 71 dBA.

7.12.3 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these noise impacts associated with operational noise would be less than significant.

Threshold. *Ground-borne Vibration or Noise*: (Operations) As discussed in Section 3.13, Noise, of the Draft EIR, none of the Project operations are anticipated to produce perceptible vibration beyond the Project footprint. Some of the equipment within the stations, towers, and junction, such as motors or cable guidance systems, may produce a small amount of vibration during normal operations that may be perceptible within the station or junction structure, but these components would be isolated and balanced as part of their basic design and maintenance for proper operation such that they would not produce perceptible vibration levels outside of the station or junction footprint. In addition, vertical circulation devices, such as escalators and elevators, would, similarly, not generate perceptible vibration levels beyond the Project footprint. In addition, ground-borne vibration attenuates rapidly as a function of distance from a vibration source. Therefore, operation of the Project would not increase the existing vibration levels in the immediate vicinity of the Project component sites, and as such, vibration impacts associated with the operation of the Project would be less than significant.

References. Section 3.13, Noise, of the Draft EIR, page 3.13-67; Appendix M, Noise and Vibration Technical Report, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.12.4 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these noise impacts associated with ground-borne vibration or noise would be less than significant.

7.13 POPULATION AND HOUSING

As discussed in Section 3.13.4 of the Draft EIR, the Project would result in less-than-significant impacts related to population and housing with respect to the following significance thresholds:

- Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

- Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Threshold. *Unplanned Population Growth*: (Construction and Operations) 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. Any such relocation within the region would be minimal. Although specialized personnel, including ART manufacturer and cable specialists, would be on-site during construction phases involving the installation of the ART system and cable pulling, they are expected to use existing seasonal accommodations and leave once construction is completed. Accordingly, construction employment generated by the Project would not impact population in the heavily populated Los Angeles region. As a first/last mile transit connection to Dodger Stadium, construction of the Project would not induce substantial population growth either directly or indirectly. Impacts related to induced population growth during the construction of the Project would be less than significant.

No housing units are proposed as part of the Project and would not result in a direct population increase from construction of new homes. Employees are expected to be drawn from the local labor force and would not induce substantial unplanned population growth. The Project is not anticipated to stimulate development to a level inconsistent with applicable planned local land use designations. Operation of the Project would not induce substantial population growth, either directly or indirectly. Impacts related to induced population growth during operation of the Project would be less than significant.

References. Section 3.14, Population and Housing, of the Draft EIR, pages 3.14-12 through 3.14-15.

7.13.1 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these population and housing impacts associated with unplanned population growth would be less than significant.

Threshold. *Displacement and Replacement Housing*: (Construction and Operations) Construction of the Project would be temporary in duration. It is anticipated that construction workers would commute to the Project area and would not relocate their households permanently from other regions. During the later phases of Project construction, a limited number of ART manufacturer and cable specialists would be on-site during the phases of construction that involve the installation of the ART system and the cable pulling. However, these workforce personnel would use existing hotels, motels, and other seasonal accommodations in the Project site vicinity, and would be expected to leave once construction is completed. impacts related to displacing substantial numbers of existing people or housing would be less than significant during Project construction.

Following construction of the Project components, the Project would operate primarily over the public ROW, the Los Angeles State Historic Park, certain private properties, or on privately owned property consisting of an office building, a hillside, and the Dodger Stadium parking lot. Operation over private properties would not result in the displacement of existing residences, as the Project would maintain appropriate clearances pursuant to applicable codes and standards. Operation of the Project would not substantially displace existing people or housing and would not necessitate the construction of replacement housing elsewhere. Impacts related to displacing substantial numbers of existing people or housing would be less than significant during Project operation.

References. Section 3.14, Population and Housing, of the Draft EIR, page 3.14-15.

7.13.2 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these population and housing impacts associated with displacement and replacement housing would be less than significant.

7.14 PUBLIC SERVICES

As discussed in Section 3.15, Public Services, of the Draft EIR, the Project would result in less-than-significant operational impacts 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 or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:
    - Fire protection;
    - Police protection;
    - Schools;
    - Parks; or
    - Other public facilities?

Threshold. *Fire Protection*: (Operations) The Project would create an increased demand for fire protection services during Project operation. However, with adherence to the applicable regulations, coordination with LAFD, and implementation of an Emergency Operations Plan, which would be reviewed prior to the issuance of a building permit, operation of the Project would not create additional demand for LAFD services that would result in the need to add new—or physically alter existing— fire protection facilities. Therefore, impacts related to fire protection services during Project operation would be less than significant.

References. Section 3.15, Public Services, of the Draft EIR, pages 3.15-19 through 3.15-21.

7.14.1 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these public services impacts associated with fire protection services would be less than significant.

Threshold. *Police Protection*: (Operations) The Project would generate an increase in demand for police protection services during Project operation. However, with implementation of the Project's security features, as well as the development of an Emergency Operations Plan, the Project would not result in additional demand for LAPD and State Parks police protection services that would result in the need to add new—or physically alter existing—police protection facilities. Therefore, impacts related to police protection services during Project operation would be less than significant.

References. Section 3.15, Public Services, of the Draft EIR, pages 3.15-23 through 3.15-24.

7.14.2 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these public services impacts associated with police protection would be less than significant.

Threshold. *Schools*: (Operations) Once constructed, it is anticipated that the Project would require approximately 20 employees. Operation of the Project would not generate population growth because it does not include any housing, and therefore is not anticipated to cause a substantial demand for school services to the extent that it would require the provision of new or physically altered governmental facilities (i.e., schools). Therefore, impacts on schools during Project operation would be less than significant.

References. Section 3.15, Public Services, of the Draft EIR, page 3.15-25.

7.14.3 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these public services impacts associated with schools would be less than significant.

Threshold. *Other Public Facilities:* (Operations) Operation of the Project does not include new housing that would substantially increase the residential or employee populations in the area. Overall, the Project is not anticipated to cause a demand for other public facilities to the extent that it would require the provision of new or physically altered governmental facilities (i.e., libraries, senior centers, homeless bridge housing facilities, or childcare services). Therefore, impacts would be less than significant.

References. Section 3.15, Public Services, of the Draft EIR, pages 3.15-26.

7.14.4 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these public services impacts associated with other public facilities would be less than significant.

7.15 PARKS AND RECREATIONAL FACILITIES

As discussed in Section 3.16, Parks and Recreational Facilities, of the Draft EIR, the Project would result in less-than-significant impacts related to parks and recreational facilities with respect to the following significance thresholds:

- Would the Project result in an increase in 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?

- Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

- Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?

Threshold. *Increased Use of Parks*: (Construction and Operations) A peak of approximately 100 total workers are anticipated during construction across all project components. It is anticipated 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. It is anticipated that construction workers would use parks and recreational facilities near their homes and families for recreational purposes. Should any construction workers use parks or recreational facilities in the Project Study Area on lunch breaks or after their shifts end, such park use would be rare because construction workers are temporary employees with high turnover associated with the various phases of construction. In addition, the use would be temporary and cease following construction. Construction of the Project would not generate a permanent increase or substantial temporary increase in the demand for parks or generate new permanent residents that would result in an increase in the use of existing parks and recreational facilities such that substantial deterioration of parks would occur or be accelerated. The Project would provide infrastructure through an ART system within urbanized downtown Los Angeles, and would increase connectivity in the Project Study Area, providing direct linkages for existing residents and communities to parks and recreational facilities, which has the potential to result in increased use of these facilities.

However, existing facilities in the Project Study Area currently experience attendance at much lower rates than what the parks can accommodate. Therefore, the Project would not substantially increase the demand for offsite public parks and recreational facilities such that substantial physical deterioration of those facilities would occur or be accelerated. These impacts would be less than significant.

While the Project would provide increased connectivity to existing parks for local residents, which has the potential to result in increased use of these facilities, existing facilities currently experience attendance at much lower rates than what the parks can accommodate. For example, the Los Angeles State Historic Park has historically accommodated events with attendance ranging from 6,000 to 22,500 visitors, and the weekday and weekend attendance for the park in 2019 was approximately 750 to 1,200. Regardless, the Project would provide additional concessions, restrooms, and covered breezeways similar to existing park amenities, as well as new features such as landscaping, shade structures, and seating to improve pedestrian access.

References. Section 3.16, Parks and Recreational Facilities, of the Draft EIR, pages 3.16-15 through 3.16-21; Topical Response F, Los Angeles State Historic Park, in Section 6.0, Responses to Comments, of the Final EIR.

7.15.1 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these recreational impacts would be less than significant.

Threshold. *Construction or Expansion of Recreational Facilities*: (Construction and Operations) The Project is a transit project that would construct an aerial rapid transit system between LAUS and Dodger Stadium and would not include the construction or expansion of recreational facilities. Operation of the Project would not include recreational facilities or require the construction or expansion of recreational facilities. The Chinatown/State Park Station would include construction of amenities within the park boundary, including approximately 740 square feet of concessions, 770 square feet of restrooms, and a 220 square foot covered breezeway connecting the concessions and restrooms. Additionally, the Chinatown/State Park Station would include a mobility hub. However, construction of the Chinatown/State Park Station would not directly include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical impact on the environment. Construction of the Alameda Station, Alameda Tower, Alpine Tower, Broadway Junction, and Stadium Tower would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical impact on the environment. Therefore, no construction impacts would occur at Alameda Station, Alameda Tower, Alpine Tower, Broadway Junction, or Stadium Tower. Construction of the Chinatown/State Park Station and the Dodger Stadium Station would not directly include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, construction impacts would be less than significant at the Chinatown/State Park Station and Dodger Stadium Station.

Operation of the Alameda Tower, Alpine Tower, Broadway Junction, and Stadium Tower would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, no operational impacts would occur at Alameda Tower, Alpine Tower, Broadway Junction, and Stadium Tower.

The Alameda Station is a passenger station with vertical circulation elements and no recreational elements. Chinatown/State Park Station would not create or expand the existing use and capacity of the Los Angeles State Historic Park beyond what is already contemplated for the park. Dodger Stadium Station would not create or expand the existing use and capacity of Dodger Stadium or Elysian Park. Therefore, operational impacts would be less than significant at Alameda Station, Chinatown/State Park Station, and Dodger Stadium Station.

References. Section 3.16, Parks and Recreational Facilities, of the Draft EIR, pages 3.16-21 through 3.16-25; Topical Response F, Los Angeles State Historic Park, in Section 6.0, Responses to Comments, of the Final EIR.

7.15.2 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these recreational impacts associated with construction of expansion of recreational facilities would be less than significant.

Threshold. *Parks*: (Construction and Operations) As discussed Section 3.16, Parks and Recreational Facilities of the Draft EIR, the Project does not include recreational facilities, nor does the Project include residential uses that would result in the increased use of existing facilities. Accordingly, the Project would not necessitate construction of new facilities. These impacts would be less than significant.

References. Section 3.16, Parks and Recreational Facilities, of the Draft EIR, pages 3.16-25 through 3.16-29; Topical Response F, Los Angeles State Historic Park, in Section 6.0, Responses to Comments, of the Final EIR.

7.15.3 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these Parks and Recreational Facilities impacts would be less than significant.

7.16 TRANSPORTATION

As discussed in Section 3.17, Transportation, of the Draft EIR, the Project would result in less-than-significant impacts related to transportation with respect to the following significance thresholds:

- Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

- Would the Project result in inadequate emergency access?

Threshold. *Circulation System*: (Construction and Operations) In 2019, the City adopted the LADOT Transportation Assessment Guidelines (“TAG”). The TAG includes a refinement to the analysis approach for determining whether a project conflicts with Plans, Programs, Ordinances, or Policies (PPOP). The PPOP analysis completed for the Project determined that the Project

would be consistent with SCAG's RTP/SCS, consistent with the Mobility Plan 2035 policies regarding the provision of quality pedestrian access, and consistent with the Citywide Design Guidelines to incorporate vehicular access such that it does not interfere with pedestrian and/or vehicular circulation. Accordingly, the Project would have a less than significant impact.

References. Section 3.17, Transportation, of the Draft EIR, pages 3.17-32 through 3.17-33; Appendix N, Transportation Appendices, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.16.1 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these transportation impacts associated with programs, plans, ordinances, or policies addressing the circulation system would be less than significant.

Threshold. *Emergency Access*: (Operations) The Project stations would be readily accessible from adjacent City streets during an evacuation or fire situation affecting Project operations. Daily operations would not affect emergency response at the street level or to adjacent roadways or parcels because the cabins would be suspended above the public ROW. The Project is designed so that it would not affect roadway through lane capacity by any of the in-roadway structures proposed (i.e., Alameda Station). In addition, off-roadway structures would not hinder emergency response because the bases of stations, junction, and towers would not be in travel lanes. Therefore, the Project would have no substantive effect on emergency response during operations. Impacts related to emergency access during operation of the Project would be less than significant.

References. Section 3.17, Transportation, of the Draft EIR, pages 3.17-66 through 3.17-67, Appendix N, Transportation Appendices, of the Draft EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.16.2 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these transportation impacts associated with emergency access would be less than significant.

7.17 UTILITIES AND SERVICE SYSTEMS

As discussed in Section 3.19, Utilities and Service Systems, of the Draft EIR, the Project would result in less-than-significant impacts related to utilities and service systems with respect to the following significance thresholds:

- 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?

- Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

- 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?

- 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? Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Threshold. *Relocation or Construction of New or Expanded Facilities*: (Operations) Operation of the Project would require connections to existing utilities systems, including new connections to existing LADWP water pipelines and facilities, new connections to LASAN wastewater pipelines, connections to the LADWP power grid through installation of permanent, underground power lines, and an internal fiber optic line for communications. Impacts related to construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities for operation of the Project would be less than significant.

References. Section 3.19, Utilities and Service Systems, of the Draft EIR, pages 3.19-21 through 3.19-22; Section 5.0, Corrections and Additions, of the Final EIR.

7.17.1 Mitigation Measure

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

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

Threshold. *Sufficient Water Supplies*: (Construction and Operations) Construction and operation of the Project would have sufficient water supply. The existing water supply sources are adequate to meet the demands for LADWP's service area, and construction of the Project would not increase water usage that would exceed the current supply. Impacts related to water supply during construction of the Project would be less than significant. LADWP would have adequate capacity to supply water for the Project and meet the demands for LADWP's service area. Operation of the Project would not increase water usage that would exceed the current supply. As such, impacts related to water supply during operation of the Project would be less than significant.

References. Section 3.19, Utilities and Service Systems, of the Draft EIR, pages 3.19-22 through 3.19-23; Section 5.0, Corrections and Additions, of the Final EIR.

7.17.2 Mitigation Measure

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

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

Threshold. *Wastewater*: (Construction and Operations) Construction of the Project would not result in a determination by the wastewater treatment provider serving the Project that it has

inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments. Construction activities associated with the Project would not result in substantial discharges of wastewater to the City's sewer collection system. Impacts related to adequate wastewater treatment capacity during construction of the Project would be less than significant.

Operation of the Project would not result in a determination by the wastewater treatment provider serving the Project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments. Therefore, impacts related to adequate wastewater treatment capacity during operation of the Project would be less than significant.

References. Section 3.19, Utilities and Service Systems, of the Draft EIR, pages 3.19-23 through 3.19-24; Section 5.0, Corrections and Additions, of the Final EIR.

7.17.3 Mitigation Measure

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

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

Threshold. *Solid Waste*: (Operations) As discussed in Section 3.19, Utilities and Service Systems, the Project would not generate waste in excess of standards or in a way that would impair solid waste reduction goals. The Project would comply with federal, State, and local reduction strategies and regulations related to solid waste. Impacts related to solid waste generation during operation of the Project would be less than significant.

References. Section 3.19, Utilities and Service Systems, of the Draft EIR, pages 3.19-25 through 3.19-26; Section 5.0, Corrections and Additions, of the Final EIR.

7.17.4 Mitigation Measure

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

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

7.18 WILDFIRE

As discussed in Section 3.20, Wildfire, of the Draft EIR, the Project would result in less-than-significant impacts related to wildfire with respect to the following significance thresholds:

- Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

- 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 a wildfire?

- Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that

may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

- Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

- Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Threshold. *Substantially Impair an Adopted Emergency Response Plan or Emergency Evacuation Plan*: (Construction and Operations) As discussed in Section 3.20, Wildfire, in the Draft EIR, construction activities would not interfere with the implementation of the City's Emergency Operations Plan and related Annexes, or the Los Angeles County Operational Area Emergency Response Plan. The Project's construction activities would not interfere with any of the local authorities' prescribed roles or responsibilities during emergency response. Further, in the event of an emergency, the Project would comply with all regulatory requirements. Operation of the Project would not impair the implementation of the City's Emergency Operations Plan or the Los Angeles County Operational Area Emergency Response Plan, and the Project would not result in any permanent roadway closures or changes that would impact access routes. Therefore, operation of the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan, and the impact would be less than significant. In addition, the Project would incorporate WFR-PDF-A to further support the emergency management phases of the Operational Emergency Response Plan.

References. Section 3.20, Wildfire, of the Draft EIR, pages 3.20-27 through 3.20-31; Appendix P, Fire Hazard Assessment, of the Draft EIR; Appendix I, Airspace Analysis Comment Response for the Los Angeles Aerial Rapid Transit Project, of the Final EIR; Appendix J, Reax Memo Re Attorney General Guidance, of the Final EIR; Section 5.0, Corrections and Additions, of the Final EIR; Section 3.2.4, Topical Response 4, of the Final SEIR.

7.18.1 Project Design Features

WFR-PDF-A (see above)

7.18.2 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these wildfire impacts would be less than significant.

Threshold. *Exacerbate Wildfire Risks*: (Construction and Operations) The proposed Alameda Station, Alameda Tower, and Alpine Tower, would be constructed outside of the VHFHSZ and in developed areas that would not be subject to increased fire risks from the Project construction. Broadway Junction, Stadium Tower, Dodger Stadium Station, and Chinatown/State Park Station would be constructed within the VHFHSZ; however, these locations are in and surrounded by developed areas or on sites otherwise largely confined by paved roads and existing development. The Project would be constructed consistent with applicable codes, regulations, and best construction practices such that the Project would not, 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 a wildfire. Impacts would be less than significant. Nevertheless, in order to provide additional environmental benefits and further reduce the potential for wildfire risks, WFR-PDF-A and WFR-PDF-B, as set forth below, will be incorporated.

The Project would be operated in accordance with applicable building and fire codes and, therefore, would not exacerbate wildfire risks along the Project alignment or within a Project component site, nor would operations expose riders of the ART system to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant.

References. Section 3.20, Wildfire, of the Draft EIR, pages 3.20-31 through 3.20-40; Appendix P, Fire Hazard Assessment, of the Draft EIR; Appendix J, Reax Memo Re Attorney General Guidance, of the Final EIR; Section 5.0, Corrections and Additions, of the Final EIR; Section 3.2.4, and Topical Response 4, of the Final SEIR.

7.18.3 Project Design Features

WFR-PDF-A (see above)

WFR-PDF-B Prior to the start of construction, the Project shall provide a fuel modification zone surrounding the Stadium Tower construction site starting from the construction area perimeter of either 70 feet or until the nearest paved roadway that thins or removes all vegetation, dead or dry leaves and pine needles from the ground, and trims or remove trees to keep branches a minimum of 10 feet from other trees. The Stadium Tower construction site plan shows a buffer zone of 70 feet or to nearest paved roadway.

7.18.4 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these wildfire impacts would be less than significant.

Threshold. *Require the Installation or Maintenance of Associated Infrastructure*: (Construction and Operations) As discussed in Section 3.20, Wildfire, of the Draft EIR, the Project would require utility relocations prior to construction. Construction activities would be subject to strict design and construction standards, as required by LADWP, the LAFC, and Los Angeles Municipal Code. the Project will also incorporate the project design features in WFR-PDF-A and WFR-PDF-B prior to/during construction. Potential impacts from utility installations at this site would be less than significant. Accordingly, construction impacts related to the installation or maintenance of associated infrastructure would be less than significant. Operation of the Project would not require new roads, or emergency water sources. The utilities installed during construction of the Project components would be located underground and would not exacerbate fire risks. Battery storage would not significantly exacerbate fire risk. Therefore, operational impacts related to the installation or maintenance of associated infrastructure would be less than significant.

References. Section 3.20, Wildfire, of the Draft EIR, pages 3.20-40 through 3.20-42; Appendix P, Fire Hazard Assessment, of the Draft EIR; Appendix J, Reax Memo Re Attorney General Guidance, of the Final EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.18.5 Project Design Features

WFR-PDF-A (see above)

WFR-PDF-B (see above)

7.18.6 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these wildfire impacts would be less than significant.

Threshold. *Exposure to Risk of Flooding or Landslides*: (Construction and Operations) The Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Alameda Station, Alameda Tower, Alpine Tower, Chinatown/State Park Station, and Broadway Junction would not be located in hillside areas. Each of these Project components would be sited in an urbanized setting, on relatively level terrain and served by City storm drains, which minimizes the risks associated with post-fire slope instability or drainage changes. The Project would have less than significant impacts on risks associated with post-fire landslides at Stadium Tower and Dodger Stadium Station because these sites are generally surrounded by existing roads and parking areas that minimize the risk of landslides originating from the sites, the slope of the sites would not substantially change during or after construction compared to existing conditions, and the Project would comply with regulatory standards to avoid or reduce erosion that could contribute to post-fire soil instability. Impacts would be less than significant.

References. Section 3.20, Wildfire, of the Draft EIR, pages 3.20-42 through 3.20-43; Appendix P, Fire Hazard Assessment, of the Draft EIR; Appendix J, Reax Memo Re Attorney General Guidance, of the Final EIR; Section 5.0, Corrections and Additions, of the Final EIR.

7.18.7 Mitigation Measure

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

Finding. For the reasons stated above and provided in the EIR, Metro finds that these wildfire impacts would be less than significant.

Threshold. *Exposure to Risk of Loss, Injury, or Death Involving Wildland Fires*: (Construction and Operations) The Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires with respect to evacuation or access during an emergency. The Project would be constructed consistent with applicable codes, regulations, and best construction practices such that the Project would not, expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Impacts would be less than significant. Nevertheless, in order to provide additional environmental benefits and further reduce the potential for wildfire risks, WFR-PDF-A and WFR-PDF-B will be incorporated.

Operation would not present a fire hazard because there are no known ignition sources resulting from standard operation of the proposed ropeway. While maintenance activities may include welding, the maintenance would occur within the developed envelope of the site and would not be exposed to high fuel loads, and operational policies, worker training, and regulatory

compliance would minimize risks from such actions. Nevertheless, to provide additional environmental benefits and further reduce fire risks, the Project will incorporate the project design features in WFR-PDF-C during operations.

References. Section 3.20, Wildfire, of the Draft EIR, pages 3.20-43 through 3.20-47; Appendix P, Fire Hazard Assessment, of the Draft EIR; Appendix J, Reax Memo Re Attorney General Guidance, of the Final EIR; Section 5.0, Corrections and Additions, of the Final EIR; Section 3.2.4, Topical Response 4, of the Final SEIR.

7.18.8 Project Design Features WFR-PDF-A (see above)

WFR-PDF-B (see above)

WFR-PDF-C During operation of Broadway Junction, Stadium Tower, Dodger Stadium Station, and Chinatown/State Park Station, security monitoring by staff and cameras shall be implemented. Project staff shall be trained to identify and report to the appropriate authority potential fire safety hazards, including the presence of sparks or smoke. Any fire ignited on site shall be promptly reported to LAFD.

Finding. For the reasons stated above and provided in the EIR, Metro finds that these wildfire impacts would be less than significant.

8. ENVIRONMENTAL RESOURCES FOUND TO NOT BE IMPACTED

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

- Aesthetics (Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?)

- Agriculture and Forestry Resources (Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code section 4256), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? Would the Project result in the loss of forest land or conversion of forest land to non forest use? Would the Project involve changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?)

- Biological Resources (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 Game or US Fish and Wildlife Service? Would the Project have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? Would operations of the Project conflict with any local policies or ordinances protecting biological resources, such as a tree

preservation policy or ordinance? Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?)

- Cultural Resources (Would operations of the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? Would operations of the Project disturb any human remains, including those interred outside of formal cemeteries?)

- Geology and Soils (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? Would operations of the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?)

- Hazards and Hazardous Materials (Would operations of 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? 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 construction and operations of the Project result in a safety hazard or excessive noise for people residing or working in the Project area?)

- Hydrology and Water Quality (Would the operations of Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?)

- Land Use and Planning (Would operations of the Project physically divide an established community?)

- Mineral Resources (Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?)

- Noise and Vibration (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?)

- Transportation (Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) (Vehicle Miles Traveled)?)

- Tribal Cultural Resources (Would operations of the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 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, in in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Would operations 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, the lead agency shall consider the significance of the resource to a California Native American tribe?

Impact. There would be no impacts.

References. 3.1, Aesthetics, of the Draft EIR; Appendix C, Visual Impact Assessment, of the Draft EIR; 3.2, Agriculture and Forestry Resources, of the Draft EIR; 3.4, Biological Resources, of the Draft EIR; Appendix E, Biological Resources Assessment, of the Draft EIR; Appendix G, Supplemental Biological Resources Report, of the Final EIR; Appendix K.1, Updated Tree Report, of the Final EIR; 3.5, Cultural Resources, of the Draft EIR; Appendix F, Archaeological and Paleontological Resources Assessment, of the Draft EIR; 3.7, Geology and Soils, of the Draft EIR; Appendix I, Geotechnical Document in Support of the Environmental Impact Report, of the Draft EIR; 3.9, Hazards and Hazardous Materials, of the Draft EIR; Appendix O, Airspace Analysis Technical Memo, of the Draft EIR; Appendix I, Airspace Analysis Comment Response for the Los Angeles Aerial Rapid Transit Project, of the Final EIR; 3.10, Hydrology and Water Quality, of the Draft EIR; Appendix L, Hydrology and Water Quality Technical Study, of the Draft EIR; 3.11, Land Use and Planning, of the Draft EIR; 3.12, Mineral Resources, of the Draft EIR; 3.13, Noise and Vibration, of the Draft EIR; Appendix M, Noise and Vibration Technical Report, of the Draft EIR; 3.17, Transportation, of the Draft EIR; Appendix N, Transportation Appendices, of the Draft EIR; 3.18, Tribal Cultural Resources, of the Draft EIR.

8.1.1 Mitigation Measure

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

Finding. For the reasons stated above and provided in the Draft EIR, Metro finds that there would be no impacts.

9. CUMULATIVE IMPACTS

CEQA requires an EIR to consider both the individual and cumulative environmental effects of a Project as part of the impact analysis (CEQA Guidelines section 15130). A cumulative impact "refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (CEQA Guidelines section 15355).

Analysis of cumulative impacts first determines if the combined effects of the Project and other projects would result in a potentially significant cumulative impact. Where a lead agency is examining a project with an incremental effect that is not "cumulatively considerable," a lead agency need not consider that effect significant but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable (CEQA Guidelines section 15130). If there is a potential cumulative impact, the analysis determines if the Project's incremental effects are cumulatively considerable and significant. "Cumulatively considerable" is defined as the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (CEQA Guidelines section 15065(a)(3)). Table 5-1: Related Projects, in Section 5.0, Other CEQA Considerations, of the Draft EIR, identifies the related projects considered in the cumulative impact analysis.

As discussed more fully in Section 5.0, Other CEQA Considerations, of the Draft EIR, Metro finds that cumulative impacts related to Aesthetics, Agricultural and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise (Operational Noise and Vibration, Construction Noise (Off-Site), and Construction Vibration (Building Damage)), Population and Housing, Public Services, Transportation, Tribal Cultural Resources, Utilities and Service Systems, Recreation, or Wildfire would not be significant. Thus, these impacts are not discussed further below.

9.1 NOISE

Threshold. *Cumulative Noise - Construction*: As discussed in Section 3.13, Noise, and Section 5.0, Other CEQA Considerations, of the Draft EIR, and Section 3.5, Construction Noise Assessment, of the Draft SEIR, it is concluded that construction of the Project would result in significant impacts associated with construction noise.

On-Site Construction Noise

On-site construction of related projects (see Table 5-1 and Figure 5-1 in the Draft EIR) located along the Project alignment, would likely produce noise levels in excess of the Los Angeles Municipal Code maximum allowable noise level for construction equipment of 75 dBA when measured at 50 feet from the noise source as well as exceed exterior ambient noise levels by 5 dBA or more at a noise-sensitive use for construction activities lasting more than 10 days in a three-month period. These construction activities would also likely exceed the Federal Transit Administration's thresholds of 80 dBA Leq during daytime at a residential, school, church, or park use property or 85 dBA at a commercial property.

On-site construction activities for the Project were found to exceed these thresholds at a number of locations of sensitive receptors that are in the vicinity of the related projects. To the extent certain of the related projects may be constructed during the same time period as the Project, noise emissions from construction of the Project, in combination with construction of related projects, would also exceed applicable noise thresholds resulting in a cumulative noise impact. Implementation of Mitigation Measure **MM-NOI-A** would reduce construction noise impacts of the Project, but noise levels in a number of locations would remain above the thresholds. The Project's contribution to this cumulative noise impact would be cumulatively considerable.

Finding. Although the Project would implement Mitigation Measure **MM-NOI-A** and Project Design Feature NOI-PDF-B, provided above, for the reasons discussed above and in the Draft EIR and Draft SEIR, Metro finds that these cumulative impacts due to on-site construction noise would be significant and unavoidable. No additional feasible mitigation measures exist to mitigate the on-site construction noise impacts. Thus, Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a)(3) of the CEQA Guidelines. As described in the Statement of Overriding Considerations, Metro has determined that this temporary impact is acceptable because of specific overriding considerations.

Threshold. *Vibration – Construction*:

On-Site Construction Vibration - Human Annoyance

As discussed in Section 3.13, Noise, and Section 5.0, Other CEQA Considerations, of the Draft EIR, the analysis concluded that the human annoyance threshold would be exceeded at Alameda

Station (VSR-1, -2, -3 -4, -5, and -6), Alameda Tower (VSR-7, -8 and -9), Alpine Tower (VSR-10 and -11), Chinatown/State Park Station (VSR-13 and VSR-19), and Broadway Junction (VSR-14, -15, -16, and -17). This impact was determined to be significant and unavoidable because no feasible mitigation measures are available to reduce the vibration annoyance impacts identified for vibration-sensitive receptors from on-site construction activities of the Project. This is because the human annoyance threshold is exceeded by common occurrences such as vehicle pass-bys during construction. Such equipment is needed to build the Project and there is no alignment that would create sufficient separation from adjacent uses to eliminate the human impact.

Related projects could also be constructed at the same time and in proximity to the Project. Vibration levels generated by construction of related projects in combination with construction of the stations and towers of the Project would generally not increase the magnitude of the vibration levels at the closest sensitive receptors due to the distances between construction activities for each related project and the closest VSRs. Nevertheless, to the extent that simultaneous construction were to occur for equipment generating high vibration levels that are also nearly equidistant from the same VSRs, the vibration levels at the closest VSRs could increase and could exceed the human annoyance threshold. In that case, the cumulative vibration impact of construction in terms of human annoyance from on-site construction activities would be significant and unavoidable and the Project's contribution would be cumulatively considerable.

Off-Site Construction Vibration - Human Annoyance

As discussed in Section 3.13, Noise, and Section 5.0, Other CEQA Considerations, of the Draft EIR, the analysis concluded that significant human annoyance impacts would occur at Alameda Station (VSRs 1-6), Alameda Tower (VSRs 7-9), Alpine Tower (VSR-10 and -11), Chinatown/State Park Station (VSR-13 and -19), Broadway Junction (VSR-14 and -15), and Bishops Road (VSRs 15-17), and no mitigation is available to reduce these impacts due to the proximity of Project haul routes to vibration-sensitive residential and institutional uses and lack of options for re-routing this traffic. Related projects could be constructed during the same period and also use these haul routes. Accordingly, it is anticipated that related projects may also have a significant human annoyance impact from off-site construction activities. As mentioned above, vibration levels related to truck traffic are not additive and the vibration annoyance limit is based on an instantaneous level generated by a single truck pass-by. If more trucks are added to the haul routes, there would be more pass-by events but, the magnitude of the vibration levels at the closest sensitive receptors would not increase. Only the duration of exposures would increase, thus not causing an increase in vibration levels at any receptor from an increase in truck traffic along a specific roadway segment. Nevertheless, to the extent related projects use the same haul routes concurrent with the Project, impacts on human annoyance from off-site vibrations would be significant and unavoidable, and the Project's contribution would be cumulatively considerable, and the cumulative impact would be significant and unavoidable.

Finding. For the reasons discussed above and in the Draft EIR, Metro finds that these cumulative impacts due to on-site and off-site construction vibration in terms of human annoyance would be significant and unavoidable, and the Project's contribution would be cumulatively considerable. No feasible mitigation measures exist to mitigate these impacts. Thus, Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a)(3) of the CEQA Guidelines. As described in the Statement of Overriding Considerations, Metro has determined that this temporary impact is acceptable because of specific overriding considerations.

10. ALTERNATIVES AND MITIGATION MEASURES

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

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

10.1 ALTERNATIVES

CEQA requires lead agencies to consider a reasonable range of feasible alternatives to a proposed Project (CEQA Guidelines, § 15126.6). In determining "feasibility," factors that may be taken into account include "site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)." (CEQA Guidelines, § 15126.6(f)(1)). "Public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" (Pub. Resources Code, § 21002.) However, "in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof." (*Id*.)

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

Pursuant to CEQA Guidelines section 15126.6(c), the EIR and SEIR discussed additional alternatives that were considered for analysis but rejected as infeasible and explained the reasons for their rejection. Alternatives developed during the planning process for the Project were not considered for further detailed analysis in the Draft EIR because the alternatives either did not

meet most of the basic project objectives, were deemed to be infeasible, and/or would not substantially lessen the predicted environmental impacts of the Project. The alternatives that were not further considered in detail were: Broadway Station Alignment Alternative; Combined Metro L Line (Gold) Station and College Street Station Alignment Alternative; and three Direct Alignment Alternatives that would be located in the City of Los Angeles, situated northeast of downtown Los Angeles, within the Downtown, Chinatown, Mission Junction, and Elysian Park communities, as well as the Pedestrian Enhancement Alternative. The "build" alternatives that were not considered in further detailed analysis would all result in similar significant and unavoidable impacts for construction noise and vibration (human annoyance) as the proposed Project, and therefore would not substantially lessen the predicted environmental impacts of the Project. The Final SEIR also discussed additional alternatives to the Project in response to comments received on the Draft SEIR, including those referred to in the comments as the Elysian Park People's Transit Vision and Car-Free Dodger Days. For the reasons explained in the Final SEIR, these alternatives were rejected as infeasible.

The EIR examined three alternatives to the Project in detail, which include the No Project Alternative, Spring Street Alignment Alternative, and Transportation Systems Management Alternative.

10.2 NO PROJECT ALTERNATIVE

Pursuant to Section 15126.6(e)(2) of the CEQA Guidelines, the EIR is required to "discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." In addition,

Section 15126.6(e)(3)(B) of the CEQA Guidelines states that, "the no project alternative means 'no build' wherein the existing environmental setting is maintained." Thus, under this alternative, the proposed Project would not be implemented, and would not occur, and the existing environment would be maintained.

As such, the No Project Alternative provides a comparison between the environmental impacts of implementing the proposed Project in contrast to the result from not approving, or denying, the proposed Project. This alternative is intended to meet the requirements of CEQA Guidelines section 15126.6(e) for evaluation of a no project alternative. Under this alternative, no development would occur, and the environment would remain in its existing condition. Therefore, the No Project Alternative would avoid potentially significant impacts to all environmental considerations and would have no impact. However, environmental benefits to air quality, energy, greenhouse gas emissions, and hydrology and water resources would not be realized.

Although the No Project Alternative would avoid the Project's significant impacts, Metro finds that specific economic, legal, social, technological, and other considerations render the No Project Alternative identified in the EIR infeasible. (CEQA Guidelines Section 15091(a)(3)). As the No Project Alternative would not include development of an ART system, it would not provide a direct transit connection between LAUS and the Dodger Stadium property via an aerial gondola system and would not improve connectivity for the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing regional transit system at LAUS. Therefore, the No Project Alternative would not meet any of the project objectives. For these reasons, Metro finds that the No Project Alternative is not feasible. As such, Metro rejects

this alternative and finds that it is not desirable or feasible based on the specific economic, social, and land use policy considerations outlined above.

10.3 SPRING STREET ALIGNMENT ALTERNATIVE

Similar to the Project, the Spring Street Alignment Alternative would provide an ART option for visitors to Dodger Stadium, while also providing access between Dodger Stadium, the surrounding communities, and the regional transit system accessible at LAUS. The Spring Street Alignment Alternative would include three stations, a non-passenger junction, and four cable-supporting towers at various locations along the alignment. The Spring Street Alignment Alternative would include the following components in common with the proposed Project: Alameda Station, Alameda Tower, Alpine Tower, Stadium Tower, and Dodger Stadium Station. In addition to these components, the Spring Street Alignment Alternative would also include the following components that would be unique to this alternative: Spring Street Junction, State Historic Park Station, and Bishops Tower.

The Spring Street Alignment Alternative would commence adjacent to LAUS and El Pueblo de Los Angeles (El Pueblo) and extend approximately 1.3 miles to its termination at Dodger Stadium. The Spring Street Alignment Alternative would begin near El Pueblo and LAUS on Alameda Street at the proposed Alameda Station, which would remain the same as the proposed Project. From the Alameda Station, the Spring Street Alignment Alternative would follow the same alignment as the proposed Project, remaining primarily above the public right-of-way (ROW). The Spring Street Alignment Alternative would continue north along Alameda Street and cross Alpine Street, where the proposed Alpine Tower would be constructed, and would follow the public ROW and continue over the elevated Metro L Line (Gold). The alignment would continue beyond College Street to the southernmost point of Los Angeles State Historic Park, where the proposed Spring Street Junction would be constructed. From the Spring Street Junction, the proposed alignment would continue to the proposed State Historic Park Station within the Los Angeles State Historic Park. At this location, the Spring Street Alignment Alternative would turn northwest over the Los Angeles State Historic Park and the Metro L Line (Gold) to Bishops Tower. From Bishops Tower, the Spring Street Alignment Alternative would cross over SR-110 to the proposed Stadium Tower. The northern terminus of the system would be the same as the proposed Project, being located in a parking lot at the Dodger Stadium property, where the proposed Dodger Stadium Station would be constructed.

As shown in Table 4-3, Alternative Impact Comparison, of the Draft EIR, the Spring Street Alignment Alternative would have similar environmental effects as the proposed Project. However, the Spring Street Alternative would impact a greater area within the State Historic Park due to construction of both the Spring Street Junction and State Historic Park Station. Therefore, impacts to construction noise from the Spring Street Alignment Alternative would be greater in magnitude than the proposed Project.

The purpose of the Project is to provide a direct transit connection between LAUS and the Dodger Stadium property via an aerial gondola system and improve connectivity for the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the neighborhoods along the proposed alignment and the region's rapidly growing regional transit system at LAUS. The Spring Street Alignment Alternative would include development of an ART system that provides a direct transit connection between LAUS and the Dodger Stadium property via an aerial gondola system and improves connectivity for the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing

regional transit system at LAUS. As such, it would be consistent with most of the project objectives.

Although the Spring Street Alignment Alternative would be consistent with most of the project objectives, it would require a larger footprint within the Los Angeles State Historic Park. Overall, the proposed Project's Chinatown/State Park Station location was chosen over the other potential locations, including State Historic Park Station location as part of the Spring Street Alignment Alternative, because it minimized the proposed Project's potential footprint within the Los Angeles State Historic Park while maintaining transit access to the Park and surrounding communities, and is in closer proximity to the Metro L Line (Gold) station. As such, the Spring Street Alignment Alternative would not meet the following objective to the same extent as the proposed Project, and therefore, is considered to be only partially consistent with:

- Objective 11: Minimize the Project's environmental footprint through the integration of sustainability and environmentally friendly design features into the materials, construction, operations, and maintenance of the proposed Project.

For these reasons, Metro finds that the Spring Street Alignment Alternative is not feasible, as it fails to reduce significant impacts compared to the Project and would result in greater impacts to construction noise as compared to the Project due to the construction of both the Spring Street Junction and Chinatown/State Park Station. As such, Metro rejects this alternative and finds that it is not desirable or feasible based on the specific economic, social, and land use policy considerations outlined above.

10.4 TRANSPORTATION SYSTEMS MANAGEMENT (TSM) ALTERNATIVE

The Transportation Systems Management (TSM) Alternative would enhance the existing Union Station Dodger Stadium Express service to increase capacity of the Dodger Stadium Express. To meet service frequencies similar to the proposed Project, a minimum of 6 buses loading simultaneously would be required, which cannot be physically accommodated in the existing location for the Union Station Dodger Stadium Express, and an off-site loading facility would need to be developed to accommodate the new level of bus activity. As discussed on pages 4-60 and 4-61 and shown on Figure 4-13 on page 4-62, of Section 4.0, Alternatives, of the Draft EIR, the approximate footprint of a dedicated loading zone would need to be approximately as large as the shuttle bus loading facility at SoFi Stadium in the City of Inglewood. The Draft EIR identified the top deck of the Metro Division 13 bus maintenance facility as a potential site given its similar size. Furthermore, the existing Dodger Stadium Express service operates up to 8 buses per hour, while the TSM Alternative would require 77 buses per hour.

In addition to a new off-site loading facility, operational changes would be required on surrounding streets to accommodate the increased congestion from the TSM Alternative. Additional loading facilities would also be required at Dodger Stadium, including dedicated bus only lanes, to accommodate the increased level of Dodger Stadium Express service. As stated on pages 4-62 and 4-72, of Section 4.0, Alternatives of the Draft EIR, dedicated bus lanes would be implemented on Vin Scully Avenue between Sunset Boulevard and the entrance to Dodger Stadium as part of the TSM Alternative. The existing bus-only lanes on Sunset Boulevard and Cesar E. Chavez Avenue are only in operation between 7 a.m. and 9 a.m. in the eastbound direction and between 4 p.m. and 7 p.m. in the westbound direction, Mondays through Fridays. The hours of operation of these bus-only lanes could potentially be provided to be westbound on Sunset Boulevard and

Cesar E. Chavez Avenue before every game (not just weekday evening games) and eastbound on Sunset Boulevard and Cesar E. Chavez Avenue after every game. This would expedite Dodger Stadium Express service (both for the existing Dodger Stadium Express service and the TSM Alternative) but could also increase traffic congestion and would displace existing curb parking that is currently used by the community.

Further, to the extent that Metro uses electric buses under the TSM Alternative, unlike the proposed Project, which pursuant to GHG-PDF-A, has pledged to purchase power required for operations from the LADWP Green Power Program, Metro has not proposed obtaining the electricity for its electric buses from green sources. Regardless of whether the shuttle buses would be electrified, the operational issues associated with substantially expanding the Dodger Stadium Express discussed above remain. Given that the Metro fleet would not be electrified until well after the proposed Project's projected opening year, the analysis of the TSM Alternative presumes that the TSM Alternative shuttle buses would not be electric and would instead operate using natural gas as Metro's buses currently use.

Pursuant to CEQA Guidelines section 15126.6(a), the EIR described and evaluated a range of reasonable alternatives to the Project that would avoid or substantially reduce the significant impacts of the Project. As shown in Table 4-3, Alternative Impact Comparison, of the Draft EIR, the TSM Alternative would reduce impacts related to agriculture and forestry resources, cultural resources, geology and soils, hazards and hazardous materials, land use and planning, noise and vibration, population and housing, public services, and recreation as compared to the proposed Project. The TSM Alternative would have similar impacts related to aesthetics, air quality, biological resources, energy, greenhouse gas emissions, hydrology and water quality, mineral resources, transportation, tribal cultural resources, utilities and service systems, and wildfire, as compared to the proposed Project.

However, under the TSM Alternative, there would be no aesthetic improvements to the existing proposed Project area. For example, landscaping improvements would not be installed, and the opportunity for site specific artwork at each station that is reflective of the unique neighborhood culture would not be implemented. As such, the TSM Alternative would not result in aesthetic benefits to the proposed Project area.

While operation of the TSM Alternative may result in an increased number of people traveling to Dodger Stadium by public transit compared to existing conditions, VMT would be higher compared to the proposed Project because the TSM Alternative would still operate vehicles on the roadway with additional buses creating an increase of activity and resulting in higher emissions compared to the proposed Project. Fuel use of the additional buses would also result in an increase of energy consumption compared to the proposed Project. Further, even if Metro transitions its bus fleet to electric buses by 2035, after the projected opening year for the proposed Project, the TSM Alternative is unlikely to achieve the same level of ridership as the proposed Project, and therefore would not achieve the same level of emissions and fuel use reductions as the proposed Project. In addition, the TSM Alternative would not benefit from the proposed Project's green power commitments, as even if Metro transitions to electric buses, Metro has not proposed obtaining electricity from electric buses from green sources, and battery back-up system. As such, while the TSM Alternative could result in reduced VMT compared to existing conditions, the VMT reduction would be less than the proposed Project because the TSM Alternative would still operate vehicles on the roadway, thereby contributing to VMT and some congestion. Therefore, the beneficial improvements associated with the proposed Project would not occur. Additionally, compared to the proposed Project, people traveling to Dodger Stadium using public transit would be traveling on Dodger Stadium Express bus routes as opposed to the

aerial tramway, and would not reduce associated GHG emissions and fuel use to the same extent as the proposed Project. Therefore, not all of the beneficial GHG reductions associated with the proposed Project would occur.

The TSM Alternative would not include installation of new LID, source control, site design, and treatment control BMPs to minimize runoff and water pollution, which would occur under the proposed Project. The storm water leaving the Dodger Stadium Express routes would not be filtered and would continue to contain sediment and other potential pollutants associated with the existing conditions of the site. Therefore, the beneficial improvements associated with the proposed Project would not occur.

Under the TSM Alternative, the proposed Project would not be constructed, and instead the existing Union Station Dodger Stadium Express service would be enhanced to determine if the Dodger Stadium Express could increase the capacity of the Dodger Stadium Express similar to that of the proposed Project. As the TSM Alternative would not include development of an ART system, it would not provide a direct transit connection between LAUS and the Dodger Stadium property via an ART system and would not improve connectivity for the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing regional transit system at LAUS. However, the TSM Alternative would provide enhanced transit access between LAUS and Dodger Stadium. As such, it would not meet the following objectives to the same extent as under the proposed Project and is, thus, considered to be only partially consistent with the following objectives:

- Objective 1: Expand mobility options for transit riders through a direct connection between LAUS and Dodger Stadium, a regional event center.

- Objective 3: Improve the Dodger Stadium visitor experience by providing efficient, high-capacity, and faster alternative access to Dodger Stadium.

- Objective 4: Enhance safety of neighborhoods adjacent to Dodger Stadium by reducing the number of vehicles in the area.

- Objective 6: Increase connectivity of people to the region's public transportation hub at LAUS and the Dodger Stadium property.

The TSM Alternative would not include development of an ART system and would not provide a direct transit connection between LAUS and the Dodger Stadium property via an ART system and improve connectivity for the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing regional transit system at LAUS. As such, the TSM Alternative would not meet the following basic project objectives:

- Objective 2: Attract new transit riders to the Metro system through a unique experience connecting to Dodger Stadium.

- Objective 5: Reduce transportation related pollution and greenhouse gas (GHG) emissions as a result of reduced vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.

- Objective 7: Improve transit rider experience by providing unique scenic views of the Los Angeles area to ART passengers and Dodger fans.

- Objective 8: Bring a world class aerial transit system to the Los Angeles area.

- Objective 9: Enhance community connectivity by providing first/last mile transit and pedestrian access to areas that have historically been underserved, including the Los Angeles State Historic Park and Elysian Park.

- Objective 10: Identify comparable, affordable, and accessible fare opportunities for community and Los Angeles State Historic Park and Elysian Park access.

- Objective 11: Minimize the Project's environmental footprint through the integration of sustainability and environmentally friendly design features into the materials, construction, operations, and maintenance of the proposed Project.

- Objective 12: Provide a sustainable form of transit by operating the ART system with the use of zero emission electricity with battery storage backup in order to reduce GHG emissions and improve air quality.

Overall, the TSM Alternative would fail to meet the proposed Project's overall purpose of providing a direct transit connection between LAUS and the Dodger Stadium property via an aerial gondola system, and improve connectivity for the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing regional transit system at LAUS, as it would provide a bus connection between LAUS and Dodger Stadium on Dodger game days only. Moreover, to reach the same capacity as the proposed Project, the TSM Alternative would require the acquisition of alternative sites that may require additional site improvements. Further, although the TSM Alternative would reduce certain temporary construction impacts, it would generate more VMT than the Project and therefore emissions that the proposed Project would not generate. In addition, the TSM Alternative would not provide the same level of benefits of the proposed Project, such as providing a direct transit connection between LAUS and the Dodger Stadium property via an ART system and improving connectivity for the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing regional transit system at LAUS. Improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the most riders travelling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region. For these reasons, Metro finds that the TSM Alternative is not feasible. As such, Metro rejects this alternative and finds that it is not desirable or feasible based on the specific economic, social, and land use policy considerations outlined above.

10.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a proposed Project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR and that if the "no project" alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives. Selection of an environmentally superior alternative is based on comparison of the alternatives to determine which among the alternatives would reduce or eliminate the impacts associated with the Project to the greatest degree.

Of the alternatives analyzed in the Draft EIR, the No Project Alternative would be considered environmentally superior because it would not involve new development and assumes on-site uses would continue to operate similar to existing conditions. Although the No Project Alternative

would not meet any of the Project Objectives, it would avoid all of the Project's significant impacts, including the Project's significant and unavoidable construction noise and vibration impacts. Conversely, the No Project Alternative would not result in ART connections between the neighborhoods noted above. Additionally, VMT and vehicle congestion would not be reduced, and the associated reduction in GHG emissions and air quality improvements would not take place. However, the CEQA Guidelines require that the Draft EIR identify an environmentally superior alternative other than the No Project Alternative.

Table 4-3 of the Draft EIR provides a comparison of the impacts of each of the alternatives. The No Project Alternative and TSM Alternative would not result in significant unavoidable impacts to any environmental considerations.

The proposed Project and the Spring Street Alignment Alternative would result in similar impacts, each having significant unavoidable construction noise and vibration (human annoyance) impacts that cannot be reduced below a significant level with the implementation of mitigation measures. Additionally, they each would require implementation of mitigation measures to reduce potential impacts to less than significant for biological resources, cultural resources, geology and soils, hazards and hazardous materials, land use and planning, public services, transportation and traffic, tribal cultural resources, utilities and services systems, and wildfire.

While both the proposed Project and Spring Street Alternative would result in significant and unavoidable impacts due to construction noise and vibration (human annoyance), the Spring Street Alternative would impact a greater area within the State Historic Park due to construction of both the Spring Street Junction and State Historic Park Station. Therefore, impacts to construction noise from the Spring Street Alignment Alternative would be greater in magnitude than the proposed Project.

As noted in Table 4-3, of the Draft EIR, the TSM Alternative would result in the same CEQA impact determination as the proposed Project for aesthetics, air quality, biological resources, energy, greenhouse gas emissions, hydrology and water resources, mineral resources, and transportation. However, as discussed above, the TSM Alternative's impacts would be less for aesthetics, agriculture and forestry resources, cultural resources, geology and soils, hazards and hazardous materials, land use and planning, noise and vibration, population and housing, public services, recreation, tribal cultural resources, utilities and service system, and wildfire. Additionally, although the TSM Alternative's impact would be greater for air quality, energy, greenhouse gas emissions, hydrology and water quality, and transportation and traffic, it would not result in any significant and unavoidable impacts. As such, the TSM Alternative would result in the fewest environmental impacts overall. Therefore, the TSM Alternative would be considered the environmentally superior alternative.

However, the TSM Alternative would generate more VMT, and therefore emissions, than the proposed Project. In addition, the TSM Alternative would not provide the same level of benefits as the proposed Project, such as providing a direct transit connection between LAUS and the Dodger Stadium property via an ART system and improving connectivity for the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing regional transit system at LAUS. As such, Metro rejects the TSM Alternative and finds that it is not desirable or feasible based on the specific economic, social, and land use policy considerations outlined above.

10.6 IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(d) of the CEQA Guidelines indicates that an EIR should evaluate significant irreversible environmental changes that would be caused by implementation of a Project. As stated in CEQA Guidelines Section 15126.2(d):

> *"*Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified*."*

Section 5.0, Other CEQA Considerations, of the Draft EIR provides this analysis. As discussed therein, the Project would necessarily consume limited, slowly renewable, and non-renewable resources that could result in irreversible environmental changes. This consumption would occur during construction of the Project and would continue throughout its operational lifetime. The development of the Project would require a commitment of resources that would include: (1) building materials and associated solid waste disposal effects on landfills; (2) water; and (3) energy resources (e.g., fossil fuels) for electricity and transportation. Consumption of these resources would be considered a primary impact. Secondary impacts that were considered include potential irreversible changes to land utility and changes resulting from hazardous accidents. As discussed below and in Section 5.0, Other CEQA Considerations, of the Draft EIR, the Project would not consume a large commitment of natural resources or result in significant irreversible environmental changes.

10.6.1 Building Materials and Solid Waste

Construction of the Project would require consumption of resources that are limited and slowly renewable, and potentially which may renew slowly as to be considered non-renewable. These resources would include certain types of lumber, aggregate materials used in concrete and asphalt (e.g., sand, gravel, and stone), steel, and petrochemical construction materials (e.g., plastics). The commitment of resources required for the type and level of proposed development would limit the availability of these resources for future generations for other uses during the operation of the Project. However, this resource consumption would be consistent with growth and anticipated change in the Los Angeles region. Materials for the stations, junction, and towers would be locally sourced where possible, and would include recycled content where possible. Additionally, these materials are not in short supply and usage would not result in a significant impact on continued availability of these resources. Labor would also be required to produce building materials; however, it is likely that the labor force from within the region would be sufficient to complete the majority of Project construction. Construction of more than one Project component would occur at the same time, with consideration of available materials, equipment, and workers.

As discussed in Section 3.19, Utilities and Service Systems, construction of the Project would generate construction waste from building demolition (1201 North Broadway), site clearing, removal of asphalt, and excavation. It is estimated that approximately 78,500 cubic yards of demolition debris would be generated, of which approximately 62,600 cubic yards would be soil, which is anticipated to not go to landfills, but is instead anticipated to be sold and/or reused for backfill. For the remaining approximately 15,900 cubic yards of demolition debris that would be generated, 65 percent would be diverted from landfills in accordance with CALGreen. As such, it

is estimated that approximately 5,565 cubic yards of demolition debris would be hauled to the Sunshine Canyon Landfill, which can adequately accommodate the anticipated amount of solid waste generated for the Project. In addition, the Project would be required to adhere to federal, State, and local regulations for solid waste disposal, including AB 939, which requires all counties and cities to prepare a comprehensive solid waste management program that includes a Source Reduction and Recycling Element, and those identified in the City's Solid Waste Integrated Resource Plan to divert materials prior to disposal for recycling or reuse, where appropriate. Therefore, the Project would not conflict with the Solid Waste Integrated Resource Plan, AB 341, which sets forth the requirements of the Statewide mandatory commercial recycling program, and AB 939, CALGreen, and local management and reduction statutes related to solid waste. As such, solid waste would not be generated 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.

Regarding the operation of the Project, it would be developed in a densely populated urban area and would provide additional connectivity to local amenities in the vicinity of commercial and residential uses, potentially reducing, rather than increasing the need for additional infrastructure that would require similar building materials and produce similar quantities of solid waste. As such, continued phases of the Project would not result in a significant impact related to building materials and solid waste.

10.6.2 Water

Construction of the Project would require short-term and intermittent consumption of water, a resource that is slowly renewable. During construction of the Project, water from water trucks and gallon drums would be required for various activities, such as controlling dust, compacting soil, and mixing concrete. Project construction would require the use of locally available water supplies, distributed by LADWP. The Project would seek to use reused or recycled water prior to the use of potable water, if feasible. LADWP supplies an average of approximately 466 million GPD of water to its customers. LADWP has the ability to meet local water supply goals under normal year, dry year, and multiple dry year conditions; however, a multi-year drought that started in 2012 has resulted in LADWP investing in drought-resilient sources of potable water including stormwater capture and groundwater augmentation. The existing water supply sources are adequate to meet the demands for LADWP's service area, and construction of the Project would not increase water usage that would exceed the current supply.

Operational water usage for the Project would include restrooms, concessions, landscaping, and washing down of facilities and other maintenance operations. This would require a total of approximately 6,655 GPD of water, of which approximately 3,072 GPD of water would be used by Park amenities operated by the Los Angeles State Historic Park. This required water usage is considered nominal compared to LADWP's average supply of 435 million GPD; therefore, operation of the Project would not increase water usage that would exceed the current supply.

Thus, as evaluated in Section 3.19, Utilities and Service Systems, while Project construction and operation would result in some irreversible consumption of water, the Project would not result in a significant impact related to water supply.

10.6.3 Energy Consumption

Construction of the Project would require consumption of resources that are slowly renewable as well as non-renewable. These resources would include renewable electricity as well as the use of non-renewable fossil fuels, such as diesel, gasoline, and oil, and thus the existing supplies of

these resources would be incrementally reduced. As discussed in Section 3.6, Energy, construction of the Project would require limited and temporary electricity consumption for construction trailers, construction equipment, and lighting, and would be provided by LADWP and supplied by the grid. Construction of the Project would result in a demand of approximately 864,544 kilowatt-hours (kWh) of electricity from the grid. This demand would be temporary, and in some cases would supplant electricity otherwise provided by another energy source, such as diesel generators. The Project's anticipated electricity usage during construction is anticipated to be approximately 0.9 Gigawatt-hours (GWh) in total or 0.45 GWh/year, which would constitute approximately 0.00014 percent to 0.00016 percent of the projected State-wide demand from 2019 to 2026. The California Energy Commission (CEC) estimates that energy demand in the LADWP planning area will increase to approximately 27,000 to 28,000 GWh in the 2024 to 2026 timeframe, meaning that the Project's contribution in that period would be approximately 0.002 percent of the projected demand.

Construction of the Project would also require the limited and temporary usage of transportation fuel, including gasoline and diesel for off-road construction equipment, haul trucks, vendor trucks, construction worker vehicles, and worker shuttles. The estimated total fuel usage from on-road vehicle trips associated with the construction of the Project is 69,355 gallons of gasoline and 84,144 gallons of diesel. The estimated total fuel usage from off-road construction equipment associated with the construction of the Project is approximately 155,304 gallons of diesel fuel. According to these estimates, construction of the Project would equate to approximately 0.15 percent of the annual amount of diesel and approximately 0.008 percent of the annual amount of gasoline that would be used citywide during Project construction. Construction of the Project would equate to less than 0.004 percent of the annual amount of diesel and approximately 0.0002 percent of the annual amount of gasoline and that would be used Statewide during Project construction. Fuel use during construction would be considered negligible when evaluated on a local and regional scale and would not adversely impact local or regional energy supplies or not require additional capacity. In addition, the temporary energy consumption associated with construction would allow for a long-term reduction in energy consumption associated with Project operations related to reduced VMT, along with a decreased reliance on fossil fuels, as discussed below.

The electrical power for Project operations of the aerial gondola system and associated stations, junction, and towers would be supplied by LADWP through the utility's Green Power Program, pursuant to GHG-PDF-A. Accordingly, the primary electricity usage associated with the Project would come from renewable resources. When operating near capacity, normal operations are estimated to require approximately 2.5 megawatt (MW) of power. The peak demand in the LADWP planning area is expected to be 6,500 MW at Project build-out in 2026. As a result, the Project would have a negligible effect on LADWP peak demands. Once fully operational, the Project would result in electricity demand of approximately 6.9 GWh/year, which would constitute approximately 0.002 percent of the projected State-wide demand in that year. The CEC estimates that energy demand in the LADWP planning area would increase to approximately 28,000 GWh in 2026, meaning that the Project's contribution in that timeframe would be approximately 0.025 percent of the projected demand. Additionally, the Project would include the installation of backup battery storage at each station, tower, and junction to provide backup power to allow unloading of the system in the event of a power grid failure. The total backup power required is 1,400 kilowatts.

Additionally, operation of the Project would incorporate energy efficient features, such as open-air stations and high-efficiency lighting, which would lower the energy needs of the Project by allowing for passive ventilation strategies and natural daylight and use State-of-the-art gondola technologies, such as automated controls and contactless fare checking. The Project would also

be designed to comply with all applicable State and local codes, including conformance with the City of Los Angeles Green Building Ordinance. Furthermore, operation of the Project would decrease the number of people traveling to Dodger Stadium and the surrounding area in passenger vehicles and increase the number of people using public transit. The overall shift is anticipated to reduce total VMT and vehicle idling time in and around Dodger Stadium associated with passenger vehicles, therefore reducing associated emissions and fuel use. When compared to existing conditions, the Project would reduce fuel usage from on-road mobile sources by 89,367 gallons of gasoline and 539 gallons of diesel in 2026, respectively, and 170,026 gallons of gasoline and 1,026 gallons of diesel in 2042, respectively.

Based on the above, the Project would not cause the wasteful, inefficient, and unnecessary consumption of energy. The Project benefits would include improved mobility, transit accessibility, and energy consumption. The resources committed and consumed would be considered appropriate because regional and area residents and visitors would benefit from improved transit services, which, in turn, would result in an overall decrease in the irreversible and irretrievable commitment of nonrenewable resources. Refer to Section 3.6, Energy, for further analysis regarding the Project's consumption of energy resources.

10.6.4 Environmental Hazards

Construction and operation of the Project has the potential to cause irreversible damage as the result of an environmental accident associated with the release or spillage of hazardous materials as such materials are transported and used. The Project's potential use of hazardous materials is addressed in Section 3.9, Hazards and Hazardous Materials. As discussed therein, it is anticipated that limited amounts of hazardous substances, such as solvents, paints, oils, hydraulic fluids, gasoline, diesel fuel, etc. would be transported to and used at the Project component sites throughout the construction duration. Construction activities would include the use of machinery and other equipment that may require fueling or maintenance/ servicing with other petroleum-based products (e.g., grease, oil). However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. Thus, any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. As such, compliance with regulations and standards would serve to protect against significant and irreversible environmental change that could result from the accidental release of hazardous materials.

Additionally, during construction, ground-moving activities such as excavation for the foundations of the stations, junction, and towers as well as the demolition of the existing building at 1201 North Broadway, would include disturbance of soils. The proposed sites of the Alameda Station, Alpine Tower, Chinatown/State Park Station, and Broadway Junction were listed in hazardous materials database listings. The Project would implement Mitigation Measure **MM-HAZ-A** to prepare a soil and groundwater management plan, which shall include sampling and analyzing soils/groundwater and required methods and procedures for the proper handling and removal of impacted soils and/or groundwater for off-site disposal, to reduce impacts related to construction to less than significant. Additionally, Mitigation Measure **MM-HAZ-B**, which would require hazardous materials abatement by a licensed abatement contractor prior to demolition of the existing building at 1201 North Broadway, would be implemented, which would reduce impacts to less than significant. With implementation of mitigation measures, it is not expected that the Project would cause irreversible damage from environmental accidents associated with the use of typical, potentially hazardous materials during construction.

It is anticipated that operation and maintenance of the Project would include use of limited quantities of hazardous materials, such as oils, paints, solvents, and cleaners, which are not acutely hazardous. No operational activities are proposed that would result in the use or discharge of unregulated hazardous materials. Operation of the Project would transport, handle and store, and dispose of all materials in compliance with all codes, standards, and regulations, and it is not expected that the Project would cause irreversible damage from environmental accidents associated with the use of typical, potentially hazardous materials during operations.

10.6.5 Land Utility

Land used to construct Project components is considered an irreversible commitment during the period the land is used. After construction is completed, land used for construction staging would be available for other uses. Furthermore, in regard to Project components within the public ROW, and as discussed in Section 3.17, Transportation, development of a construction traffic management plan in coordination with LADOT is required as outlined in Mitigation Measure **MM-TRA-B**. The construction management plan would include street closure information, detour plans, haul routes, and a staging plan with review and approval from the City. Implementation of Mitigation Measure **MM-TRA-B** would minimize access interruptions within the Project Study Area and identify safe detour routes around the temporary closures for vehicles, bikes, and pedestrians. With implementation of Mitigation Measure **MM-TRA-B**, temporary construction impacts related to disruption of access between communities would be less than significant.

Implementation of the Project would commit land designated as public ROW, commercial, residential, and open space uses at the stations, junction, and towers to transit uses. The majority of the Project alignment and components would be constructed within or above the public ROW and/or publicly owned property. However, no housing or businesses would be displaced. As discussed in Chapter 2, Project Description, Subsection 2.11, Required Permits and Approvals, the Project Sponsor is seeking to amend LAMC Sections 12.32 and 11.5.7 to create an Overlay District or Specific Plan to provide for consistent application of Project design standards, limitations, and operational measures. With approval of the amendments to the zoning code to allow the Project uses, development of these Project components would not conflict with the applicable LAMC requirements at the time of Project implementation, and the impact would be less than significant.

With approval of the amendments to the zoning code to allow the Project uses, development of these Project components would not conflict with the applicable LAMC requirements or the General Plan land use designations at the time of Project implementation, and the impact would be less than significant.

Further, Plan Approvals under the existing Conditional Use Permit could be sought to allow for the Stadium Tower and Dodger Stadium Station sites, including an exception from the site's 1XL (Extra Limited Height) district designation. However, with the Plan Approvals, these Project components would be consistent with the provisions of the Conditional Use Permit applicable to the site, and no impact related to consistency with the LAMC would occur.

As such, the Project would be consistent with the policies of the City of Los Angeles which promote transit use and would not create a substantial irreversible commitment to land use.

Additionally, The Los Angeles State Historic Park General Plan identifies four types of land uses in its Preferred Park Concept Elements: Cultural Activities, Recreation Open Space, Garden Open Space, and Natural Open Space. These land uses do not contemplate a transit station like the

Chinatown/State Park Station, which would have a footprint of 2,195 square feet in the park, and the station canopy would have an overhang of 9,320 square feet over the park. The Project's required aerial clearance width over the Los Angeles State Historic Park would be 53 feet 2 inches wide with an area of approximately 59,470 square feet, plus an Additional Separation Buffer.

Pursuant to Public Resources Code 5002.2, the Project would require the Los Angeles State Historic Park General Plan Amendment to amend the Preferred Park Concept Elements to include a "Transit" land use to allow for the Project's use, as well as to address the State historic park classification as defined in Public Resources Code 5019.59, which permits facilities for the comfort and enjoyment of the visitors, such as access. Given the large-scale events currently held at the Park (as discussed in Subsection 5.5.2, Special Events at the Los Angeles State Historic Park), additional transportation options to access the Park have the added benefit of reducing the detrimental impacts of those events to the Park and the neighboring communities. The General Plan Amendment is subject to the review and approval by the State Park Commission, which retains its independent authority related to the Project per Public Resources Code 21174. The Project is also anticipated to require easements and/or aerial easements, a lease or other agreement, a right of entry permit, and/or operational agreements related to the park.

Thus, with the General Plan Amendment, the construction and operation of the Chinatown/State Historic Park Station would be made consistent with the applicable goals and guidelines of Los Angeles State Historic Park General Plan as amended by the Los Angeles State Historic Park General Plan Amendment, and thus would not conflict with the goals, policies, and objectives of the Los Angeles State Historic Park General Plan adopted for the purpose of avoiding or mitigating an environmental effect. As such, impacts related to the Los Angeles State Historic Park would be less than significant. As such, the Project would be consistent with the policies of State Parks, which establish land uses appropriate to the Park and associated elements, and therefore would not create a substantial irreversible commitment to land use.

10.6.6 Conclusion

Based on the above, Project construction and operation would require the irretrievable commitment of limited, slowly renewable, and non-renewable resources, which would limit the availability of these resources and the Project site for future generations or for other uses. However, the consumption of such resources would not be considered substantial and would be consistent with regional and local growth forecasts and development goals for the area. The loss of such resources would not be highly accelerated when compared to existing conditions and such resources would not be used in a wasteful manner. Therefore, although irreversible environmental changes would result from the Project, such changes are concluded to be less than significant. Considering that the Project would consume an immaterial amount of natural resources, and it is a transportation alternative to automobile travel that would reduce VMT and increase connectivity of people to the region's public transportation hub at Union Station and the Dodger Stadium property, and would increase connectivity in the Project area, providing direct linkages for existing residents and communities to parks and recreational facilities, the limited use of nonrenewable resources is justified.

10.7 GROWTH-INDUCING IMPACTS

Section 15125.2(d) of the CEQA Guidelines requires a discussion of the ways in which a project could induce growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 15126.2(d) of the CEQA Guidelines states that the EIR should:

"Discuss the ways in which the Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristics of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

Section 5.0, Other CEQA Considerations, of the Draft EIR provides this analysis. As discussed therein, induced growth is any growth that exceeds planned growth and results from new development that would not have taken place without the implementation of a Project. Generally, growth-inducing projects are located in isolated, undeveloped, or underdeveloped areas, necessitating the extension of major infrastructure, such as water or sewer facilities, or roads. Typically, the growth-inducing potential of a project would be considered significant if it results in growth or population concentration that exceeds those assumptions included in pertinent master plans, land use plans, or projections made by regional planning authorities. However, the creation of growth-inducing potential does not automatically lead to growth, whether it would be below or in exceedance of a projected level. The environmental effects of induced growth are secondary or indirect impacts of the Project. Secondary effects of growth could result in significant, adverse environmental impacts, which could include increased demand on community public services, increased traffic and noise, degradation of air and water quality, and conversion of agricultural land and open space to developed uses.

In order to characterize the existing population, housing, and employment conditions in the vicinity of the Project, a 0.5-mile buffer around the Project alignment was established as the Project Study Area, as discussed in detail in Section 3.14, Population and Housing, of the Draft EIR. The total population for the Project Study Area in 2019, according to the U.S. Census Bureau, was approximately 33,108 residents compared to the total City population of 3,986,031 residents. (Table 3.14-2). In 2020, the County population was estimated to be 10,044,458 residents (Table 3.14-1). The average annual growth rate for the City from 2010 to 2020 was approximately 0.3 percent (Table 3.14-1), and more recently in 2020 the annual growth rate indicated negative growth at approximately -1.3 percent. The City's average annual growth rate is higher than the County's average annual growth rate from 2010 to 2020 (0.42 percent); however, the County's 2020 annual growth rate of -0.9 percent suggests that even though people were leaving the area, the rate of people leaving the City was greater than the County. The total number of housing units for the Project Study Area in 2019, according to the U.S. Census Bureau, was 11,846 (Table 3.14-4). In 2020, the number of housing units was 1,535,606 in the City with an anticipated 16.8 percent increase by 2045, and over 3.6 million in the County, with an anticipated 13.9 percent increase by 2045 (Table 3.14-3). The total number of people employed in the Project Study Area in 2019, according to the U.S. Census Bureau, was 30,695 (Table 3.14-7). In 2019, the number of people employed was 2,155,700 in the City and 5,313,215 in the County (Table 3.14-6). By 2045, the number of people employed in the City is projected to be 2,135,900 and the number employed in the County is projected to be 5,382,000 (Table 3.14-6). This anticipates a 0.9 percent decrease in employment for the City and a 1.3 increase in the County. Although private vehicles are the main means of commute for both residents in the Project Study Area and overall City of Los Angeles, residents in the Project Study Area utilize public transportation and walking (13.3 percent

and 9.3 percent, respectively) more than the overall City of Los Angeles population (8.8 percent and 3.4 percent, respectively (Table 3.14-8).

Considering the above environmental setting, the following discussion, as well as Section 5.0, Other CEQA Considerations, of the Draft EIR, considers whether or not the Project would foster population or employment growth, or the construction of additional housing, either directly or indirectly, on both a regional and local scale.

The Project alignment would be located within the urbanized and developed City of Los Angeles. The Project would link the Dodger Stadium property to the region's rapidly growing regional transit system at LAUS, thereby increasing overall system efficiency. The Project would improve the mobility and accessibility for people in the area by providing an ART to the regional transit system at LAUS and provide a first/last mile transit connection to Dodger Stadium, for existing residents, workers, park users, and visitors to Los Angeles. The Project does not include any new housing. Instead, it would provide new connections to and between currently underserved neighborhoods and uses along the proposed alignment, including Chinatown, Mission Junction, the Los Angeles State Historic Park, Elysian Park, Echo Park, and Solano Canyon. These areas are being developed with various mixed-use developments, which include both residential units and commercial spaces. As such, the Project is intended to accommodate existing and future transportation needs of the area's population and would not directly induce growth.

As discussed in Section 3.14, Population and Housing, of the Draft EIR, the Project would not induce substantial unplanned population growth indirectly. Construction employment generated by the Project would not change population in the heavily populated Los Angeles region. 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. Any such relocation within the region would be minimal. Although specialized personnel including ART manufacturer and cable specialists would be on site during construction phases involving the installation of the ART system and cable pulling, they are expected to utilize existing seasonal accommodations and leave once construction is completed. Impacts related to induced population growth due to employment opportunities during construction of the Project would be less than significant. Employees for operations, maintenance, and concessions (approximately 20) are expected to be drawn from the local labor force and would not induce substantial unplanned population growth.

As discussed in Section 3.15, Public Services, of the Draft EIR, because the Project would not include any new housing, and because it is likely that the labor force from within the region would be sufficient to complete construction and support operation of the Project, it is not anticipated to cause a substantial demand for fire or police protection services such that it would require the provision of new or physical altered governmental facilities (i.e., fire and police stations). Project implementation would not impact population in the heavily populated Los Angeles region that would result in additional demand for schools such that it would result in the need for new or physically altered schools. Additionally, the Project is not anticipated to cause a demand for other public facilities such that it would require the provision of new or physical altered governmental facilities (i.e., libraries, senior centers, homeless bridge housing facilities, or childcare services). Therefore, the Project would not induce population growth that could affect service ratios, response times, or other performance objectives for public services.

The ART system would increase connectivity in downtown Los Angeles and provide direct linkages to major residential, employment, and tourist destinations, such as LAUS, El Pueblo/Olvera Street, Chinatown, Los Angeles State Historic Park, Dodger Stadium, and Elysian Park. The Project Study Area includes a population of which approximately 25 percent of the residents in the Project Study Area utilize either public transportation or walking for commuting to work. As discussed in Chapter 2, Project Description, of the Draft EIR, and Section 3.0, Project Description, of the Final EIR, Dodger Stadium is one of the region's most visited venues; however, there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets, throughout the surrounding communities, and on the nearby freeways. As the region's population grows and resulting travel needs continue to increase, the local and regional roadway system is likely to experience greater congestion. When complete, the travel time from LAUS to Dodger Stadium would be approximately 7 minutes during peak operations (games/events at Dodger Stadium). Approximately 20 percent of visitors could take aerial transit connected to Metro's regional transit system. By creating a high-quality and high-capacity rapid transit connection between LAUS and Dodger Stadium, the Project would provide a more viable choice in making a trip to a Dodger game or event at the stadium.

With Metro's existing and planned expansion of its transit system, coupled with other providers such as Metrolink, Amtrak, and other municipal bus operators whose services all converge at LAUS, the Project provides the opportunity for anyone in the Los Angeles County region to access Dodger Stadium via public transit. While other transit projects in general could induce growth at the regional scale by focusing on faster commute times, thus enticing more widespread residential options, the specific transit needs met by the Project address the issue of regional accessibility and improved efficiency to visiting Dodger Stadium and provide a first/last mile transit connection to Dodger Stadium for existing residents, workers, and visitors to Los Angeles. It is unlikely that this benefit would result in construction of new housing in the region, and therefore indirectly induce growth.

On a local scale, the Project would link residents to the Dodger Stadium property and enhance community connectivity. The ART system would increase connectivity in downtown Los Angeles and provide direct linkages to major residential, employment, and tourist destinations. By facilitating access to existing transit systems and increasing connectivity in downtown Los Angeles, the Project may increase the attractiveness of the corridor for living and conducting business, resulting in increased activity near the proposed stations. However, such indirect impacts on adjacent communities would generally be positive. Given that the area in the City where the Project alignment is located is densely urbanized and there are existing planned developments for the area, this would be a benefit for existing and planned uses in the area.

As discussed in Section 3.11, Land Use and Planning, of the Draft EIR, and Section 5.0, Corrections and Additions, of the Final EIR, the Project would support the City's goals from the Housing Element, Central City Community Plan, and Downtown Los Angeles 2040 Draft Community Plan of providing transit near residential development. Nevertheless, the Project is not anticipated to substantially generate new development beyond what is already planned within the area. As such, the Project is not anticipated to stimulate development to a level inconsistent with applicable planned local land use designations. Should any future development occur in the surrounding Project area, as discussed in Section 3.11, Land Use and Planning, of the Draft EIR, and in Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property, in Section 6.0, Responses to Comments, of the Final EIR, such development would be subject to additional environmental analysis under CEQA,

and would be required to comply with City of Los Angeles Community Plan policies encouraging development near transit stations and corridors. Operation of the Project would not induce substantial population growth either directly or indirectly. Impacts related to induced population growth during operation of the Project would be less than significant.

10.8 FINDINGS FOR MITIGATION MEASURES

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

Some comments on the Draft EIR and Draft SEIR suggested additional mitigation measures and/or modifications to the measures recommended in the Draft EIR and Draft SEIR. As shown in the Final EIR and Final SEIR, Metro incorporated suggestions where appropriate or Metro explained why the suggested mitigation measures were not feasible and/or not superior to the mitigation measures identified in the Draft EIR and Draft SEIR. The Metro Board acknowledges staff for its careful consideration of these comments and agrees with the EIR in those instances when staff did not accept proposed language, and hereby ratifies, adopts, and incorporates the EIR's reasoning on these issues.

11. STATEMENT OF OVERRIDING CONSIDERATIONS

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

11.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS

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

Noise (Construction). Construction of the Project would have a significant and unavoidable noise impact for on-site activities. Mitigation Measure **MM-NOI-A** and Project Design Feature NOI-PDF-B would reduce construction noise impacts to the extent feasible. No additional feasible mitigation measures exist to mitigate the construction noise impacts. Significant impacts from noise levels due to on-site construction activities would remain at the Los Angeles Union Station Terminal (NSR 1A), El Pueblo (NSR 2), Mozaic Apartments (NSR 3), The California Endowment Building (NSR 4), the future Homeboy Industries Residential (NSR 5), Chinatown Senior Lofts (NSR 6), Homeboy Industries (NSR 7), Future Residential Development (NSR 8), Blossom Plaza (NSR 9), Future Residential Development (NSR 10), Capitol Milling (NSR 11), Llewellyn Apartments (NSR

12), Los Angeles State Historic Park (NSR 14 N/S), Cathedral High School (NSR 16), and Low-Rise Residential on Savoy Street (NSR 17N/S). These impacts are temporary and will only last as long as the construction activities. Nonetheless, construction noise impacts would remain significant and unavoidable. Construction of the Project would have a significant and unavoidable vibration (human annoyance) impact. There are no feasible mitigation measures to reduce the vibration (human annoyance) impacts identified for vibration-sensitive receptors from on-site construction activities as well as along the Project alignment for off-site construction activities. As such, vibration (human annoyance) impacts would remain significant and unavoidable.

11.2 DETERMINATION

The below stated reasons summarize the benefits, goals, and objectives of the Project, and provide the rationale for the benefits of the Project. These overriding considerations of economic, social, aesthetic, cultural/historical, technological, and environmental benefits for the Project justify adoption of the Project and certification of the completed EIR. Each of these overriding considerations individually would be sufficient to outweigh the adverse environmental impacts of the Project. Metro concludes that the overall benefits of the Project outweigh the significant and unavoidable temporary impact discussed above, and that the significant and unavoidable impacts are thus considered acceptable.

Metro hereby adopts the following Statement of Overriding Considerations. Metro recognizes that significant and unavoidable impacts would result from implementation of the Project. Having (i) adopted all feasible mitigation measures, (ii) rejected alternatives to the Project discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Project against the Project's significant and unavoidable impacts, Metro hereby finds the benefits outweigh and override the significant unavoidable impacts for the reasons stated below.

Further, Metro finds that adoption and implementation of any and/or all of the Design and Use Options described in Section 6.0, Design and Use Options, of the Draft EIR, will have the same economic, social, legal, technological, and other considerable benefits as the Project, listed below.

The Project would provide the first permanent transit connection to Dodger Stadium, one of the region's most visited venues, and expand mobility options for an underserved community.

As provided in Section 2.0, Project Description, of the Draft EIR, the underlying purpose of the Project is to provide a direct transit connection between LAUS and the Dodger Stadium property via an aerial gondola system and improve connectivity for the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the neighborhoods along the proposed alignment and the region's rapidly growing regional transit system at LAUS. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. ART is a proven, zero emission, safe, sustainable, high-capacity, and highly efficient form of transportation that would function as both a reliable rapid transit system and first/last mile

connector. The Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles.

The Project would provide a variety of benefits as an aerial rapid transit system connecting LAUS to Dodger Stadium.

In general, the Project would result in the following benefits:

- Expand mobility options for transit riders through a direct connection between LAUS and Dodger Stadium, a regional event center.
- Attract new transit riders to the Metro system through a unique experience of an aerial transit system connecting to Dodger Stadium.
- Improve the Dodger Stadium visitor experience by providing efficient, high-capacity, and faster alternative access to Dodger Stadium.
- Enhance safety of neighborhoods adjacent to Dodger Stadium by reducing the number of vehicles in the area.
- Reduce transportation related pollution and greenhouse gas (GHG) emissions as a result of reduced vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.
- Increase connectivity of people to the region's public transportation hub at LAUS and the Dodger Stadium property.
- Improve transit rider experience by providing unique scenic views of the Los Angeles area to ART passengers and Dodger fans.
- Bring a world class aerial transit system to the Los Angeles area.
- Enhance community connectivity by providing first/last mile transit and pedestrian access to areas that have historically been underserved, including the Los Angeles State Historic Park and Elysian Park.

By reducing congestion and VMT, the Project would reduce GHG emissions and provide air quality benefits to communities in the Project area.

The Project would also result in air quality benefits to communities in the Project area. As the region's population grows and resulting travel needs continue to increase, the local and regional roadway system is likely to experience greater congestion. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue, unlike other high-capacity venues in the region. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game

and special event days, thereby reducing VMT and GHG emissions. Accordingly, the Project would result in air quality benefits to the surrounding communities.

As discussed in Section 1.4.3, Senate Bill 44, of Section 1.0, Introduction, of the Draft EIR, the lifetime emissions of the Project over its useful life (30 years based on SCAQMD's guidance for GHG significance thresholds) would be a reduction of 166,653 MT CO2e. In the same section, the Draft EIR notes that the lifetime VMT reduction of the Project over its useful life would be 129,629,500 VMT. As discussed in Section 3.03, Air Quality, of the Draft EIR, emissions are decreased through reducing vehicle miles traveled, and the "Project would result in a net reduction in criteria pollutant emissions in both 2026 (Build Out) and 2042 (Horizon Year) by reducing vehicle miles traveled and thereby decreasing emissions compared to existing conditions."

The Project would allow all residents, employees, and businesses located close to the Project to ride the gondola using their Metro fare at no additional cost under the proposed Community Access Plan, serving as an additional transit option and first/last mile-connector for transit users in the community.

The Project would allow all residents, employees, and businesses located close to the Project to ride the gondola using their Metro fare at no additional cost under the proposed Community Access Plan. The graphic below demonstrates the geographic area for the Community Access Plan applicability. Moreover, under the Community Access Plan, transfers to and from the Metro regional transit system and the Project would be free. The Community Access Plan would honor Metro's numerous discount fare programs for a variety of needs (i.e., senior fares, student fares, etc.). Residents and employees of businesses located within the communities adjacent to the Project alignment would only pay the rate they pay to ride the Metro system to the Project. The Project would also be free to ride for anyone with a ticket to a Dodger game.



The Project would reduce traffic congestion and provide air quality benefits in communities disproportionately burdened by multiple sources of pollution.

The communities in the vicinity of the Project alignment were identified as being in the 90 – 100 percentile of communities disproportionately burdened by multiple sources of pollution in the State based on the California Office of Environmental Health Hazard Assessment, CalEnviroScreen 4.0 Map. The Project would include features to enhance and provide additional benefit to the surrounding community. These include (i) improved transportation connectivity in Metro's Equity Focused Communities ("EFCs") where transportation needs are greatest; (ii) reduced vehicular congestion in and around Dodger Stadium which reduces VMT and GHG emissions resulting in air quality benefits in communities disproportionately burdened by multiple sources of pollution; (iii) sustainability features and open space enhancements; (iv) active transportation connectivity including first/last mile multi-modal options at the mobility hubs proposed for Chinatown/State Park Station and Dodger Stadium Station; (v) improved access to Los Angeles State Historic Park and Elysian Park; and (vi) safety and security features including security cameras at the stations, junction, towers, and in cabins and low-level lighting for security and wayfinding purposes.

The Project is consistent with the applicable regional transportation plan's strategies and goals to improve mobility and reduce VMT in the region.

The Project is consistent with the applicable sustainable communities strategy and alternative planning strategy and the applicable regional transportation plan – the Southern California Association of Governments' 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), called Connect SoCal. The plan outlines ten main goals, each of which the Project is consistent with. Refer to the table on pages 1-6 to 1-7 in Section 1.0, Introduction, of the Draft EIR for a more detailed discussion of the Project's consistency with these goals.

The Project would provide improved mobility, accessibility, reliability and travel choices for people traveling in Los Angeles to a major event destination (Dodger Stadium), as well as provide improved transit service to adjacent communities. The Project would reduce GHG emissions by reducing VMT. Accordingly, the Project would be consistent with goals in Connect SoCal and is, thus, consistent with the applicable sustainable communities strategy and regional transportation plan.

The Project is consistent with the City of Los Angeles' General Plan policies related to promoting health, sustainability, and equity.

The City's General Plan Framework Element establishes several health-promoting principles, including equity in such considerations. Similarly, the City's Mobility Element has a strong public health focus centered around promoting sustainability and increasing access to active transportation. As provided in Table 3.11-3, Project Consistency with Applicable City of Los Angeles General Plan Policies, of the Draft EIR, the Draft EIR analyzed the Project's consistency with these policies. For example, as discussed in Section 3.11, Land Use and Planning, of the Draft EIR, the Project supports Framework Element Objective 5.8 by reinforcing or encouraging the establishment of strong pedestrian orientation in the surrounding communities and facilitating multi-modal access to and from the stations with pedestrian network improvements. Consistent with this objective, the Draft EIR notes how "[t]he proposed Project would also enhance community connectivity to areas that have historically been underserved and provide pedestrian enhancements so that the areas surrounding the stations can serve as a focus of activity for the surrounding community and a focus of investment in the community." Section 3.11, Land Use and Planning, of the Draft EIR, discusses how the Project is consistent with Framework Element Policy 38, seeking to enhance neighborhood accessibility by "provid[ing] new connections to and between currently underserved neighborhoods and uses along the proposed alignment" while including a "mobility hub at the Chinatown/State Park Station where passengers would be able to

access a suite of first mile and last mile multi-modal options, such as a bike share program." In addition to facilitating a potential bike share program, the Project's cabins would accommodate bicycles, as described in Section 2.0, Project Description, of the Draft EIR. Further, the Chinatown/State Park Station location may provide bicycle access from the adjacent proposed Los Angeles River bicycle path (anticipated to open in 2027) to the bicycle and hiking trails in Elysian Park.

The Draft EIR also analyzed the Project's consistency with the City's Mobility Element in Section 3.17, Transportation. The Project would ensure quality pedestrian access by facilitating "multi-modal access to and from the stations with pedestrian network improvements." Such improvements would be targeted especially at the areas surrounding the proposed Dodger Stadium Station to provide a safe and efficient connection for pedestrians traveling between the station and the stadium. The Project would also provide quality pedestrian access to communities surrounding Dodger Stadium, further advancing the environmental justice goals of the City's Mobility Element. A key policy initiative of the City's Mobility Element is to "embed equity and environmental justice into the transportation policy framework, project implementation, and action programs." Because the Project would bring quality pedestrian access to areas around Dodger Stadium that previously have lacked such access, the Draft EIR concluded that the Project would be consistent with the policies of the City's Mobility Element to ensure the provision of quality pedestrian access.

The Project would result in technological benefits, spurring other emerging innovations to be integrated in the public transit system.

As discussed in the Technology Penetration Analysis, included in Appendix J, Greenhouse Gas Emissions Technical Report, of the Draft EIR, the Project will introduce the first aerial gondola system to the Los Angeles area, and the first aerial gondola system in a densely populated area in the United States since 2007. The Project will facilitate acceptance of transportation alternatives. As a breakthrough and innovative technology for the region, the Project advances future alternative transportation systems and technology in the Los Angeles region while providing a template for other innovative aerial projects elsewhere in California and the United States.

A large capacity for a new mode of transportation in Los Angeles will allow passengers to see the potential for other emerging innovations to be integrated into the public transit system, and the proposed Project would thus exemplify how alternative transportation technology can be integrated into a city's transportation infrastructure and will show that new technology can successfully operate in concert with other existing modes of transportation.

The Project incorporates sustainable infrastructure practices, including the policies and standards of the of the Envision Rating System of the Institute for Sustainable Infrastructure, as well as USGBC's LEED for Building Design and Construction and has incorporated sustainability features based on these rating systems.

The Project is an innovative and sustainable transit system that provides a sustainable, high-capacity, zero emission aerial rapid transit option for visitors to Dodger Stadium, while also providing access between Dodger Stadium, the surrounding communities, and the regional transit system accessible at LAUS. Aerial rapid transit technology is quiet, minimizing noise and vibration, and the Project would reduce VMT and congestion, leading to reduced GHG emissions and improved air quality.

The Project has been reviewed against the policies and standards of the Envision Rating System of the Institute for Sustainable Infrastructure, as well as USGBC's LEED for Building Design and Construction and has incorporated sustainability features based on these rating systems. As discussed in Section 2.7.9, Sustainability Features, of the Draft EIR, the Project would include several sustainability features, including the installation of landscaping at the Alameda Station, Alpine Tower, Chinatown/State Park Station, Stadium Tower and Dodger Stadium Station, which would include drought tolerant landscape features and low water use irrigation strategies. The station, junction, and tower hardscape materials would also be selected to reduce Solar Reflective Index values to minimize the heat island effect. At the Chinatown/State Park Station, shade structures and potential seating would be included. The Project would also provide open space enhancements at the Los Angeles State Historic Park and along the pedestrian pathway connecting Dodger Stadium Station and Dodger Stadium.

Accordingly, the Project would incorporate sustainable infrastructure practices to achieve sustainability, resiliency, and climate change mitigation and adaptation goals in the Project, including USGBC's LEED rating system and the Envision Rating System of the Institute for Sustainable Infrastructure's policies and standards.

The Project supports Metro's goals of improving equity outcomes.

The Project would also support Metro's goal of improving equity outcomes. The Project would be free to ride for anyone with a ticket to a Dodger game. In addition, the Project would allow all residents, employees, and businesses located close to the Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Moreover, under the Community Access Plan, transfers to and from the Metro regional transit system and the Project would be free. The Community Access Plan would honor Metro's numerous discount fare programs for a variety of needs (i.e., senior fares, student fares, etc.). The Project would also comply with all accessibility requirements of the Americans with Disabilities Act ("ADA"), including accommodating wheelchairs. Further, during the Project's construction phase, the Project Sponsor has committed to a goal of 35 percent utilization of MBEs, WBEs, DBEs, SBEs, DVBEs, and LGBTQ-owned businesses. In addition, each station of the Project could provide an opportunity for site-specific artwork commissioned from artists from the surrounding community, that is reflective of the unique neighborhood culture, and has also committed to one "Art Cabin" that could feature artwork commissioned from local artists.

Metro and the Project Sponsor have engaged, and will continue to engage, in community outreach to ensure equitable outcomes related to the Project. These efforts include multilingual door knocking, provision of project information materials in multiple languages, numerous public meetings with provision of materials and interpretation in multiple languages, and partnerships with various cultural, educational, and business community organizations, including Cathedral High School, the Chinese American Museum, the Italian American Museum, Chinatown businesses, and Olvera Street Merchants. Public outreach for the Project was designed with environmental justice principles in mind – ensuring that people have fair and equal access to the planning process regardless of race, culture, national origin, disability status, or income. Public outreach was also designed to ensure compatibility with Metro's equity goals by providing community members the ability to meaningfully engage with information about the Project and ask questions and provide public comments in their native languages. This ensures Metro can intentionally collaborate and listen to community experiences from all community members by removing barriers to communication and accessibility.

The Project would expand rider access to the regional transit system and create economic opportunities for businesses along the Project alignment.

The Project would provide numerous benefits to local businesses in El Pueblo, Chinatown, and other areas along the Project alignment, including MBEs, WBEs, DBEs, SBEs, DVBE, and LBGTQ-owned businesses. In addition to providing accessible and affordable mobility options for these businesses' employees and expanding transit access to the area, the Project would create economic opportunities for potential partnerships with these businesses.

As discussed in Section 2.0, Project Description, of the Draft EIR, the Project creates a first/last mile transit link for residents and businesses within the impacted communities of El Pueblo, Chinatown, Solano Canyon, Victor Heights, and Mission Junction, while unifying and connecting communities through transit mobility access. This new mode of transportation will expand rider access to the regional transit system by attracting new visitors, and represents an opportunity to increase pedestrian traffic along the Project alignment, creating economic opportunities for local businesses, including shops and restaurants, through potential partnerships that drive customers to El Pueblo, Chinatown and other areas along the Project alignment, which, consequently, adds revenues to these businesses in the communities the Project hopes to serve. For example, as discussed in the Parking Study, the Project could implement business to business partnerships with local businesses to pre-sell bundled packages that include patronage at the local business, as well as off-street parking, and a ticket to ride the Project.

As discussed in Section 5.0, Other CEQA Considerations, of the Draft EIR, the locations of the Project's Alameda Station and Chinatown/State Park Station optimize pedestrian access, driving customers to local businesses. The proposed Alameda Station would provide pedestrian access to the planned LAUS Forecourt and El Pueblo, enhancing access to El Pueblo and promoting and further attracting visitors to Olvera Street. The Project, in addition to helping to promote and provide added connectivity to the Chinatown area, also would locate its Chinatown/State Park Station within a 3-minute walk to/from Metro's A Line Chinatown Station as a way to drive additional foot traffic to Chinatown and provide direct access to the Los Angeles State Historic Park. The Project would provide area residents and businesses with transit access to local businesses and institutions. The Project could partner, for example, with the Chinese American Museum, the Italian American Museum, Chinatown businesses, and Olvera Street Merchants to help in addressing visitor, educational, and customer access to these businesses and institutions.

Partnerships with local businesses and nonprofits could also include an overall marketing plan on how best to market the 'gondola' to the benefit of the region; this may include additional monies for specific marketing of identified areas along the Project alignment, in addition to grant-based assistance for anti-displacement strategies.

The Project Sponsor is in the process of and will continue convening stakeholder groups to coordinate on partnerships with local businesses.

During Project construction, the Project Sponsor would create a Business and Community Support Program to assist local businesses affected by Project construction activities. In addition, no displacement of existing residences or housing would occur in connection with the construction and operation of the Project, which would operate primarily over the public ROW and publicly owned property to minimize aerial rights requirements over private properties, taking into account existing and future adjacent land uses.

Refer to Attachment E, Project Commitments, to the 2024 Metro Board Report for discussion of the Project Commitments, addressing stakeholder groups, support for local businesses and nonprofits, pedestrian access enhancements, park amenities, fares, design and art, an interpretation plan, a parking management plan, privacy glass, and construction.

The Project would provide active pedestrian access enhancements and multi-modal options at mobility hubs along the Project alignment.

As discussed in Section 2.0, Project Description, of the Draft EIR, the Project would provide active transportation connectivity along the Project alignment through pedestrian access enhancements and first/last mile multi-modal options at the mobility hubs proposed for the Chinatown/State Park Station and the Dodger Stadium Station. The overall purpose of the Project is to provide a direct transit connection between LAUS and the Dodger Stadium property via an aerial gondola system and improve connectivity for the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the neighborhoods along the proposed alignment and the region's rapidly growing regional transit system at LAUS, as well as the businesses at El Pueblo and downtown Chinatown. The Project would also provide new connections to and between currently underserved neighborhoods and uses along the proposed alignment, including El Pueblo, Chinatown, Mission Junction, the Los Angeles State Historic Park, Elysian Park, and Solano Canyon.

To facilitate this transportation connectivity, the Project would include pedestrian access enhancements including pedestrian improvements between Metro's A Line Station and Chinatown/State Park Station consistent with the Connect US Action Plan, shade structures, and potential seating, as well as support for the future Los Angeles State Historic Park bike and pedestrian bridge, discussed in greater detail below. The Project would also include pedestrian enhancements and drought tolerant landscaping and open space enhancements, including at the Alameda Triangle, the Los Angeles State Historic Park, and along the pedestrian pathway connecting Dodger Stadium Station and Dodger Stadium, and improved access to Los Angeles State Historic Park and Elysian Park. Implementation of the Project's Alameda Tower would include reuse and integration of the existing pavers located at the Alameda Triangle, and both the Alameda Tower and Alpine Tower will provide additional hardscape and landscape updates around the tower bases.

The Project would facilitate access to parks, including the Los Angeles State Historic Park and Elysian Park.

The Project would provide daily transit service to visitors of the Los Angeles State Historic Park and Elysian Park. The Los Angeles State Historic Park hosts various events throughout the year including craft markets, concerts, movie nights, and festivals. These events attract visitors from the surrounding local communities and throughout the region who can access the park from the Project. While not proposed as part of the Project, the Draft EIR includes an analysis of the State Park's proposed bike and pedestrian bridge as part of Design and Use Option E. The bridge would provide important connections for students at Cathedral High School, and between the park and the Chinatown, Savoy, and Solano Canyon neighborhoods to support convenient access for the community. The analysis serves to provide environmental clearance for the bike and pedestrian bridge as a benefit to the Los Angeles State Historic Park, as while the bike and pedestrian bridge was mentioned in the Los Angeles State Historic Park General Plan and studied in the State Park's Bridge Feasibility Study, the bike and pedestrian bridge was never environmentally cleared. Access to Elysian Park, the City's second largest park, comprising 575 acres, would be provided

through a mobility hub at the Dodger Stadium Station, where passengers would be able to access a suite of first/last mile multi-modal options.

Consistent with Metro's public art policy, the Project would use local artists to reflect the unique neighborhood culture and history in site-specific artwork.

As discussed in Section 2.0, Project Description, of the Draft EIR, each station could provide an opportunity for site-specific artwork commissioned from artists from the surrounding community, that is reflective of the unique neighborhood culture. The Project has also committed to one "Art Cabin" that could feature artwork commissioned from local artists. Refer to page 106 of the Lighting Study attached to Appendix C, Visual Impact Assessment, of the Draft EIR, for a conceptual, illustrative rendering of the "Art Cabin." As discussed in Section 3.01, Aesthetics, of the Draft EIR, Metro's public art policy mandates that art be displayed throughout Metro's transportation network in order to activate and enliven public spaces that otherwise serve a functional purpose. While not subject to the requirements of the public art policy, the Project would expand the number of opportunities where local artists can display their work, consistent with the public art policy. The Project could also identify additional sites for commissioned murals or art installations along the Project alignment. The Project would create numerous opportunities to collaborate with and showcase local artists, including convening stakeholder groups to coordinate on issues including utilization of local artists and identification of sites along the Project alignment to showcase the work of local artists.

The design of Project components would be inspired by adjacent neighborhood culture and history, consistent with the goals of the City of Los Angels' General Plan Framework Element.

Each component of the Project would be designed to complement and reflect the unique character of the surrounding area, and which would be discussed with identified stakeholder groups. As discussed in Section 2.0, Project Description, and Appendix C, Visual Impact Assessment, of the Draft EIR, the Project would not adhere to a fixed, Procrustean[2] design across the entire system, but each individual component would be designed to weave seamlessly into the surrounding urban fabric and the characteristics of the surrounding neighborhoods, and the colors and material finishes of each station and junction would be chosen to be complementary to each of their respective sites. As stated in Section 2.0, Project Description, of the Draft EIR, the proposed architectural design employs a simple barrel vault form, which utilizes a hollow structural steel section structure and metal panel assembly to allow the introduction of custom perforation patterns that take cues from the immediate neighborhood culture, while also providing a visual lightness to the form. Likewise, the neutral light-tone grey of each tower would be intended to conform with the surrounding urban environment and will not provide a highly metallic or mirrored finish to minimize glare. Further, as discussed in Appendix C, Visual Impact Assessment, of the Draft EIR, the Project would be consistent with the goals of the City of Los Angeles' General Plan Framework Element regarding urban form and design and would support the Silver Lake – Echo Park – Elysian Valley Community Plan's aim to "provide color, lighting, and surface texture accents and complementary building materials to building walls and facades, consistent with architectural themes of the neighborhood." Moreover, the Project would support the goals and objectives of the City's General Plan Framework to "improve the quality of the public realm through Project design, which would promote accessibility via improved pedestrian pathways that would be complementary and appropriate to the character of the existing buildings in the surrounding area," and the Central City North Community Plan's objective to "enhance the appearance of commercial

[2] "Procrustean" design refers to design that is designed to produce conformity.

districts," by selecting color, lighting, surface texture accents, and building materials to complement the architectural themes of each individual neighborhood.

4.0 Mitigation Monitoring and Reporting Program

4.1 Introduction

CEQA requires a lead agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) for projects where mitigation measures are a condition of their approval and development. The Draft EIR (2022), Final EIR (2024), and Errata (2024) comprise the LA ART EIR for the proposed Project. The Draft and Final SEIR were prepared in accordance with CEQA to respond to the Court Opinion's direction regarding the adequacy of the construction noise mitigation analysis in the LA ART EIR and consultation with the Santa Monica Mountains Conservancy (SMMC) as a trustee agency.

These EIRs analyze the potential environmental impacts of the proposed Project and identify project design features (PDFs) that are incorporated into the Project, as well as mitigation measures (MMs) recommended, where applicable, to address potentially significant environmental impacts. As the lead agency for the proposed Project, Metro is responsible for administering and implementing the MMRP, which has been prepared in compliance with CEQA, including Public Resources Code section 21081.6 and CEQA Guidelines section 15097. The decision makers must define specific monitoring and reporting requirements to be enforced during implementation of the proposed Project. The primary purpose of the MMRP is to monitor the implementation of the PDFs and MMs identified in the LA ART EIR as well as the Draft and Final SEIRs.

4.2 Organization

As shown in **Table 4-1, Mitigation Monitoring and Reporting Program**, below, each identified PDF and MM for the Project is listed and categorized by environmental impact area, with accompanying discussion of the following:

- **Responsible Party:** The entity accountable for the action.
- **Monitoring Agency:** The agency to which reports involving feasibility, compliance, implementation, and development are made.
- **Enforcement Agency:** The agency or agencies with the power to enforce the project design feature or mitigation measure.
- **Monitoring Phase:** The phase of the Project during which the project design feature or mitigation measure shall be monitored.
- **Monitoring Frequency:** The frequency at which the project design feature or mitigation measure shall be monitored.
- **Action(s) Indicating Compliance:** The action(s) of which the Enforcement or Monitoring Agency indicates that compliance with the identified project design feature or required mitigation measure has been implemented.

4.3 Program Modification

After review and approval of the final MMRP by the Lead Agency, minor changes and modifications to the MMRP are permitted, but can only be made subject to Metro approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMRP and the need to protect the

environment. No changes will be permitted unless the MMRP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

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

Table 4-1: Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
Aesthetics					
AES-PDF-A: Project Lighting. The Project would also include the following Project Design Features related to lighting: • Building Lighting will not exceed 60 watts. • Building Lighting outdoor luminaires will not exceed 6200 initial lumens. • Sign Lighting luminance will not exceed 10,000 candelas per m2 (cd/m2) during the day from after sunrise until 45 minutes prior to sunset. Sign Lighting will not exceed 300 cd/m2 at night from sunset until 45 minutes prior to sunrise. • Sign Lighting luminance shall transition smoothly from daytime luminance to nighttime luminance and vice versa. • Illuminated signs that have the potential to exceed 300 cd/m2 will include an electronic control mechanism to reduce sign luminance to 300 cd/m2 at any time when ambient sunlight is less than 100 footcandles (fc).	Project Sponsor Lighting Professional	Metro and/or the City of Los Angeles	Prior to issuance of Certificate of Occupancy	Once, prior to issuance of Certificate of Occupancy	Compliance Certificate by Lighting Professional Issuance of Certificate of Occupancy
Air Quality					
AIR-PDF-A: All off-road diesel-powered construction equipment greater than 50 horsepower shall meet, at a minimum, the Tier 4 emission standards for nonroad diesel engines promulgated by the USEPA.	Project Sponsor Construction Contractor	Metro and/or the City of Los Angeles and South Coast Air Quality Management District	Pre-Construction Construction	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction	Inclusion of requirement in Construction Plan Submittal of Compliance Report
Biological Resources					
BIO-PDF-A: The Project will establish a Tree Protection Zone to protect trees during construction to establish and maintain a healthy environment for all retained trees during the course of construction. The Tree Protection Zone will apply to any trees within the	Project Sponsor Arborist or Landscape Contractor	Metro and/or the City of Los Angeles (Department of Public Works Urban Forestry) and/or	Pre-Construction Construction	Once, Plan Check (proof of compliance)	Inclusion of requirement in Construction Plan

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
construction footprint, or any trees where a portion of their drip line overhangs the construction footprint (i.e., the trunk of a tree may be outside of the construction footprint, but the tree's drip line overhangs the construction footprint). The Tree Protection Zone generally encompasses an area within the drip line of the tree plus an additional 5 feet, depending on the species and size of the tree. Any construction activities within the Tree Protection Zone should follow the following guidelines for root protection. For utilities, any required trenching should be routed in such a manner as to minimize root damage. In areas where the grade around the Tree Protection Zone will be lowered, some root cutting may be unavoidable. Cuts should be clean and made at right angles to the roots. When practical, roots will be cut back to a branching lateral root to avoid root damage.	Construction Contractor	State Department of Parks and Recreation		Periodic Field Inspections during Construction	Submittal of Compliance Report
BIO-PDF-B: Avian Collision Mitigation, Monitoring, and Adaptive Management Plan. The Project Sponsor, in coordination with and subject to the approval of CDFW, shall develop an Avian Collision Mitigation, Monitoring, and Adaptive Management Plan to address the potential for bird collisions. The Plan shall include the following components: 1. Monitoring for first 5 years of Project operation: All Project operations and maintenance personnel, including subcontractors, shall undergo training on how to identify and report avian and bat injuries or mortalities detected in the Project area during routine maintenance activities. 2. An adaptive management table will be developed, outlining measures to implement upon detection of incidents associated with common species and special status species. 3. Annual reporting criteria and requirements.	Project Sponsor Qualified Biologist	Metro and/or California Department of Fish and Wildlife	Prior to Certificate of Occupancy (Submittal of Plan) Operations, first 5 years (Annual Monitoring)	Once, prior to Certificate of Occupancy (Submittal of Plan) Annually, for first 5 years	Submittal of Avian Collision Mitigation, Monitoring, and Adaptive Management Plan Annual Reporting, for first 5 years

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
BIO-PDF-C: Cabin Window Features. The cabin windows shall be designed with non-transparent (tinted) and/or partially covered with a vinyl window film to be made visible to birds in flight. Reflective surfaces would be reduced as much as possible with opaque or translucent surfaces.	Project Sponsor Qualified Biologist	Metro and/or the City of Los Angeles	Prior to issuance of Certificate of Occupancy	Once, prior to issuance of Certificate of Occupancy	Compliance Certificate by Qualified Biologist Issuance of Certificate of Occupancy
BIO-PDF-D: The proposed Project shall avoid using any rodenticides and second generation anticoagulant rodenticides during Project activities. Any agreement between the proposed Project and a pest control service provider would include restrictions on the use of rodenticides and second generation anticoagulant rodenticides.	Project Operator Pest Control Service Provider	Metro and/or the City of Los Angeles	Prior to issuance of Certificate of Occupancy	Once, prior to issuance of Certificate of Occupancy	Inclusion of requirement in Pest Control Service Agreement Issuance of Certificate of Occupancy
BIO-PDF-E: Tree Disease Management. Trees scheduled for removal resulting from the Project shall be inspected for contagious tree diseases, including but not limited to: thousand canker fungus (*Geosmithia morbida*), Polyphagous Shot Hole Borer (*Euwallacea spp.*), and goldspotted oak borer (*Agrilus auroguttatus*) (TCD 2020; UCANR 2020; UCIPM 2013). To avoid the spread of infectious tree diseases, diseased trees shall not be transported from the Project site without first being treated using the best available management practices relevant for each tree disease observed. Any agreement between the proposed Project and a tree removal contractor would include the provisions for tree disease management.	Project Sponsor Arborist or Landscape Contractor	Metro and/or the City of Los Angeles	Pre-Construction Construction (Tree Removal)	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction (Tree Removal)	Inclusion of requirement in Construction Plan Issuance of Applicable Building Permit Compliance Certificate by Arborist or Landscape Contractor Submittal of Compliance Report
BIO-PDF-F: The proposed Project would comply with applicable tree replacement requirements, based on the jurisdiction of the property where each tree is located, including the following replacement ratios for trees: • City of Los Angeles: o "Protected" Trees: 4:1	Project Sponsor Arborist or Landscape Contractor	Metro and/or the City of Los Angeles and/or Department of California Parks and Recreation and/or Caltrans	Prior to Certificate of Occupancy	Once, prior to Certificate of Occupancy	Compliance Certificate by Arborist or Landscape Contractor

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
○ Non-protected, but "significant" trees, i.e., where the trunk is > 8 inches at 4.5 feet DBH: 1:1 ○ "Street trees" in the public ROW: as specified by Urban Forestry Division (typically 2:1) • California Department of Parks and Recreation: At least 1:1 • Caltrans: Large trees, where the trunk is > 8 inches at 4.5 feet DBH: 1:1					Issuance of Certificate of Occupancy
BIO-PDF-G: Tree removal for the proposed Project would occur outside of the bird nesting season (generally February 1 through September 30) and bat maternity roosting season (generally April 15 through August 31).	Project Sponsor Construction Contractor	Metro and/or the City of Los Angeles	Pre-Construction Construction (Tree Removal)	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction (Tree Removal)	Inclusion of requirement in Construction Plan Issuance of Applicable Building Permit Submittal of Compliance Report
BIO-PDF-H: Any fencing used during and after the proposed Project's construction would be constructed with materials that are not harmful to wildlife. Prohibited materials should include, but are not limited to, spikes, glass, razor, or barbed wire. Where chain link fences are used, they would utilize scrim, green screen or other such coverage to avoid injuring wildlife. Use of chain link fences would be minimal and would not create barriers to wildlife dispersal. All hollow posts and pipes would be capped to prevent wildlife entrapment and mortality. Metal fence stakes used on the proposed Project site would be plugged to avoid this hazard. Fences would not have any slack that may cause wildlife entanglement. In addition, workers will be educated and instructed in best practices to avoid attracting wildlife to the construction site, including requiring lids on all trash cans and permitting eating in designated	Project Sponsor Qualified Biologist Construction Contractor	Metro and/or the City of Los Angeles	Pre-Construction Construction	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction	Compliance Certificate by Qualified Biologist Issuance of Applicable Building Permit Inclusion of requirement in Construction Plan Submittal of Compliance Report

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
areas or offsite, with daily cleanup of such areas. All workers will be educated on reporting protocols for the appropriate authorities in the event wildlife is encountered on the construction site.					
MM-BIO-A: *Avoid and minimize project related impacts to special-status and/or roosting bat species*. During the maternity season (April 15 through August 31) prior to construction, a field survey shall be conducted by a qualified biologist to determine the potential presence of colonial bat roosts within 100 feet of the Alameda Station and Dodger Stadium Station footprints and SR-110 overpass over Stadium Way (near Stadium Tower), because these locations provide potentially suitable habitat. A visual inspection and/or one-night emergence survey of trees to be removed near the Alameda Station and Dodger Stadium Station and of the overpass shall be completed using acoustic recognition technology to determine if any maternity roosts are present. To avoid any impacts on roosting bats resulting from construction activities for Stadium Tower, the following shall be implemented: <u>At the SR-110 Overpass</u> Should an active maternity roost be found at the SR-110 overpass, a determination (in coordination with a qualified bat biologist) shall be made whether indirect effects of construction-related activities (i.e., noise and vibration) could substantially disturb roosting bats, and if exclusionary devices should be used to remove bats. This determination shall be based on baseline noise/vibration levels, anticipated noise levels associated with construction of the Stadium Tower, and the sensitivity to noise-disturbances of the bat species present. If it is determined that noise could result in the temporary abandonment	Project Sponsor Qualified Biologist Construction Contractor	Metro and/or the City of Los Angeles	Pre-Construction Construction	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction	Pre-Construction Field Survey by Qualified Biologist Compliance Certificate and Report by Qualified Biologist Inclusion of requirement in Construction Plan Issuance of Applicable Building Permit Submittal of Compliance Report

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
of a maternity roost, construction-related activities shall be scheduled to avoid the maternity season (April 15 through August 31), or as determined by the biologist. To avoid any impacts on roosting bats resulting from construction activities at Alameda Station and Dodger Stadium Station, the following shall be implemented: <u>Trees</u> All trees to be removed as part of the Project at the Alameda Station, Stadium Tower, and Dodger Stadium Station sites should be evaluated for their potential to support bat roosts. In particular, any palm and eucalyptus trees that bats are known to use should be evaluated by a qualified biologist by conducting a one-night emergence survey during acceptable weather conditions; or if conditions permit, physically examine the trees for presence or absence of bats (such as with lift equipment) before the start of construction/tree removal. Palm trees are present at the Alameda Station site along Alameda Street and eucalyptus trees are present at the Dodger Stadium Station site. The following measures would apply to trees to be removed that are determined to provide potential bat roost habitat by a qualified biologist. • If roosting bats are determined present during the maternity season (April 15 through August 31), the tree shall be avoided until after the maternity season, when <u>the</u> young are self-sufficient. If roosting bats are determined present during the winter months when bats are in torpor, a state in which the bats have significantly lowered their physiological state, such as body temperature and metabolic rate, due to lowered food availability (October 31 through February 15, but is dependent on specific					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
weather conditions), a qualified bat biologist shall physically examine the roost if conditions permit for presence or absence of bats (such as with lift equipment) before the start of construction. If the roost is determined to be occupied during this time, the tree shall be avoided until after the winter season when bats are once again active. • Trees with potential colonial bat habitat can be removed outside of the maternity season and winter season (February 16 through April 14 and August 16 through October 30, or as determined by a qualified biologist) using a two-step tree trimming process that occurs over 2 consecutive days. o Day 1, Step 1: Under the supervision of a qualified bat biologist, tree branches and limbs with no cavities shall be removed by hand (e.g., using chainsaws). This will create a disturbance (noise and vibration) and physically alter the tree. Bats roosting in the tree will either abandon the roost immediately, or, after emergence, will avoid returning to the roost. o Day 2, Step 2: Removal of the remainder of the tree under the supervision of a qualified bat biologist may occur on the following day. Trees that are only to be trimmed and not removed would be processed in the same manner; if a branch with a potential roost must be removed, all surrounding branches would be trimmed on Day 1 under supervision of a qualified bat biologist, and then the limb with the potential roost would be removed on Day 2. • Trees with foliage (and without colonial bat roost potential), such as sycamores, that can support lasiurine bats, shall have the two-step					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
tree trimming process occur over one day under the supervision of a qualified bat biologist. Step 1 would be to remove adjacent, smaller, or non-habitat trees to create noise and vibration disturbance that would cause abandonment. Step 2 would be to remove the remainder of the tree on that same day. For palm trees that can support western yellow bat (a special-status bat species documented in the BSA with the potential to occur in the Project area), the two-step tree process shall be used over two days. Western yellow bats may move deeper within the dead fronds during disturbance. The two-day process will allow the bats to vacate the tree before removal. • The results of bat surveys, evaluations, and monitoring efforts that are undertaken shall be documented in a report by the qualified biologist at the conclusion of all bat-related activities.					
MM-BIO-B: *Avoid and minimize project-related impacts to nesting birds.* To avoid impacts to nesting birds protected under the MBTA and CFGC resulting from construction activities that may occur during the nesting season, the following mitigation measure shall be implemented: • Construction activities, including the clearance of trees potentially suitable for nesting birds, shall occur outside of the nesting season (generally February 1 through September 30). If construction activities must occur within this time period, the following measures shall be employed: o A pre-construction nesting survey shall be conducted by a qualified biologist within 3 days (72 hours) prior to the start of construction activities to determine whether active nests are present within 500	Project Sponsor Qualified Biologist Construction Contractor	Metro and/or the City of Los Angeles	Pre-Construction Construction	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction	Pre-Construction Field Survey by Qualified Biologist Compliance Certificate and Report by Qualified Biologist Inclusion of requirement in Construction Plan Issuance of Applicable Building Permit Submittal of Compliance Report

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
feet of the construction zone. All nests found shall be recorded. ○ A minimum 300-foot no-work buffer shall be established around any active passerine bird nest. A minimum 500-foot no-work buffer shall be established around any active raptor nest. The qualified biologist shall monitor the nest on a weekly basis, and construction activities within 300 feet of an active nest of any passerine bird or within 500 feet of an active nest of any raptor shall be postponed until the biologist determines that the nest is no longer active. However, the standard 300- to 500-foot no-disturbance buffer distance may be adjusted (including increases or reductions to the buffer) by a qualified biologist on a case-by-case basis, taking into consideration the location, type, duration and timing, and severity of work, distance of nest from work area, surrounding vegetation and line-of-sight between the nest and work areas (also taking into account existing ambient conditions from human activity within the line of sight), the influence of other environmental factors, and species' site-specific level of habituation to the disturbance. If the qualified biologist determines nesting activities may fail as a result of work activities, the biologist shall immediately inform the construction manager, and all Project work shall 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 will be delineated on-site with bright flagging for easy identification by project					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
staff. The on-site construction supervisor and operator staff will be notified of the nest and the buffer limits, and instructed of the sensitivity of the area to ensure the buffer is maintained. o A summary of preconstruction surveys and methodologies employed, 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.					
Cultural Resources					
CUL-PDF-A: Pre-Construction Documentation of The Winery. Prior to the issuance of building permits for the Alameda Station, the Project Sponsor will prepare documentation equal to Historic American Building Survey (HABS) Level III for The Winery, per the *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation*. The report will: 1. Be prepared by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards for history, architectural history, or historic architecture with demonstrated experience in preparing HABS documentation. 2. Include full-color digital photographs (with a minimum resolution of 300 ppi and 3,000-pixel image size along one dimension) showing the following: a. The full northern elevation (facing Cesar E. Chavez Avenue) and i. The roofline, foundation, and any door, window, or walkway openings,	Project Sponsor Historic Preservation Professional	Metro and/or the City of Los Angeles (City of Los Angeles Office of Historic Resources)	Pre-Construction	Once, prior to Issuance of Applicable Building Permits for the Alameda Station (proof of compliance)	Pre-Construction Documentation by Historic Preservation Professional Issuance of Applicable Building Permits for the Alameda Station

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
ii. Detail views showing the typical existing condition of the exterior wall, and iii. Detail views showing any existing damage to the exterior such as cracks or spalling. b. West elevation (facing Olvera Street), and i. The roofline, foundation, and any door, window, or walkway openings, and ii. Detail views showing the typical existing condition of the exterior brick wall, and iii. Detail views showing any existing damage to the exterior such as loose bricks and mortar. c. East elevation (facing Alameda Street) i. The roofline and foundation, and ii. Detail views showing the typical existing condition of the exterior brick wall, and iii. Detail views showing any existing damage to the exterior such as loose bricks and mortar. 3. Include written descriptive data, including detailed notes of its pre-construction condition, index to photographs, and photo key plan. Photographs of existing damage will be keyed to a sketch of the elevation indicating its location. 4. Include copies of historic photographs and other supporting documentation, if available. 5. Be offered to the following repositories for use by future researchers and educators. Each repository will be contacted as to whether they are willing and able to accept the items, as well as their preferred format for transmittal.					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
Copies need to only be distributed to repositories that express interest. a. Los Angeles Public Library - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs. b. El Pueblo de Los Angeles Historical Monument Authority - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs. c. California State Library – One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs.					
CUL-PDF-B: Post-Construction Documentation of The Winery. Post-Construction: After construction is complete, pictures of The Winery equivalent to CUL-PDF-A will be taken to objectively compare the condition of The Winery before and after construction. In the event that damage to the Winery not documented at the time of the pre-construction survey is identified as being caused by construction activities during construction monitoring, the Project Sponsor will retain an experienced professional or professionals qualified to carry out the repairs within 12 months of completion of the project. Repairs will conform to the Secretary of Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68).	Project Sponsor Historic Preservation Professional	Metro and/or the City of Los Angeles (City of Los Angeles Office of Historic Resources)	Post-Construction	Once, Post-Construction of the Alameda Station Once, if Repairs Required, Post-Repairs	Post-Construction Documentation by Historic Preservation Professional If Repairs Required, Repairs within 12 Months; Completion of Repairs shall not Delay Issuance of Certificate of Occupancy
CUL-PDF-C: Pre-Construction Documentation. Prior to the issuance of building permits for the Alameda Station, the Project Sponsor will prepare documentation equal to Historic American	Project Sponsor Historic Preservation Professional	Metro and/or the City of Los Angeles (City of Los Angeles	Pre-Construction	Once, prior to Issuance of Building Permits for the Alameda Station (proof of compliance)	Pre-Construction Documentation by Historic

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
Building Survey (HABS) Level III for the *El Grito* mural, per the *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation*. The report will: 1. Be prepared by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards for history, architectural history, or historic architecture with demonstrated experience in preparing HABS documentation. 2. Include full-color digital photographs (with a minimum resolution of 300 ppi and 3,000-pixel image size along one dimension) showing the following: a. The entirety of the *El Grito* mural from edge to edge, looking straight on b. The left half of the *El Grito* mural looking straight on c. The right half of the *El Grito* mural looking straight on d. Oblique views illustrating the curvature of the wall e. Sequential photographs showing the various panels and subjects in greater detail f. The back and sides of the curved wall on which the *El Grito* mural is located, and g. Detail views showing: i. Typical profile view of the *El Grito* mural (e.g., showing the depth of the tiles on the substrate) ii. Notch shapes at the top two corners (two views, left and right) iii. Curved shape of the sides of the *El Grito* mural (two views, left and right side) iv. Typical grout between tiles in two or more locations,		Office of Historic Resources)			Preservation Professional Issuance of Building Permits for the Alameda Station

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
v. Bottom edge where the *El Grito* mural meets the plaza floor vi. Any existing damage or deterioration prior to construction 3. Include written descriptive data, including detailed notes of its pre-construction condition, index to photographs, and photo key plan. Photographs of existing damage should be keyed to a sketch of mural indicating its location. 4. Include copies of historic photographs and other supporting documentation, if available. 5. Be offered to the following repositories for use by future researchers and educators. Each repository will be contacted as to whether they are willing and able to accept the items, as well as their preferred format for transmittal. Copies need to be distributed to only repositories that express interest. a. Los Angeles Public Library - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs. b. UC Santa Cruz Library - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs. c. Los Angeles Department of Cultural Affairs (DCA) - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs. d. California State Library – One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
photographs, photo key plan, and photographs. e. Mural Conservancy of Los Angeles - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs. f. Museo Eduardo Carillo - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs.					
CUL-PDF-D: Protection During Adjacent Construction. Prior to the issuance of building permits for the Alameda Station, the Project Sponsor will ensure that the *El Grito* mural is sufficiently protected from any inadvertent damage caused by construction activities. Following National Park Service guidance for protecting historical resources during nearby construction, the following measures, at a minimum, should be implemented: 1. Vibration monitoring equipment (VIB-A) should be carefully installed so that it does not permanently damage the face of the *El Grito* mural. 2. The *El Grito* mural should be cushioned and buttressed from either side of the wall with padded wood supports. The padding may consist of insulating foam or similar material. 3. A protective barrier or barriers made from plywood should be installed over the front, back, top, and sides of the *El Grito* mural and curved wall to diffuse the force of any potential physical contact. The barrier should include removable panels or a similar feature to ensure the vibration monitors and mural can	Project Sponsor Historic Preservation Professional Construction Contractor	Metro and/or the City of Los Angeles (City of Los Angeles Office of Historic Resources)	Pre-Construction Construction	Once, prior to Issuance of Applicable Building Permits for the Alameda Station (proof of compliance) Periodic Field Inspections during Construction	Documentation by Historic Preservation Professional Issuance of Building Permits for the Alameda Station

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
be visually inspected during construction monitoring (CUL-PDF-C). 4. Plastic tarp or polyethylene sheeting should be secured over the wood barriers to protect against the accumulation of dust or contact with materials such as uncured concrete or other liquids that could damage or mark the surface of the *El Grito* mural. All of the protective measures described above should be installed and secured in such a way that does not damage the *El Grito* mural or the wall on which it is located. The barrier will not be physically attached to the *El Grito* mural or wall with screws, nails, or other fasteners.					
CUL-PDF-E: Construction Monitoring Plan (Built Resources). Prior to the issuance of building permits for the Alameda Station, the Project Sponsor will prepare a Construction Monitoring Plan in coordination with the DCA. The Construction Monitoring Plan will identify specific project milestones at which a qualified professional meeting the Secretary of the Interior's Standards for architectural history or historic architecture will be notified by the Project Sponsor or Project Sponsor's contractor to visit the site and observe and document the *El Grito* mural's condition. Details will be recorded in construction monitoring memorandums submitted to DCA. These milestones will include, at a minimum: 1. Pre-Construction: Before protection measures are installed (CUL-PDF-D), to confirm the baseline condition of the *El Grito* mural is still consistent with the information presented in the HABS-like documentation (CUL-PDF-C). 2. Pre-Construction: Once protection measures (CUL-PDF-D) are installed, to ensure they are	Project Sponsor Historic Preservation Professional Construction Contractor	Metro and/or the City of Los Angeles (City of Los Angeles Office of Historic Resources)	Pre-Construction Construction Post-Construction	Once, Pre-Construction of the Alameda Station Periodic Field Inspections during Construction (after each phase of construction) Once, Post-Construction Once, if Repairs Required, Post-Repairs	Construction Monitoring Plan and other Documentation by Historic Preservation Professional If Repairs Required, Repairs within 12 Months; Completion of Repairs shall not Delay Issuance of Certificate of Occupancy

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
sufficient, and their installation has not damaged the *El Grito* mural. 3. Construction: After each phase of active construction. 4. Post-Construction: After construction is complete and protective measures have been removed. At this stage, pictures of the *El Grito* mural equivalent to CUL-PDF-C will be taken to objectively compare the condition of the *El Grito* mural before and after construction. The Construction Monitor will also be included on notifications from the real-time vibration monitoring equipment (VIB-A). In the event that damage to the *El Grito* mural not documented at the time of the pre-construction survey is identified as being caused by construction activities during construction monitoring, the Project Sponsor will retain an experienced professional or professionals qualified to carry out the repairs within 12 months of completion of the Project. Repairs will conform to the Secretary of Interior's Standards for the Treatment of Historic Properties 36 CFR Part 68.					
MM-CUL-A: Cultural Resources Monitoring and Mitigation Plan. A Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be prepared for the Project by a qualified archaeologist meeting the Secretary of Interior Standards for Archaeology (36 CFR § 61) prior to construction. Where specific Project components, such as the Chinatown/State Park Station, have requirements specific to that component, the CRMMP will lay out regulatory requirements (such as PRC § 5024) which will be adhered to. This includes SHPO consultation and following practices that seek to avoid and preserve state-owned historical resources, when prudent and feasible. The same would be for any specific requirement from El Pueblo de Los Angeles	Project Sponsor Qualified Archaeologist Construction Contractor	Metro and/or the City of Los Angeles and/or the California Department of Parks and Recreation	Pre-Construction Construction Post-Construction	Once, Prior to Construction Periodic Field Inspections During Construction as Determined by the Qualified Archaeologist Once Post-Construction Once, if There Is a Discovery that Proves Significant	Cultural Resources Monitoring and Mitigation Plan (CRMMP) by Qualified Archaeologist If There Is a Discovery That Proves Significant, Curation of Specimens and a Repository Submittal Report within a Year of

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
specific to the work at the Alameda Station. The General Plan acknowledges the Park has archaeological sensitivities and, as such, recommends continued study of existing and potential resources as well as the need to constantly update and expand the knowledge of historic activities at the Park. As for the cultural resources associated with the Park, the General Plan states that the Park should "[i]dentify, document, evaluate, and interpret cultural resources at the Park," and "[p]rotect, stabilize, and preserve significant cultural resources within the Park." Specifically, the CRMMP shall be applicable to all ground-disturbance activities extending into native soil within known archaeological sites and other areas of high sensitivity. Excavations within a specified radius of known archaeological sites shall be monitored up to a depth at which the qualified archaeologist determines the base of the archaeological deposit has been reached. The qualified archaeologist shall supervise the archaeological monitor. Monitoring is expected to be required to the maximum depth of planned excavations at the Alameda Station and up to approximately 15 feet in depth at the Alameda Tower and the Chinatown/State Park Station. Work will also be monitored by Native American monitors in accordance with Mitigation Measure TCR-A. However, if in the course of excavations the qualified archaeologist determines that the site is disturbed or the sensitivity for significant archaeological resources is low because no resources have been encountered, then monitoring may be reduced or suspended. The monitoring plan shall define pre-construction coordination, construction monitoring for the excavations based on activities and depth of disturbance planned for each Project component					Completion of Fieldwork; Final Report Filed with the SCCIC

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
(including ground-disturbing activities in native soil within known archaeological sites), unanticipated discovery protocols, data recovery (including halting or diverting construction so that archaeological resources can be evaluated and recovered in a timely manner), artifact and feature treatment, procurement (including a curation plan), and reporting. The Project Sponsor shall coordinate with the archaeologist and Metro to develop an appropriate treatment plan for the resources in accordance with California Public Resources Code (PRC) Section 21083.2(i) if they are determined by Metro to be potentially eligible for the CRHR or potentially qualify as unique archaeological resources pursuant to CEQA. Preservation in place is the preferred method of treatment, but if preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource. Key staff shall be identified, and the process of notification and consultation (where entities specific to each station would be identified) shall be specified within the CRMMP as well as protocols for reporting. If the discovery proves significant under CEQA and data recovery is the selected means of treatment, the archaeologist shall also be required to curate specimens in a repository with permanent retrievable storage and submit a written report to the lead agency within a year of completion of the fieldwork. Once complete, the final report shall be filed with the SCCIC. For Resource 19-004200 and the granite paving (within the Area of Direct Impact of the Project) at Site 19-003120, the CRMMP shall describe the required documentation and treatment of the resources during excavation and potential removal.					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
MM-CUL-B: Archaeological Resources Worker Training Program. To mitigate unknown historical resources within the Area of Direct Impacts and mitigate potential impacts to them, a qualified archaeologist shall be hired by the Project Sponsor to develop and conduct a worker training program for the Project with input from El Pueblo (as it pertains to the Alameda Station) and Los Angeles State Historic Park staff (as it pertains to the Chinatown/State Park Station) prior to the start of ground-disturbing activities. The training shall be prepared by an archaeologist who meets the Secretary of the Interior's Standards for Archaeology and will be adjusted to the specific details at the two parks. The training shall provide information to construction workers about the known locations of archaeological resources and potential areas that may be sensitive for archaeological resources associated with the Project. Participation in the training by Los Angeles State Historic Park and El Pueblo staff, will be encouraged. In the event construction crews are phased or rotated, additional training shall be conducted for the new construction workers conducting ground-disturbing activities. The qualified archaeologist shall retain documentation demonstrating that the appropriate construction workers attended the worker training program. An appropriate presentation shall be prepared by a qualified archaeologist which shall describe and illustrate resources likely to be encountered by Project excavation and outline the protocol to be followed in the event of a find. If any archaeological resources are encountered during ground-disturbing activities, work shall be temporarily halted in the vicinity of the find, and the Construction Contractor shall contact the qualified archaeologist to examine and evaluate	Project Sponsor Qualified Archaeologist Construction Contractor	Metro and/or the City of Los Angeles and/or California Department of Parks and Recreation	Pre-Construction Construction	Once, Pre-Construction Periodic Field Inspections during Construction	Archaeological Resources Worker Training Program by Qualified Archaeologist Inclusion of requirement in Construction Plan Training Submittal of Compliance Report

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
the resource in accordance with the provisions of CEQA as outlined by the CRMMP.					
MM-CUL-C: Archaeological Testing Plan for 19-000887 and 19-004320 (Alameda Station). To mitigate impacts to Resources 19-000887 and 19-004320, both of which include portions of the Zanja, an NRHP-eligible archaeological site, and where avoidance is not feasible, an archaeological testing plan and data recovery plan for the Area of Direct Impacts, which is located north of the Placita de Dolores, shall be prepared prior to ground-disturbing activities and implemented after the paving is removed. Although the proposed Project is designed to not impact the portion of the Zanja Madre within 19-000887, there is the potential to encounter either previously unrecorded portions of the Zanja or artifact refuse from the overall site. Therefore, a testing plan shall be prepared for the portions of the sites that will be impacted outside of the known Zanja location. Within the Project Area of Direct Impacts, 19-000887 overlaps unevaluated 19-004320 which will, therefore, also be included in the testing plan. The testing plan shall be prepared in consultation with El Pueblo de Los Angeles Historical Monument Authority specific to these resources at the Alameda Station. The testing plan shall propose limited archaeological excavations of a portion of the site overlapping the Area of Direct Impacts and contain maps showing the overlap of the sites with the project Area of Direct Impacts. The test excavations are intended to identify the location, integrity, and significance of archaeological deposits that may be impacted by the proposed Project. The testing plan shall outline excavation locations and methods, such as where and in what soils mechanical excavations may or may not be	Project Sponsor Qualified Archaeologist Construction Contractor	Metro and/or the City of Los Angeles	Pre-Construction Construction	Once, Pre-Construction and as Determined by Archaeological Testing Plan and/or Data Recovery Plan (proof of compliance)	Archaeological Testing Plan If Significant Archaeological Remains Are Discovered, Data Recovery Plan

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
used, screen sizes, and the criteria thresholds that would require data recovery. The testing plan shall be implemented once the paving has been removed and far enough in advance of construction for there to be sufficient time to carry out the plan and to prepare a plan for and conduct a data recovery program if needed. If significant archaeological remains are encountered that appear to contribute to the significance of the overall site during the test excavations and avoidance/preservation in place is not feasible, data recovery excavations will be required, and a data recovery plan shall be prepared and implemented. The data recovery plan shall detail the treatment of the surviving archaeological remains, if testing identifies any. The data recovery plan will specify a statistically significant sample of the site to be excavated and shall describe the specific tools, screening size, and methods to be used. The plan shall describe how structural remains, if any, will be exposed and mapped. Laboratory studies planned for the analysis of the finds shall also be described.					
MM-CUL-D: Archaeological Testing Plan for LAUS Forecourt. To mitigate impacts to Resource 19-001575, an NRHP-eligible archaeological site, an archaeological testing plan and data recovery plan for the Area of Direct Impacts shall be prepared and implemented prior to ground-disturbing activities. The testing plan shall propose limited archaeological excavations of a portion of the site overlapping the Area of Direct Impacts. The test excavations are intended to identify the location, integrity, and significance of archaeological deposits that may be impacted by the proposed Project. The testing plan shall outline excavation locations and methods, such as where and in what soils mechanical excavations may or may not be	Project Sponsor Qualified Archaeologist Construction Contractor	Metro and/or the City of Los Angeles	Pre-Construction Construction	Once, Pre-Construction and as Determined by Archaeological Testing Plan and/or Data Recovery Plan (proof of compliance)	Archaeological Testing Plan If Significant Archaeological Remains Are Discovered, Data Recovery Plan

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
used, screen sizes, and the criteria threshold that would require data recovery. If significant archaeological remains are encountered that appear to contribute to the site's NRHP and CRHR eligibility during the test excavations and avoidance/preservation in place is not feasible, data recovery excavations will be required, and the data recovery plan shall be implemented. The data recovery plan shall specify a statistically significant sample of the site to be excavated and shall describe the specific tools, screening size, and methods to be used. The plan shall describe how structural remains, if any, will be exposed and mapped. Laboratory studies planned for the analysis of the finds shall also be described.					
MM-CUL-E: Archaeological Testing Plan for Los Angeles State Historic Park. To mitigate unavoidable impacts to Resource 19-003120, an NRHP-eligible archaeological site, an archaeological testing plan and data recovery plan for the Area of Direct Impacts shall be prepared and implemented prior to ground-disturbing activities. The testing plan shall be prepared in consultation with California State Parks and SHPO (per PRC § 5024.5). The testing plan shall propose limited archaeological excavations of a portion of the site overlapping the Area of Direct Impacts. The test excavations are intended to identify the location, integrity, and significance of archaeological deposits that may be impacted by the proposed Project; and will specifically be used to confirm and define potential foundations for the Southern Pacific Railroad office/freight house that are shown in Sanborn fire insurance maps to overlap the Area of Direct Impacts for the station. The plan shall outline excavation locations and methods, such as where and in what soils mechanical excavations may or may not be used, screen sizes, and the	Project Sponsor Qualified Archaeologist Construction Contractor	Metro and/or the City of Los Angeles and/or California Department of Parks and Recreation	Pre-Construction Construction	Once, Pre-Construction and as Determined by Archaeological Testing Plan and/or Data Recovery Plan (proof of compliance)	Archaeological Testing Plan If Significant Archaeological Remains Are Discovered, Data Recovery Plan

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
criteria thresholds that would require data recovery. If significant archaeological remains are encountered that appear to contribute to the site's NRHP and CRHR eligibility during the test excavations and avoidance/ preservation-in-place is not possible, data recovery excavations will be required, and the data recovery plan shall be implemented. The plan shall specify a statistically significant sample of the site to be excavated and shall describe the specific tools, screening size, and methods to be used. The plan shall describe how structural remains, if any, will be exposed and mapped. Laboratory studies planned for the analysis of the finds shall also be described.					
MM-CUL-F: Redesign of Placement of Park Amenity Structures to Avoid Archaeological Features at Los Angeles State Historic Park Station. After implementation of CUL-E, if it is found that the Los Angeles State Historic Park amenities (e.g., concessions and restroom) at the Los Angeles State Historic Park have the potential to impact any significant features found during the testing phase of CUL-E, the location of the Los Angeles State Historic Park amenity structures will be reconfigured to avoid and/or diminish impacts to those features as feasible.	Project Sponsor Qualified Archaeologist Construction Contractor	Metro and/or the California Department of Parks and Recreation	Pre-Construction	Once, Pre-Construction	If Necessary, Reconfiguration of Locations of Los Angeles State Historic Park Amenity Structures
Geology and Soils					
MM-GEO-A: Prepare a Site-Specific Final Geotechnical Report: The Project Sponsor shall engage a California-registered geotechnical engineer to prepare and submit a site specific- final geotechnical investigation and report to the City of Los Angeles for review, consistent with the requirements of the CBC, applicable Los Angeles amendments, and California Geological Survey Special Publication 117 (as amended). A site-specific geotechnical	Project Sponsor Geotechnical Engineer	Metro and/or the City of Los Angeles (Los Angeles Department of Building and Safety)	Pre-Construction Construction	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction	Approval of the Site-Specific Final Geotechnical Report by Geotechnical Engineer by the City of Los Angeles (Department of Building and Safety)

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
exploration program, along with associated laboratory testing, is necessary to complete a design-level evaluation of the geologic hazards and conditions, seismic hazards, grading conditions, and foundation capacities. The site-specific final geotechnical report shall provide a description of the geological and geotechnical conditions at the site; the findings, conclusions, and mitigation recommendations for potential geologic and seismic hazards; and design-level geotechnical recommendations in support of grading and foundation design. Additionally, the geotechnical report shall include recommended measures to reduce potential impacts related to landslides, subsidence, liquefaction, differential settlement, expansive soils, soil corrosivity, or other potential ground failures induced by the proposed Project. The submittal and approval of the final geotechnical report shall be a condition of the grading and construction permits issued by the City of Los Angeles Department of Building and Safety. The Project Sponsor shall implement the recommendations contained in the approved report during project design and construction.					Issuance of Applicable Building Permit(s) Issuance of Certificate of Occupancy
MM-GEO-B: Prepare a Paleontological Resources Monitoring and Mitigation Plan (PRMMP): A PRMMP shall be developed by a qualified paleontologist meeting the criteria established by the Society for Vertebrate Paleontology. The plan shall apply to paleontologically sensitive deposits, including older Quaternary alluvium and Puente formation deposits, that may be impacted by the proposed Project, as determined by a qualified paleontologist in consultation with the construction team and guided by geotechnical coring. The qualified paleontologist shall supervise the paleontological monitor, who shall be present during construction excavations into older Quaternary alluvial deposits and Miocene	Project Sponsor Qualified Paleontologist Construction Contractor	Metro and/or City of Los Angeles	Pre-Construction Construction	Once, Plan Check (proof of compliance) To Be Determined in Consultation with Qualified Paleontologist	Monitoring and Mitigation Plan (PRMMP) by Qualified Paleontologist In the Event that Paleontological Materials are Found, Report Prepared and Submitted to the Los Angeles County Natural History Museum within 1

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
Puente formation deposits. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains, and where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. The frequency of monitoring inspections shall be determined by the paleontologist, and shall be based on the rate of ground-disturbing activities, the material being excavated, and the depth of excavation; and if found, the abundance and type of paleontological materials. If any paleontological materials are found, the paleontological monitor shall temporarily divert or redirect ground-disturbing activities in the area of the exposed fossil to facilitate evaluation, and if necessary, salvage. The paleontologist shall assess the discovered material(s) and provide a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The Project Sponsor shall comply with the recommendations of the evaluating paleontologist, and ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the paleontologist's satisfaction. If paleontological materials are found, the paleontologist shall prepare a report identifying the resource and the recommendations proposed and implemented, within 1 year of completion of the fieldwork. A copy of the report shall be submitted to the Los Angeles County Natural History Museum.					Year of Completion of Fieldwork
Greenhouse Gas Emissions					
GHG-PDF-A: Green Power. Electrical power for the operation of the proposed Project's aerial gondola system and associated stations, junction, and towers would come from renewable resources. The proposed Project shall achieve this through	Project Operator	Metro and/or the City of Los Angeles	Prior to issuance of Certificate of Occupancy	Once, prior to issuance of Certificate of Occupancy	Compliance Certificate Issuance of Certificate of Occupancy

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
applying to LADWP's Green Power Program or other available LADWP (or equivalent) programs that provide renewable electricity.					
Hazards and Hazardous Materials					
MM-HAZ-A: Prepare a Soil and Groundwater Management Plan: The Project Sponsor shall retain a qualified environmental consultant to prepare a Soil and Groundwater Management Plan prior to any re-grading, decommissioning, or construction activities. The Soil and Groundwater Management Plan would be prepared and implemented to specify methods for handling and disposal in the event contaminated groundwater, contaminated soil, or structures, are encountered during project construction. The Soil and Groundwater Management Plan shall provide a summary of the environmental conditions at each Project component site, including stations and towers. The Soil and Groundwater Management Plan shall include methods and procedures for sampling and analyzing soils and/or groundwater in order to classify them as either hazardous or non-hazardous, and if identified as hazardous, shall include additional methods and procedures for the proper handling and removal of impacted soils and/or groundwater for off-site disposal and/or recycle. Methods and procedures in the Soil and Groundwater Management Plan shall be in accordance with current federal, state, and local regulations and be protective of workers and the environment. This Soil and Groundwater Management Plan shall be submitted to the LADBS for review prior to commencement of demolition and construction activities and as a condition of the grading, construction, and/or demolition permit(s). Contract specifications shall mandate full compliance with all applicable local, state, and	Project Sponsor Qualified Environmental Consultant Construction Contractor	Metro and/or the City of Los Angeles (Los Angeles Department of Building and Safety)	Pre-Construction Construction	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction	Approval of Soil and Groundwater Management Plan by Qualified Environmental Consultant by the City of Los Angeles (Department of Building and Safety) Issuance of Building Permits Compliance Certificate Issuance of Certificate of Occupancy

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
federal regulations (including but not limited to, as applicable, OSHA Safety and Health Standards, Cal/OSHA requirements, federal, state and local waste disposal regulations, SCAQMD Rule 1166, as well as any other applicable requirements of the California Department of Toxic Substances, the Los Angeles Regional Water Quality Control Board, and the City of Los Angeles) related to the identification, excavation, transportation, and disposal of hazardous materials, including those encountered in excavated soil and dewatered groundwater.					
MM-HAZ-B: Hazardous Materials Abatement: Prior to demolition of the existing building at 1201 North Broadway, a licensed abatement contractor will conduct hazardous materials abatement, which would remove, dispose of, and transport hazardous materials in accordance with federal, state, and local regulations. The licensed abatement contractor would be required to comply with Cal/OSHA regulations governing asbestos standards and lead paint standards (California Code of Regulations Article 4 Sections 1529, 5208, and 1532), OSHA 29 Code of Federal Regulations 1926.62 regarding lead in construction, and OSHA 29 Code of Federal Regulations 1926.1101 regarding asbestos exposure. The contractor would also be required to comply with SCAQMD Rule 1403, related to asbestos emissions during building demolition activities. Safe work measures would be taken during the hazardous materials abatement, including wetting the area to prevent possible release of hazardous materials into the air and removing dust with high-efficiency particulate air vacuums and/or disposable wet wipe towels.	Project Sponsor Licensed Abatement Contractor Construction Contractor	Metro and/or the City of Los Angeles	Pre-Construction (prior to Demolition of 1201 North Broadway)	Once, Plan Check Periodic Field Inspections during Pre-Construction (prior to Demolition of 1201 North Broadway)	Compliance Certificate by Licensed Abatement Contractor Issuance of Applicable Demolition Permit for 1201 North Broadway

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
Land Use and Planning					
MM-LUP-A: Obtain a Los Angeles State Historic Park General Plan Amendment. Pursuant to Public Resources Code 5002.2, the proposed Project shall obtain an amendment to the Los Angeles State Historic Park General Plan to allow transit uses within the Los Angeles State Historic Park General Plan.	Project Sponsor	Metro and/or California Department of Parks and Recreation	California Department of Parks and Recreation Approval Process	Once, at the Conclusion of the California Department of Parks and Recreation Approval Process	Approval of the Los Angeles State Historic Park General Plan Amendment
Noise					
NOI-PDF-A: Gondola Cabin Noise Control Features. The Project's gondola cabins shall include the following features: • Gondola cabins shall be designed with an interior-to-exterior noise reduction rating of no less than Sound Transmission Class (STC) 35. • If heating, ventilation, and air conditioning (HVAC) units are included in the gondola cabin design, they shall be designed with a sound power level of no more than 71 dBA.	Project Sponsor Gondola Cabin Manufacturer	Metro and/or the City of Los Angeles	Prior to issuance of Certificate of Occupancy	Once, prior to issuance of Certificate of Occupancy	Compliance Certificate by Gondola Cabin Manufacturer Issuance of Certificate of Occupancy
MM-NOI-A: Prepare a Construction Noise Management Plan. Prior to the issuance of grading permits for the proposed Project, the Project Sponsor shall design a Construction Noise Management Plan to minimize the construction-related noise impacts to off-site noise-sensitive receptors. The Construction Noise Management Plan shall include the following measures to reduce noise levels: • **Noise Barriers**: Temporary construction noise barriers between the Project construction area and affected receptors shall be installed as identified below. The noise barriers shall be designed to have a sound transmission class (STC) rating of at least 25 and should have the ability to provide a range of noise reduction between 5 dBA and 15 dBA when the construction equipment is located below the elevation level of the noise barrier and there is no	Project Sponsor Qualified Noise Consultant Construction Contractor	Metro and/or the City of Los Angeles	Pre-Construction Construction	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction	Submittal of Construction Noise Management Plan by Qualified Noise Consultant Issuance of Applicable Grading Permits Compliance Certificate by Qualified Noise Consultant

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
line-of-sight between the construction equipment and the noise-sensitive receptors. Specific locations and heights for the temporary noise barriers shall include the following by Project components: • Alameda Station o For the entire duration of construction, the Project shall provide a 24-foot tall temporary noise barrier between the Project construction site and NSR 3 [Mozaic Apartments]. o For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 1A [Union Station] and NSR 1B [First Five LA]. o During the Foundations and Columns phase, the Project shall provide a 10-foot temporary noise barrier between the Project construction activities occurring within Alameda Street and NSR 1A [Union Station], NSR 1B [First Five LA], NSR 2 [El Pueblo], and NSR 3 [Mozaic Apartments]. o During a portion of the Structural Steel and Gondola Equipment Erection phase and during a portion of the Vertical Circulation, Hardscaping, Landscaping, and Interior Work phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 3. • Alameda Tower					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
○ For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 4 [The California Endowment]. ○ During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 4. • Alpine Tower ○ For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 6 [Chinatown Senior Lofts] and NSR 7 [Homeboy Industries]. ○ During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 6 and NSR 7. ○ NSR 5 [Future Residential] is currently an undeveloped City-owned parking lot and is proposed for future multi-family residential uses. If NSR 5 is occupied by residential units at the time of Project construction, the following noise barriers shall be provided:					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
▪ For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 5. ▪ During the Foundations and Columns and Structural Steel and Gondola Equipment Erection phases, the Project shall provide a 24-foot temporary noise barrier between the Project construction site and occupied residential units at NSR 5 [Future Residential]. ▪ During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 5. • Chinatown/State Park Station o For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 9 [Blossom Plaza], NSR 10 [Future Residential Development], NSR 11 [Capitol Milling], and NSR 14S [Los Angeles State Park]. The noise barrier will include a gate that may be temporarily					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
opened for access during construction hours along Spring Street for construction access. o For the entire duration of construction, the Project shall provide a 10-foot temporary noise barrier between the Chinatown / State Park Station and NSR 8 [College Station] and NSR 12 [Future Residential Development]. o During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 8, NSR 12, and NSR 14S. • Broadway Junction o For the entire duration of construction, the Project shall provide a 24-foot temporary noise barrier between the Project construction site and NSR 13 [Future Development], NSR 14N [Los Angeles State Historic Park], and NSR 17 [Low Rise Residential]. o During the Demolition phase and the Foundations and Columns phase, the Project shall provide a 24-foot temporary noise barrier between the Project construction site and NSR 16 [Cathedral High School]. o During the Structural Steel and Gondola Equipment Erection phase and the Vertical Circulation, Hardscaping, Landscaping, and Interior Work phase, the Project shall provide an 8-foot					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
temporary noise barrier between the Project construction site and NSR 16 [Cathedral High School] o During a portion of the Structural Steel and Gondola Equipment Erection phase and during a portion of the Vertical Circulation, Hardscaping, Landscaping, and Interior Work phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 13, NSR 14 N, NSR 16, and NSR 17. • Stadium Tower o During the Foundations and Columns phase, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 16 [Cathedral High School] and NSR 17 [Low Rise Residential]. o During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between Project construction and NSR 16 and NSR 17. • **Sensitive Uses:** Fixed and/or stationary equipment (e.g., generators, compressors, concrete mixers) shall be located away from noise-sensitive receptors.					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
NOI-PDF-B: Project Noise Control Requirements for Construction Noise Management Plan. The Construction Noise Management Plan prepared pursuant to MM NOI-A shall include the following: • **Equipment Maintenance:** Construction equipment shall be properly maintained per manufacturers' specifications to prevent noise due to worn or improperly maintained parts or shall be fitted with the best available noise suppression devices (e.g., mufflers, lagging, and/or motor enclosures). All impact tool shall be shrouded or shielded, and all intake and exhaust ports on power equipment shall be muffled or shielded. • **Use of Electrical Sources:** When possible, electrical sources should be used to power equipment rather than diesel generators. • **Community Outreach:** The following shall be implemented to reduce impacts to the local community related to disturbances from construction noise: o *Noise Disturbance Coordinator:* A noise and vibration disturbance coordinator shall be established. The noise disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The noise and vibration disturbance coordinator shall determine the cause of the complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures to address the complaint. Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly	Project Sponsor Qualified Noise Consultant Construction Contractor	Metro and/or the City of Los Angeles	Pre-Construction Construction	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction	Submittal of Construction Noise Management Plan by Qualified Noise Consultant Issuance of Applicable Grading Permits Compliance Certificate by Qualified Noise Consultant

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
posted at all construction entrances to allow surrounding property owners to contact the job superintendent if necessary. In the event a complaint is received, appropriate corrective actions shall be implemented, and a report of the action provided to the reporting party. The noise disturbance coordinator shall conduct outreach to residents and small businesses in English, Spanish, Vietnamese, Chinese (Traditional), and Chinese (Simplified) regarding proposed construction activities. ○ *Construction Notice:* The construction coordinator shall provide a construction notice to residents and businesses within 500 feet of the construction site for each Project component prior to initiation of construction activities. The construction site notice shall include job site address, anticipated equipment to be used during the duration of permit number, name and phone number of the job superintendent, construction hours, and the City telephone number where violations can be reported. The notice will also include the phone number of the noise disturbance coordinator. The notice will be made available in English, Spanish, Vietnamese, Chinese (Traditional), and Chinese (Simplified). ○ *Special and Community Event Coordination:* Construction activities will be coordinated to the extent					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
feasible with special and community events reported to the noise disturbance coordinator. Requests for event coordination may be made by calling the number of the noise disturbance coordinator provided on the construction notice. • **Limit Idling Equipment**: Construction equipment shall not idle for longer than 5 minutes, as required by section 2485 of the California Code of Regulations.					
MM-VIB-A: **Vibration Monitoring:** Prior to the issuance of grading permits for the proposed Project, the Project Sponsor shall design a Vibration Monitoring Plan. The Plan shall provide for: • Vibration Monitoring Equipment: the placement of vibration monitoring equipment approximately 26 feet away from the Avila Adobe (1970s addition), El Grito mural wall, and The Old Winery by a qualified professional for real-time vibration monitoring for construction work at the Alameda Station requiring heavy equipment or ground compaction devices. • Modification of Vibration Equipment: the monitoring devices shall notify the construction crew if vibration levels are within 0.1 PPV, in/sec, of the vibration damage threshold. The construction crew shall modify the construction equipment to ensure that the vibration damage threshold is not exceeded.	Project Sponsor Qualified Vibration Consultant Construction Contractor	Metro and/or the City of Los Angeles	Pre-Construction Construction	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction	Submittal of Vibration Monitoring Plan by Qualified Vibration Consultant Issuance of Grading Permits Compliance Certificate by Qualified Vibration Consultant
MM-VIB-B: Force-Adjustable Ground Compaction Devices: For construction work occurring at the Alameda Station in proximity to the Avila Adobe (1970s addition), El Grito Mural, and The Old Winery: • At a distance of 26 feet or more from the Avila Adobe (1970s addition), El Grito Mural and The	Project Sponsor Qualified Vibration Consultant Construction Contractor	Metro and/or the City of Los Angeles	Construction	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction	Inclusion of requirement in Construction Plan Issuance of Building Permits

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
Old Winery, any ground compacting equipment, including vibratory rollers and plate compactors, shall be calibrated onsite prior to use to ensure vibration levels remain below the assumed reference level of 0.21 PPV, in/sec, at 25 feet. If the ground compacting equipment cannot achieve the assumed reference level, equipment with less vibration (less than 0.21 PPV, in/sec, at 25 feet), non-vibrating equipment, or hand tools shall be required for ground compaction activities. • Any ground compaction or excavation/drilling operations within 26 feet of the Avila Adobe (1970s addition), El Grito Mural or The Old Winery structures must be completed with non-vibrating equipment or hand tools.					Compliance Certificate by Qualified Vibration Consultant
Transportation					
TRA-PDF-A: Additional Visibility Enhancements: Subject to the approval of the Los Angeles Department of Transportation, as a best practice to further enhance pedestrian visibility at the Chinatown/State Park Station, stripe a high visibility crosswalk and add upgraded lighting for the driveway crossing south of the Los Angeles State Historic Park.	Project Sponsor Transportation Engineer Construction Contractor	Metro and/or the City of Los Angeles (Los Angeles Department of Transportation)	Prior to Completion of Construction	Once, Prior to Completion of Construction	Approval of Additional Visibility Enhancements by the City of Los Angeles (Los Angeles Department of Transportation) Submittal of Compliance Report Certificate of Occupancy
MM-TRA-A: Visibility Enhancements: Prior to the completion of construction of the proposed Project, and in coordination with and subject to the approval of LADOT, the Project Sponsor shall design the following visibility enhancements at the following locations: • Alameda Tower – Implement a no right turn on red restriction to prohibit vehicles from making	Project Sponsor Transportation Engineer Construction Contractor	Metro and/or the City of Los Angeles (Los Angeles Department of Transportation) and California Department of State Parks (as to the	Prior to Completion of Construction	Once, Prior to Completion of Construction	Approval of Visibility Enhancements by the City of Los Angeles (Los Angeles Department of Transportation) and California Department of State Parks (as to the

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
a right turn on red from westbound Alhambra Avenue to northbound Alameda Street. • Chinatown/State Park Station – Implement an operational strategy or design to channelize pedestrians walking from the Los Angeles State Historic Park to the crosswalk across the existing driveway south of the Park to prevent pedestrians from crossing the driveway west of columns supporting the Chinatown/State Park Station to ensure crossings occur in the crosswalk where visibility is sufficient. The ultimate design or operational method of channelization (such as station staff directing pedestrians towards the crosswalk or a physical method such as a gate) would be coordinated with State Parks. The mitigation measure would be implemented during the construction phase and would be completed prior to proposed Project operations.		Chinatown/State Park Station)			Chinatown/State Park Station) Submittal of Compliance Report Certificate of Occupancy
MM-TRA-B: Construction Traffic Management Plan: Prior to the issuance of a building permit for the proposed Project, a detailed Construction Traffic Management Plan (CTMP), including street closure information, detour plans, haul routes, and a staging plan, shall be prepared and submitted to the City for review and approval. The CTMP shall formalize how construction will be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The CTMP shall be based on the nature and timing of the specific construction activities at each of the Project 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 proposed Project. The CTMP may be updated as construction progresses to reflect	Project Sponsor Transportation Engineer Construction Contractor	Metro and/or the City of Los Angeles (Los Angeles Department of Transportation)	Pre-Construction	Once, Plan Check (proof of compliance)	Approval of Construction Traffic Management Plan by City of Los Angeles (Los Angeles Department of Transportation) Inclusion of requirement in Construction Plan

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
progress at the various Project construction sites. The CTMP will include, but not be limited to, the following elements as appropriate: • As traffic lane, parking lane, and sidewalk closures are anticipated, worksite traffic control plans, approved by the City of Los Angeles, shall be developed and implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures. • Visibility to open pedestrian crossings will be maintained, or temporary or permanent measures consistent with Mitigation Measure TRA-A shall be implemented if determined to be appropriate in coordination with LADOT. In absence of measures to mitigate or eliminate visual obstructions for pedestrians crossing the street, pedestrian crossings may be closed or relocated to more visible locations. • Existing school crossings, as denoted by yellow crosswalk striping consistent with the Manual on Uniform Traffic Control Devices (MUTCD) along proposed detour routes, shall be evaluated in coordination with LADOT to determine if crossing guards should temporarily be assigned. If it is determined that crossing guards should be assigned, on days/times when detours are active, the proposed Project shall fund crossing guards during morning school arrival and afternoon school departure periods during periods when adjacent schools are in session. If school crossings along detour routes are unsignalized, temporary traffic signals will be evaluated in coordination with LADOT and would be implemented by the proposed Project if deemed necessary. • As partial and full street closures are anticipated at various locations during portions of the Project construction, detour plans, approved by					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
the City of Los Angeles, shall be developed and implemented to route vehicular traffic and bicyclists to alternative routes during these periods. • Ensure that access will remain accessible for land uses in proximity to the Project alignment and component sites during project construction. In some cases, alternative access locations would be provided or supervised temporary access through the worksite would be accommodated during construction phases where access is hindered, such as foundation construction. • Coordinate with the City and emergency service providers to ensure emergency access is provided to the Project alignment and component sites and neighboring businesses and residences. Emergency access points will be marked accordingly in consultation with LAFD, as necessary. • Conduct bi-monthly construction management meetings with City staff and other surrounding construction-related project representatives (i.e., construction contractors) whose projects will potentially be under construction at around the same time as the Project, or as otherwise determined appropriate by City Staff. • 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. • During construction activities when construction worker parking cannot be accommodated at the Project component sites, identify alternate parking location(s) for					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
construction workers and the method of transportation to and from the Project component sites (if beyond walking distance) for approval by the City 30 days prior to commencement of construction. • Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park and provide clear consequences to violators for failure to follow these regulations.					
MM-TRA-C: Temporary Disaster Route Plan: Prior to the issuance of a building permit for the proposed Project, and in coordination with and subject to the approval of LADOT, the Project Sponsor shall submit a temporary disaster route plan to LADOT, which shall include street closure information and detour plans in order to facilitate the movement of emergency vehicles through the study area and minimize effects on emergency response during a disaster. Construction activities and temporary lane closures could quickly be halted in event of an emergency to allow emergency vehicles to travel through the work zones. In addition to detours, the temporary disaster route plan could also include temporary operational measures that would be implemented by the City during a disaster, including temporary contra-flow lanes or reversing directions to flush vehicles during a disaster situation. The temporary disaster route plan would be prepared for the following locations: • During those periods when construction of the Alameda Station, the Chinatown/State Park Station, and the Alameda and Alpine Towers require partial closure of one direction or full closure of both directions of Alameda Street or Spring Street.	Project Sponsor Transportation Engineer Construction Contractor	Metro and/or the City of Los Angeles (Los Angeles Department of Transportation)	Pre-Construction	Once, Plan Check (proof of compliance)	Approval of Construction Traffic Management Plan by City of Los Angeles (Los Angeles Department of Transportation) Inclusion of requirement in Construction Plan

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
Tribal Cultural Resources					
MM-TCR-A Native American Monitor. Because of the potential to encounter tribal cultural resources, a Native American monitor shall be retained to monitor project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur after existing pavement and structures are removed at the location of the Alameda Station. If cultural resources are encountered elsewhere along the alignment during construction that, in the opinion of the archaeological Principal Investigator (as defined in 32 CFR Section 767.8), are likely of Native American origin, then Native American monitoring may be extended to include the area of the find. The Principal Investigator will make the recommendation to the Project Sponsor and Metro if it seems the Native American monitoring should be extended. The appropriate Native American monitor shall be selected based on ongoing coordination with consulting tribes and shall be identified in the CRMMP. The CRMMP is described in Mitigation Measure CUL-A. Specifically, the CRMMP and Native American monitoring would be applicable to ground disturbance activities extending into native soils at the location of the Alameda Station and, if cultural resources are encountered elsewhere along the alignment during construction that, in the opinion of the archaeological Principal Investigator, are likely of Native American origin. Monitoring procedures and the role and responsibilities of the Native American monitor shall be outlined in the CRMMP. In the event the Native American monitor identifies cultural or archeological resources, the monitor shall be given the authority to temporarily halt construction (if safe) within 50 feet (15 meters) of the discovery to investigate the find and contact the archaeological Principal	Project Sponsor Qualified Native American Monitor Construction Contractor	Metro and/or the City of Los Angeles	Pre-Construction Construction	Once, Plan Check (proof of compliance) To Be Determined by the Archaeological Principal Investigator	Cultural Resources Monitoring and Mitigation Plan If Cultural Resources That May Be of Native American Origin Are Discovered, Data Recovery Plan

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
Investigator. The Native American monitor and consulting tribe(s) shall be provided an opportunity to participate in the documentation and evaluation of the find. If a data recovery plan is prepared, the consulting tribe(s) shall be provided an opportunity to review and provide input on the plan.					
Utilities and Service Systems					
MM-USS-A: Development of a Utility Relocation Plan: Before the start of construction-related activities, including the relocation of utilities, the Project Sponsor shall coordinate with the Los Angeles Department of Water & Power, the Los Angeles Sanitation & Environment Department, the Southern California Gas Company, and Metro to prepare a Utility Relocation Plan. The Project Sponsor shall also coordinate with the utility companies to minimize impacts to services throughout the Project and obtain their approval of the Utility Relocation Plan. The Utility Relocation Plan shall be prepared, reviewed, and approved by a licensed civil engineer and, at a minimum, include the following: • Plans that identify the utility infrastructure elements, including access for utility providers and easements, as applicable, that require relocation as a result of the proposed Project; • Safety measures to avoid any human health hazards or environmental hazards associated with capping and abandoning some utility infrastructure, such as natural gas lines or sewer lines; and • Timing for completion of the utility relocation, which shall be scheduled to minimize disruption to the utility companies and their customers.	Project Sponsor Civil Engineer Construction Contractor	Metro and/or the City of Los Angeles (Los Angeles Department of Water & Power, the Los Angeles Sanitation & Environment Department) and Southern California Gas Company	Pre-Construction	Once, Pre-Construction (proof of compliance)	Approval of the Utility Relocation Plan

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
Wildfire					
WFR-PDF-A: The Project will prepare a Fire Protection Plan, which will be implemented during construction of the Broadway Junction, Stadium Tower, Dodger Stadium Station, and Chinatown/State Park Station. The Fire Protection Plan will include the following measures that shall be implemented to the extent applicable in order to further reduce risks associated with ignition of wildland fire: • Prior to the start of any construction activities, a Fire Prevention Program Superintendent shall be designated to interface with the LAFD and coordinate fire watch and site fire prevention and response. • In exceedance of regulatory requirements, the Fire Prevention Program Superintendent shall prohibit hot work construction activities during Red Flag Warnings, which are issued for a stated period of time by the National Weather Service using pre-determined criteria to identify particularly critical wildfire danger in a particular geographic area. • Prior to the start of any hot work construction activities, the Fire Prevention Program Superintendent will implement tiered fire watches with increased staff tasked with monitoring for ignitions during hot work activities (fire watch). The fire watch shall be provided during hot work and shall continue to monitor for a minimum of 30 minutes following completion of the hot work activities. The Fire Prevention Program Superintendent may determine during construction that this monitoring period be increased based on the potential for weather conditions that may increase the potential for sparks to be carried by the wind and result in ignition (i.e., the	Project Sponsor Fire Consultant Construction Contractor	Metro and/or the City of Los Angeles (LAFD)	Pre-Construction Construction	Once, Plan Check (proof of compliance) Period Field Inspection during Construction by Fire Prevention Program Superintendent	Fire Protection Plan by the Fire Consultant Training Records Provided to the City, LAFD, and Metro

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
potential for high wind events, high temperature, and/or low relative humidity). • Prior to the start of any construction activities, the construction manager in coordination with the Fire Prevention Program Superintendent shall provide site fire safety training for all construction crew members, including on the regulatory requirements set forth in Section 3.20.2, the proper use of firefighting equipment, and procedures to be followed in the event of a fire. Project staff shall be trained prior to the start of construction to identify and report to the appropriate authority potential fire safety hazards, including the presence of sparks or smoke. The construction manager shall maintain training records which will be available for review by Metro, the City, and LAFD. • Prior to the start of construction, the construction area shall be cleared of all dead and downed vegetation and dead or dry leaves and pine needles from the ground. Trees within the construction area shall either be removed or trimmed to keep branches a minimum of 10 feet from other trees. Vegetation within the construction area shall be controlled through periodic cutting and spraying of weeds. • Ongoing fire safety inspections and patrols of the construction site shall be integrated into Project site security procedures for the duration of construction. The assigned fire patrols shall verify the proper tools and equipment are on site, serve as a lookout for fire starts, including participating in a fire watch to make sure no residual fire exists following the completion of the construction activity.					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
• Each construction area shall be equipped with fire extinguishers and firefighting equipment sufficient to extinguish small flames. • The Fire Prevention Program Superintendent shall provide outreach and orientation services to responding fire stations including pre-staging measures prior to the start of hot work construction activities. • Any fire ignited on site shall be promptly reported to LAFD.					
WFR-PDF-B: Prior to the start of construction, the Project shall provide a fuel modification zone surrounding the Stadium Tower construction site starting from the construction area perimeter of either 70 feet or until the nearest paved roadway that thins or removes all vegetation, dead or dry leaves and pine needles from the ground, and trims or remove trees to keep branches a minimum of 10 feet from other trees. The Stadium Tower construction site plan shows a buffer zone of 70 feet or to nearest paved roadway.	Project Sponsor Construction Contractor	Metro and/or the City of Los Angeles (LAFD)	Pre-Construction	Once, Plan Check (proof of compliance)	Field Inspection Issuance of Applicable Building Permit for Stadium Tower
WFR-PDF-C: During operation of Broadway Junction, Stadium Tower, Dodger Stadium Station, and Chinatown/State Park Station, security monitoring by staff and cameras shall be implemented. Project staff shall be trained to identify and report to the appropriate authority potential fire safety hazards, including the presence of sparks or smoke. Any fire ignited on site shall be promptly reported to LAFD.	Project Operator	Metro and/or the City of Los Angeles	Prior to issuance of Certificate of Occupancy	Once, prior to issuance of Certificate of Occupancy	Inclusion of requirement in Emergency Operations Plan Issuance of Certificate of Occupancy

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

Metro

Board Report

File #: 2024-0132, **File Type:** Motion / Motion Response **Agenda Number:** 12.1

REGULAR BOARD MEETING
FEBRUARY 22, 2024

Motion by:

DIRECTORS SOLIS, BASS, DUPONT- WALKER, HORVATH, and SANDOVAL

Motion Related to Item 12: Empowering Community Through an Inclusive Community Benefits Agreement

In April 2018, the Metropolitan Transportation Authority (Metro) received an Unsolicited Proposal from Aerial Rapid Transit Technologies LLC (ARTT), a private entity, to fund/finance, design, construct, operate, and maintain the Los Angeles Aerial Rapid Transit (LAART or Project), a gondola connecting Union Station and the Dodger Stadium. The following year, Metro and LAART executed a Memorandum of Agreement (MOA) for Metro to be the Lead Agency under the California Environmental Quality Act (CEQA) and for LAART to reimburse Metro for all related expenses (Attachment A). ARTT later transferred the Project to Zero Emissions Transit (ZET), a subsidiary of the climate advocacy non-profit Climate Resolve. As the authority over all public mass transit guideway systems in Los Angeles County, Metro is principally responsible for determining whether to approve the LAART project or not (Cal. Code Regs. tit. 14, § 15367; Cal. Pub, Util. Code § 130252).

Metro released the Final Environmental Impact Report (FEIR) for the Project in December. This came after the release of the Draft Environmental Impact Report (DEIR) for a 90-day public comment period from October 2022 to January 2023, and numerous virtual and in-person community meetings featuring multilingual translation and materials. Now, the Metro Board is being asked to consider approving the Project and certifying the FEIR. While the Project will still require approval and permits from the City of Los Angeles, California Department of Transportation (Caltrans), and California Department of Parks and Recreation (State Parks) and will return to the Metro Board to approve a lease of property at Union Station, this action, the first time the Metro Board has weighed in, represents a major step for the Project.

The proposed gondola, stretching roughly 1.2 miles between Union Station and Dodger Stadium and including an intermediate station near Metro's Chinatown A (Blue) Line Station, would include a maximum capacity of approximately 5,000 people per hour in each direction. In 2023, Dodger Stadium averaged 47,371 fans over the team's 81 home games.

In considering the Project, it is crucial for the Board to prioritize equity, historical context, community concerns, and informed transportation planning decisions.

Historical Context

The neighborhoods principally impacted by the Project - Chinatown and Elysian Park - have a rich culture and heritage. However, these communities have a complicated history of being undermined by infrastructure-related projects. Acknowledging this fact, Metro is currently showcasing an art exhibit at Union Station titled “Where You Stand: Chinatown 1880 to 1939” (Attachment B), which delves into the original Chinatown’s demolition for the development of Union Station in the 1930s. The neighborhood, established in the 1800s, was home to Chinese immigrants, many of whom helped build the western portion of the first transcontinental railroad. Despite their contributions to Los Angeles, Chinese Americans faced legalized discrimination, including denial of basic rights like voting, and experiencing racially motivated violence, such as the Los Angeles Chinese Massacre of 1871. Nevertheless, the Chinese American community developed a bustling neighborhood featuring a Chinese opera theater, temples, and unique architecture. To ensure that these events are not forgotten, the City of Los Angeles and El Pueblo de Los Angeles Historical Monument announced in May 2023 a memorial selection to commemorate the massacre.

Then, in the mid-20th century, after rebuilding its community at its current location, the Chinatown community, again, was involuntarily sacrificed for transportation projects. This time, for the construction of our freeway system. The I-110 and US-101 freeways were built in a way that cut through and destroyed much of the community, resulting in the displacement of residents and businesses. For example, the construction of the Hollywood Freeway in the 1950s led to the demolition of homes and businesses in Chinatown. Additionally, the construction of the freeways caused an increase in noise and air pollution, further deteriorating the quality of life for the remaining community occupants. Furthermore, US 101 currently creates a physical and metaphorical barrier between Chinatown and Downtown's economic engine, making it difficult for Chinatown residents to access economic opportunities. Despite the challenges the Chinatown community faces, they have worked tirelessly to preserve their cultural identity and rich history. Today, Chinatown is a thriving center of culture.

The neighborhood of Elysian Park, also known as Chavez Ravine, has a dark history that includes the use of infrastructure against marginalized communities and unfulfilled promises. The community was comprised of three predominantly Mexican-American neighborhoods: Palo Verde, La Loma, and Bishop. Racially discriminatory practices, such as racial covenants and redlining, spurred the neighborhood's growth. As a result, numerous Latino families settled in Elysian Park, where they established their own schools, churches, and culture.

In the 1940s, City officials considered Chavez Ravine a "blight." The Housing Authority of the City of

Los Angeles voted to demolish the existing 1,800-family community and replace it with a massive public housing project using federal funds. However, many residents resisted, leading to a ten-year standoff. By 1959, Los Angeles County Sheriffs forcibly removed and arrested some of the final residents. Reports document numerous instances of systemic processes used against Spanish-speaking residents, who were forced to accept compensation well below the property's fair market value. Many other residents did not own property and, thus, were not compensated at all.

During the 1950s, the public's support for public housing projects declined among both elected officials and the public. At the same time, rumors circulated that the Brooklyn Dodgers were considering relocating to Los Angeles. In 1957, before all the remaining residents of Chavez Ravine had been relocated, the Los Angeles City Council made the decision to transfer ownership of the land to the Dodgers, abandoning the proposed public housing project. In a referendum held that same year, voters narrowly approved the land transfer. Notably, the Voting Rights Act, which protects the voting rights of marginalized communities, was not enacted until 1965, nearly a decade later.

Today, many former neighborhood residents continue to reside in Los Angeles and remain suspicious of public infrastructure investments. The stadium and its surrounding areas are still privately owned, but the memories of the event are still preserved at the current exhibit entitled El Chavez Ravine (Attachment C) by Vincent Valdez and Ry Cooder at the Los Angeles County Museum of Art (LACMA). The memories remain kept alive within the impacted communities.

Chinatown Today

Today, many Chinatown residents are facing displacement and gentrification, as the neighborhood faces a dire need for small business and micro-entrepreneur support. The rapid development of luxury market-rate units, coupled with expiring affordability covenants for many housing units, has put extreme economic pressure on the struggling community. The median income for a two-person household in the community is $37,794, and almost 50% of low-income households do not have access to affordable rent-restricted housing. Additionally, 65% of households within a half-mile radius of Lot 45, a County-owned parking lot in the heart of Chinatown, fall below the low-income threshold, highlighting the critical need for affordable housing solutions in the area. Furthermore, the community's aging population, with 29% of households having senior residents, adds complexity to the socio-economic landscape, calling for initiatives to support these vulnerable groups.

During the unprecedented challenges posed by the COVID-19 pandemic, the County spearheaded the Care First Village project at 1060 North Vignes Street in Chinatown. Utilizing a 4-acre parcel of land owned by the County originally designated for a jail expansion project, the County built 232 housing units within six months. The development was made possible through Federal Cares Act funding in conjunction with LA County First District discretionary funds. The Care First Village has proven critical, assisting thousands of unhoused neighbors in the vicinity of Chinatown, restoring their dignity, and helping them regain their footing in society.

Lot 45, spanning a 1.7-acre area on Spring Street, is a proposed 300-unit mixed-use 100% affordable housing proposal located near the proposed gondola. Following robust community engagement and outreach, the County released a Request for Proposals (RFP), a call for bids from developers last month. At the community's request, the development will also include creative cultural community space and neighborhood-serving retail.

Addressing Community Concerns

Many Chinatown and Chavez Ravine community members have expressed concerns about the Project. They have voiced their apprehension, and addressing their concerns is important. The Metro Board has taken note of the community's feedback and has expressed a desire to address their concerns. In June 2021, the Metro Board unanimously approved a motion by Directors Solis, Kuehl, Mitchell, Butts, Sandoval, and Garcetti. The motion instructs Metro to analyze its duties and available authority to impose conditions when acting as a lead agency for non-Metro projects regarding environmental clearance. Additionally, the motion requires Metro to develop recommendations for community benefits to be included in the Project's scope. These recommendations include mitigating parking impacts, local job creation, workforce training, small business support and partnerships, affordable housing, and housing and business preservation (Attachment D).

In response to Director Solis's motion (Attachment E), Metro has identified several possible community benefits that can come from the Project. These benefits include mitigating the impact of parking, creating local jobs, offering workforce training, supporting small businesses, and providing affordable housing. Additionally, the report stated the Project sponsor's desire to provide accessible and affordable fares to residents and employees of the businesses in the community and possible pedestrian and active transportation improvements.

However, the Board has received more than 1,000 public comments from various stakeholders who have raised concerns about the proposed Project. Many of these concerns stem from the shameful history of Chinatown and Chavez Ravine, with worries that the Project may exacerbate the past harms. Stakeholders fear that the Project will lead to Chinatown gentrification, cultural loss, and pollution. Others believe that it will result in private development around Dodger Stadium, ending the hope of properly compensating members of the destroyed community or building the promised public housing.

Furthermore, some stakeholders have raised technical concerns related to CEQA. They are wondering if the proposed Project is the best transportation solution for Dodger Stadium event traffic. They question if other alternatives, such as the Sunset Bus Rapid Transit (BRT) or Sunset for All proposals, would more effectively reduce traffic. Some stakeholders are also worried about the financial sustainability of the Project and its ability to operate as a profitable venture. They cite the past failures of privately-operated mass transportation systems like Angels Flight or the streetcar

system.

This Motion

The Metro Board intends to ensure that all mass transit projects in the county promote equity, address historical wrongs, and alleviate community concerns. This proposal is no exception. This motion adopts safeguards and guarantees for the proposed Project to ensure the development includes adequate community benefits.

This motion approves the Project and permits ZET to begin its process with the City. However, to begin construction, ZET must meet the conditions of approval outlined in Directives A, B, and C. Directive A addresses a wide range of community concerns, including, but not limited to, issues of ZET's solvency, ensuring strong labor practices, restricting ZET from benefiting from public funding, instituting a business interruption fund, developing an impact mitigation plan that addresses privacy concerns, park, trash, noise, and other concerns, ensuring ZET provides security, compensates public safety departments for specialty equipment or training necessary for unique gondola safety needs, free and unlimited rides for Chinatown residents, bars the use of eminent domain, and others.

Directive B establishes a new Community Advisory Committee (CAC) composed of representatives of local elected offices, Metro, Caltrans, State Parks, and community members. The CAC will be tasked with negotiating a Community Benefits Agreement (CBA) with ZET that includes, but is not limited to, addressing the needs of the most vulnerable, affordable and senior housing, local small business support, expanding and making permanent the Dodger Stadium Express Program, creating an on-going Chinatown revitalization loan fund, and the creation of stationary and living memorial to the histories of Chinatown and Chavez Ravine, which may include a reparations program for those impacted by the above historical harms. The directive also calls for a CBA that meets the CAC's approval. Over the last two decades, the value of community benefits agreements has dramatically increased. The community benefits agreement for the Staples Center and LA Live Project in 2001, often cited as the first of its kind, was valued at $150 million on a $2.5 billion project. The soon-to-be-opened Intuit Dome, the new home of the Clippers basketball team, agreed to provide $100 million worth of benefits to the local community on a $1.2 billion project before COVID-era building cost escalations increased the cost.

Directive C requires ZET to conduct the additional studies requested by other jurisdictions during the permitting process for the Project.

Directives D, E, and F are directed towards Metro. These directives require Metro to study alternative transportation solutions to reduce traffic caused by Dodger Stadium events, including a Bus Rapid Transit (BRT) along Sunset Blvd. Metro's November 2020 BRT Vision & Principles Study (Attachment F) found Sunset Blvd. to be one of the top five corridors.

Directive F requires Metro to include a provision in the lease agreement with ZET for property rights at Union Station that automatically terminates the lease if the parking lots around Dodger Stadium are developed without robust, affordable housing. In essence, this ensures that any development on or near Dodgers Stadium parking lots includes robust, affordable housing.

SUBJECT: EMPOWERING COMMUNITY THROUGH AN INCLUSIVE COMMUNITY BENEFITS AGREEMENT MOTION

RECOMMENDATION

APPROVE Motion by Directors Solis, Bass, Dupont-Walker, Horvath, and Sandoval that the Board approve Item 12's staff recommendations (A) through (D) subject to the following conditions of approval, which shall be satisfied before Los Angeles Aerial Rapid Transit (LAART or Project) construction. The conditions of approval are as follows:

A. Zero Emissions Transit or its affiliates (hereinafter, "ZET") satisfies the following conditions:

1. ZET fully and in perpetuity indemnify, release from liability, and hold harmless Metro and all other relevant public entities, including but not limited to the County of Los Angeles (County), City of Los Angeles (City), California Department of Transportation (Caltrans), and California Department of Parks and Recreation (State Parks), against any and all loss, cost, or damage of any kind arising out of, in full or in part, the negligence or willful misconduct of ZET in the design, planning, permitting, construction, operating, maintenance, dissolution, or other acts done in furtherance of the Project;

2. ZET establishes a financial arrangement, such as an insurance policy or an escrow fund, ensuring that, in the event that ZET becomes unable to construct or operate the Project or is responsible under Directive A(1) above, there are sufficient funds available to dismantle or operate the Project, as deemed appropriate by the Board and make the indemnified parties whole;

3. ZET commits to establishing a Project Labor Agreement (PLA), Labor Peace Agreement, a robust apprenticeship program and workforce pipeline program similar to Metro's Room to Work program, local small business procurement, and local and targeted hiring commitments commensurate with or greater than those of Metro projects;

4. The Project will not benefit from or compete against Metro, the County, City, or any other local jurisdiction within the County for state, federal, or other public funds to design, build, or operate the Project or otherwise fulfill Community Benefits Agreement requirements without the written consent of the competing jurisdiction, the Project will not seek or benefit from direct appropriations, and the Project will not seek or benefit from a bond issuance from Metro, the

County, City, or any other local jurisdiction within the County;

5. ZET adopts and adheres to an advertising display content policy that is consistent with Metro, City, County, Caltrans, and State Park's respective advertisement policy, including any future updates to such policies, and will abide by the pertinent local jurisdiction's digital display and lighting policies for outdoor advertising signs;

6. ZET implements a business interruption fund similar to the ones Metro has implemented (see the East San Fernando Valley Light Rail Project) to compensate local small businesses and community-based organizations impacted by the Project's construction;

7. ZET, in perpetuity, sets aside ten percent (10%) of all LAART marketing opportunities for local Chinatown businesses and community-based organizations and Metro public service announcements and for such marketing opportunities to be offered at cost;

8. ZET, in coordination with and approval from LA Department of Transportation (LADOT), City of Los Angeles Department of Public Works (LADWP), City of Los Angeles Dept of City Planning (DCP), and other relevant jurisdictions, develops and implements a community impact mitigation plan that addresses but is not limited to the following impacts: residential and other privacy concerns, visual and other impacts to parks and greenspaces, visual impacts to Union Station's historic architectural elements, parking, traffic, pedestrian and active transportation safety concerns (including school access improvements), trash, noise and other forms of pollution, and other Project externalities;

9. Post construction, ZET commits to providing sufficient safety and security personnel and resources for the Project and within 1,000 feet of the Project;

10. ZET reimburses any public safety department for specialty equipment or training that is not needed but for such department's need to address the unique safety response needs and hazards presented by an aerial gondola;

11. ZET offers free and unlimited rides for local Chinatown residents and businesses in perpetuity, at all times of operation, which at minimum, includes those residents and businesses within the area bound by the I-110, US-101, and Los Angeles River;

12. ZET develops a ticketing program that is seamlessly integrated with Metro's TAP and payment program;

13. ZET installs, at Metro's request, bike and micro-mobility hubs at each of the Project's stations that offer zero-emissions electrified docks that service personal devices, private micro-mobility

share programs, and Metro Bike Share or any future Metro micro-mobility program similar thereto;

14. ZET only uses renewable energy sources and the purchase of carbon offsets in Los Angeles County, to the extent possible, that ensure the construction and maintenance of the Project are at least carbon-neutral and verified by a qualified third party;

15. ZET implements a tree replacement plan that, at the minimum, replaces trees at a 4:1 replacement ratio and includes a 5-year establishment period;

16. ZET continues monitoring for any future biological impacts from the Project and implements corrective programs, as needed and in accordance with the opinion of an independent expert;

17. The Project does not benefit from the use of eminent domain, and, in the case of ZET acquiring any form of property rights from a public jurisdiction, ZET shall offer compensation to said jurisdiction for at least the fair market value of such property, including air and real property rights, as determined, if needed, by one or more independent third-party evaluators;

18. If the Project is non-operational or experiences issues during the 2028 Games, ZET will compensate Metro for any and all transportation costs that the Agency would not have incurred but for LAART's non-operation or issues; and

19. ZET reimburses Metro for any and all costs incurred by the Agency in support of ZET's efforts to fulfill the conditions of approval outlined in this Motion.

B. ZET develops and commits to a Community Benefits Agreement (CBA) approved by a two-thirds (2/3rds) vote of a Metro-facilitated Community Advisory Committee (CAC) consisting of (i) a representative of each of the City Council and County Supervisorial Districts representing the area bound by the I-10, US-101, and LA River and a representative from the Mayor of Los Angeles, (ii) two appointed stakeholder from each of the elected offices identified in (i) above, and (iii) a non-voting representative from Metro, Caltrans District 7, and Stake Parks. The CAC shall be dissolved within 12 months of its initial meeting but may be extended at the discretion of the Metro Chief Executive Officer (CEO). The CBA shall be proportionate with the Project's total and final cost and shall not include previous commitments. The CAC shall identify projects and programs in and for the community to be benefited by the CBA and develop an allocation process for the funds, including for allocations to be made after the CAC's dissolution. The CBA shall include, but is not limited to, the following:

1. Care-based solutions that: serve for the most vulnerable, uplift at-risk youth and adults, reduce recidivism, take a proactive care-first approach towards reducing crime, establish skill training

and workforce development pipelines to family-sustaining jobs, and build a healthy, vibrant, and affordable community;

2. An anti-displacement fund and implementation plan to support the retention and development of local affordable and senior housing, such as a community land trust, and other social impact projects to improve the quality of life for impacted residents, with a particular focus on historically marginalized and vulnerable populations and considering a reparations program;

3. An anti-displacement fund and implementation plan to support local small and historically marginalized ethnic businesses, such as a commercial land trust, a business resources center, and projects and programs that address the digital divide;

4. An ongoing Chinatown revitalization revolving loan fund to offer low and no-interest loans and forgivable loans to local small businesses, entrepreneurs, and street vendors;

5. A funding and implementation plan to expand and make permanent the Dodger Stadium Express and transition the program to Zero Emissions Vehicles (ZEVs) in advance of the Project and, if needed, during the operation of the Project in the case of the Project's temporary closure or heightened transportation demand for stadium events along the Project corridor. and the addition of multiple, region-wide, park-and-ride locations consistent with the model provided by the Park & Ride Hollywood Bowl shuttle program;

6. A plan to develop street vending and micro-business opportunities near one or more Project terminuses and connect those enterprises with support resources discussed above;

7. A funding and implementation plan, which includes community and stakeholder feedback, to create one or more living and stationary memorials to Old Chinatown, Chavez Ravine, and the indigenous peoples who previously occupied the surrounding land; and

C. ZET conducts any additional studies requested by the City, Caltrans, Metro, and State Parks in review or furtherance of the Project;

WE FURTHER MOVE that the Board direct:

D. Metro, in coordination with ZET, to provide quarterly updates to the Metro Board on the Project's progress and financing.

E. Metro report back to the Board in 180 days with a preliminary mobility and cost analysis on alternative TSM/TDM mobility improvements, including a Bus Rapid Transit on Sunset Blvd. with a possible event day station near the stadium or system for pedestrian travel on Vin Scully Ave. from Sunset Blvd. to the stadium, Sunset for All, and other mobility projects that could alleviate

the traffic caused by major sporting and entertainment events held at Dodger Stadium.

F. While no such development has been formally proposed, Metro includes an overriding clause in any future lease at or near Union Station with ZET for the benefit of the Project, whereas any possible future development at or near the parking lots surrounding Dodger Stadium that does not dedicate at least equivalent to twenty-five percent (25%) of all the developable space, which excludes outdoor open space, to affordable or supportive housing shall automatically and immediately terminate the lease.

ATTACHMENTS

Attachment A - LAART Project Update Board Report (FIle ID: 2019-0169)
Attachment B - Where You Stand - Chinatown 1880 to 1939
Attachment C - El Chavez Ravine
Attachment D - Motion by Solis, Kuehl, Mitchell, Butts, Sandoval, and Garcetti (File ID: 2021-0456)
Attachment E - Response to Director Solis's Motion
Attachment F - BRT Vision and Principles Study

Attachment A

ATTACHMENT A

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

Metro

Board Report

File #: 2019-0169, **File Type:** Informational Report **Agenda Number:** 34.

EXECUTIVE MANAGEMENT COMMITTEE
APRIL 18, 2019

SUBJECT: LOS ANGELES AERIAL RAPID TRANSIT PROJECT UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on the Los Angeles Aerial Rapid Transit Project.

ISSUE

After evaluating the Los Angeles Aerial Rapid Transit Project (Project) under the unsolicited proposal process, Metro is negotiating with Aerial Rapid Transit Technologies LLC (ARTT) to be the CEQA lead agency for ARTT's aerial tram project between Union Station and Dodger Stadium. The Project will be completely funded by ARTT, including Metro staff time.

BACKGROUND

ARTT, a private developer, submitted an Unsolicited Proposal to Metro in April 2018 to fund/finance, design, construct, operate, and maintain the Los Angeles Aerial Rapid Transit gondola connecting Union Station and the Dodger Stadium. After reviewing the Phase 1 submittal, Metro requested a Phase II of ARTT's Unsolicited Proposal for the Project. In December 2018, Metro formally concluded the Unsolicited Proposal process and began exclusive negotiations with ARTT.

DISCUSSION

Metro as CEQA Lead Agency

ARTT has requested that Metro be the CEQA lead agency for the Project. California PUC 130252 states that "All plans proposed for the design, construction and implementation of public mass transit systems or projects, including exclusive public mass transit guideway systems or projects, and federal-aid and state highway projects, shall be submitted to the commission [Metro] for approval." Lead agency, as defined under CEQA, is the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment. Cities and counties are the CEQA lead agencies for private real estate developments, but this is the first time Metro is proposing to be a CEQA lead agency for a private transit developer. As lead agency,

the Metro Board would determine whether or not to approve the Project.

The Project will be funded completely by ARTT. No Metro funds will be used in the design, construction or operation of the Project and all of Metro's staff and consultant time will be paid by ARTT.

Memorandum of Agreement

Staff and ARTT have been in negotiations for a Memorandum of Agreement (MOA) to cover the CEQA process. The agreement is anticipated to include the following terms:

- ARTT will be responsible for development of the CEQA report and all underlying reports necessary to obtain approvals to proceed with the Project. Metro will act in an oversight manner and will be the CEQA lead agency.
- Metro will not fund, subsidize or otherwise financially contribute in any manner toward the development of the Project.
- ARTT will make an initial deposit of $100,000 to pay for Metro staff and consulting time. When Metro has incurred approximately 75% of that amount, additional deposits will be made.
- Use of Metro's property will be in compliance with Metro property management procedures.
- Metro has the right to review and approve the community outreach plan.
- Insurance and indemnification provisions in adherence with Metro's risk management requirements including indemnification of Metro for any challenges to the environmental reports.
- ARTT will provide evidence of resources and financial capability to develop the Project prior to adoption of CEQA.
- Future agreements will be necessary and may include, but are not limited to: Union Station leasing, CEQA implementation oversight, fare integration, Union Station parking, Union Station security, data sharing, etc.

Although this is a privately-funded Project and does not utilize any Metro funds, ARTT has voluntarily agreed to:

- Conduct CEQA and community outreach consistent with Metro's Equity Platform.
- Endeavor to be consistent with Metro's overall agency Small Business Enterprise (SBE) utilization goal for the overall Project.
- Utilize a competitive procurement process of Metro's already established bench, to the extent the needed skillsets are available on Metro's bench.

Steering Committee and Working Groups

A Steering Committee and working groups have been established with representatives from both

Metro and ARTT to provide input and oversight throughout the project development process.

- Steering Committee - the decision-making body for ARTT and Metro issues.
- Legal working group - negotiate all agreements between ARTT and Metro, with input from other departments, as needed.
- LA Union Station (LAUS) working group - focus on the location of the ARTT project at or near LAUS, access to and from the Project and LAUS, and any aspects involving Metro property that may require leaseholds, pedestrian access or other easements, etc.
- CEQA working group - oversee the CEQA process, consultant retention, work flow, timing, internal reviews, circulation, and other aspects of the environmental review for the Project.
- Community Relations working group - approve communications regarding the Project, including outreach, community meetings, project communications, press releases, media requests, etc. In addition to ARTT and Metro staff, representatives from the Dodgers will participate in this working group.

All Metro staff time for the working groups will be paid for by ARTT. The working groups will meet as needed to address issues and execute project tasks.

EQUITY PLATFORM

Metro will be the CEQA oversight agency, and that role includes defining impacts on the surrounding communities and addressing mitigations for any adverse impacts. ARTT has voluntarily agreed to adopt Metro's Equity Platform and Metro staff will provide its oversight and review through the parameters of the Equity Platform.

DETERMINATION OF SAFETY IMPACT

Any potential adverse safety impacts to our employees, patrons or security will be addressed and mitigated through the CEQA process. The Project has the ability to improve air quality around the Union Station/Dodger area by eliminating car travel in those areas.

FINANCIAL IMPACT

There is no financial impact to Metro for the CEQA process as all costs will be paid for by ARTT. Any construction, operation, security, parking, etc. impacts to Metro will be addressed in future agreements between Metro and ARTT.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed Project aligns with Strategic Plan Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The Project has the potential to provide an efficient

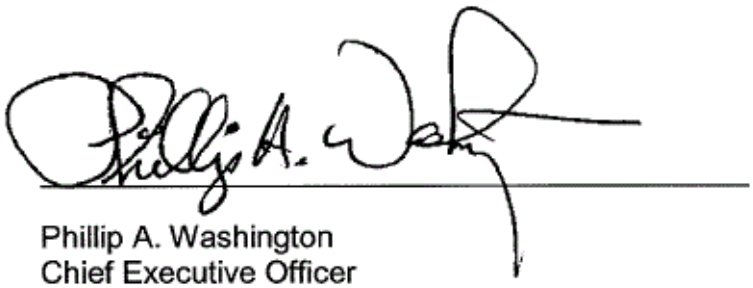
mobility alternative for people to travel to the Dodger Stadium car-free.

NEXT STEPS

Staff will continue negotiations with ARTT on the MOA. Upon execution of the MOA, the CEQA oversight process will begin. Staff will report back to the Board at key milestones for further discussion and to obtain Board input. Upon completion of the CEQA process, the Metro Board will determine whether or not to approve the project.

Prepared by: Stephania Calsing, Transportation Associate, Countywide Planning & Development, (213) 922-4459
Dolores Roybal-Saltarelli, Senior Director, Countywide Planning & Development, (213) 922-3024
Holly Rockwell, SEO, Countywide Planning and Development (213) 922-5585

Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

Metro

Los Angeles Aerial Rapid Transit

Executive Management Committee

File# 2019-0169

Project Background

- In April 2018, Aerial Rapid Transit Technologies LLC (ARTT) submitted an Unsolicited Proposal to fund, construct, operate, and maintain the Los Angeles Aerial Transit gondola connecting Union Station to Dodger Stadium
- In December 2018, Metro formally concluded the Unsolicited Proposal process and began exclusive negotiations with ARTT for Metro to be the CEQA lead agency for the Project
- PUC confers to Metro the duty to approve all transit guideway project plans in LA County, including design, construction, and implementation plans
- These statutory responsibilities support Metro assuming the role of lead agency for CEQA purposes
- As lead agency, the Metro Board would determine whether or not to approve the Project

CEQA MOA

- ARTT will be responsible for development of the CEQA report
- Metro will not fund, subsidize or otherwise financially contribute in any manner
- ARTT will make deposits upfront to pay for Metro staff and consulting time
- Metro has the right to review and approve the community outreach plan
- Insurance and indemnification provisions in adherence with Metro's risk management
- ARTT will provide evidence of resources and financial capability to develop the Project prior to adoption of CEQA
- Future agreements will be necessary and may include, but are not limited to: Union Station leasing, CEQA implementation oversight, fare integration, Union Station parking, Union Station security, data sharing, etc.

Voluntary ARTT Commitments

- Conduct CEQA and community outreach consistent with Metro's Equity Platform
- Endeavor to be consistent with Metro's overall agency Small Business Enterprise (SBE) utilization goal for the overall Project
- Utilize Metro's already established bench, to the extent the needed skillsets are available on Metro's bench

Next Steps

- Finalize negotiations with ARTT on the CEQA MOA
- Staff will report back to the Board at key milestones for further discussion and to obtain Board input
- Upon completion of the CEQA process, the Metro Board will determine whether or not to approve the project


Thank you.

Attachment B

Attachment C

ATTACHMENT B

ON VIEW: Where You Stand: Chinatown 1880 to 1939 (你所處的位置: 唐人街 1880 年至 1939 年)

October 25, 2023 - October 25, 2024

FREE



Attachment C

Where You Stand: Chinatown 1880 to 1939
你所處的位置: 唐人街 1880 年至 1939 年

Union Station stands at the site of Los Angeles' original Chinatown. This once vibrant community of families, businesses, and associations with roots going back to the middle of the 19th century was a place where residents persisted, grew rapidly, and thrived. *Where You Stand: Chinatown 1880 to 1939* invites participants into the center of the vibrant community through a multi-dimensional experience. Installed in the Union Station Waiting Room Gallery, view the exhibits' historic photographs, listen to oral history recordings, and use augmented reality to see artifact materials superimposed within locations around Union Station. Audiences can explore the site's historic layers, formerly a collection of alleyways, streets, and buildings, and home to thousands of Chinese residents in the late 19th to early 20th century Los Angeles.

This temporary exhibition is part of a wider collaboration among Metro Art, The Huntington-USC Institute on California and the West, the Chinese Historical Society of Southern California, USC Cinema, and the Huntington Library that will culminate in an augmented reality (AR) experience and associated project website made possible in part with the support of the National Endowment for the Humanities.

For related content please visit our partner websites.

The translations and additional elements of the exhibit are accessible using QR codes with your mobile device or by visiting whereyoustand.site

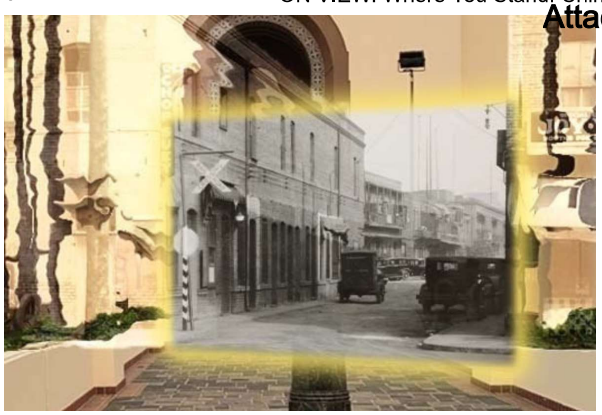


Fong See stands in front of F. Suie One at 510 N Los Angeles St. Courtesy Leong Collection, The Huntington, San Marino, CA.

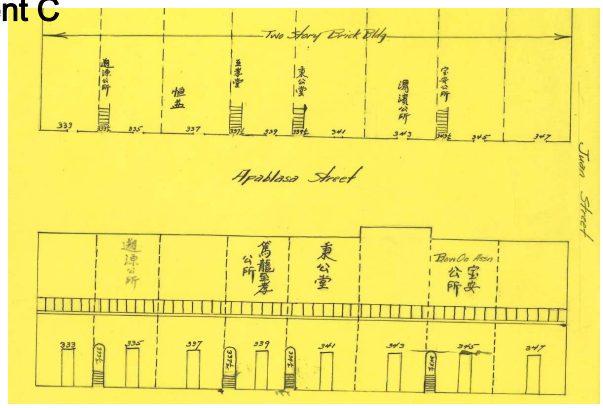


Man Jen Low Cafe at 309 1_2 Marchessault Street. Courtesy of Lee Family_Chinese Historical Society of Southern California.

Attachment C



View of the present-day Union Station with image of the former Apablasa Street block overlaid via augmented reality. Image Courtesy USC Cinema.



Prominent immigration attorney, Y.C. Hong enlisted his assistant to create maps of sections of Chinatown before demolition. This map shows the Apablasa block which contained George Lem's business. Hong Family Papers, The Huntington, San Marino, CA.

DETAILS

Start:

October 25, 2023

End:

October 25

Cost:

Free

Event Category:

Exhibitions

Event Tags:

Chinatown, Where you Stand, The Huntington-USC Institute on California and the West, Chinese Historical Society of Southern California, USC Cinema, Huntington Library, Augmented Reality, AR, Union Station, Waiting Room Gallery, Exhibition

Website:

https://art.metro.net/waiting-room-gallery/where-you-stand-chinatown-1880-1939/

ORGANIZERS

Metro Art

Union Station

The Huntington-USC Institute for California and the West

Chinese Historical Society of Southern California

Huntington Library

Attachment C

View larger map



VENUE

Union Station

800 N. Alameda Street

Los Angeles, CA 90012 United States + Google Map

View Venue Website

Related Art Events



Attachment C

Geoff McFetridge: Drawing a Life

February 23 @ 7:30 pm - 9:30 pm

Metro

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Attachment C

Attachment C

ATTACHMENT C



VINCENT VALDEZ AND RY COODER: EL CHAVEZ RAVINE

Vincent Valdez and Ry Cooder: El Chavez Ravine features

Read More

Nov 12, 2023–Aug 11, 2024

BCAM, Level 1

Today's hours: 11 am–8 pm

Get Tickets

Attachment C

Shop The Exhibition

Related Events

Tours	Member Exclusive	Tours
Gallery Tour—Vincent Valdez: El Chavez Ravine	**Member Monday | Dining with the Sultan, Imagined Fronts, and...**	**Gallery Tour—Vincent Valdez: El Chavez Ravine**
Sat Feb 17 | 1:30 pm	Mon Feb 19 | 6:30 pm BCAM | LACMA	Sat Feb 24 | 1:30 pm

See All Vincent Valdez And Ry Cooder Events

Attachment D

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

Metro

Board Report

File #: 2021-0456, **File Type:** Motion / Motion Response **Agenda Number:** 51.

REGULAR BOARD MEETING
JUNE 24, 2021

Motion by:

DIRECTORS SOLIS, KUEHL, MITCHELL, BUTTS, SANDOVAL, AND GARCETTI

LA Aerial Rapid Transit Project

The proposed LA Aerial Rapid Transit Project (LA ART) will connect Union Station and Dodger Stadium with the intent of taking car trips off nearby roadways during game days. However, there are important concerns that should be addressed prior to moving the project forward. The LA ART travels through several neighborhoods whose residents been deeply impacted by the COVID-19 pandemic. These are neighborhoods that were already experiencing displacement and economic instability even before the onset of the pandemic. Affordable housing, access to healthy foods, cultural preservation, workforce opportunities and economic development initiatives focused on small business growth are sorely needed in order to support the communities along the Project alignment. Any major infrastructure investments that Metro is involved in near these neighborhoods should consider what community benefits are being brought to the table as part of those investments. Additionally, much of the on-street parking near the Chinatown LA ART station is not metered, and the surrounding community may see spillover parking impacts caused by patrons traveling between the Chinatown LA ART station and Dodger Stadium. These unintended consequences should be addressed as part of the larger project.

SUBJECT: LA AERIAL RAPID TRANSIT PROJECT

RECOMMENDATION

APPROVE Motion by Directors Solis, Kuehl, Mitchell, Butts, Sandoval, and Garcetti that the Board of Directors direct the Chief Executive Officer to report back in July 2021 with an update via Board Box and again in August 2021 with a final report that includes the following:

A. Analysis of Metro's duties and available authority to impose conditions when acting as the lead agency for non-Metro projects with regards to environmental clearance;

B. Recommendations for community benefits developed in collaboration with the project owner to be included as part of the project scope. Recommendations should consider, but not be limited to:

- Mitigations for potential parking impacts

- Local job creation
- Workforce training
- Small business support and partnerships
- Affordable housing, and
- Housing/business preservation.

C. Any completed studies that can be made publicly available as part of the LA ART Project, including any preliminary traffic analyses and demand modeling that estimate how many car trips will be taken off the street as a result of the Project; and

D. List of all public agencies that must provide approvals for the LA ART Project as well as a map detailing right-of-way needs and properties owned by public agencies.

Attachment E

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

SEPTEMBER 20, 2021

TO: **BOARD OF DIRECTORS**

THROUGH: **STEPHANIE N. WIGGINS**
CHIEF EXECUTIVE OFFICER

FROM: **JIM DE LA LOZA**
CHIEF PLANNING OFFICER

SUBJECT: **LOS ANGELES AERIAL RAPID TRANSIT PROJECT**

ISSUE

This a response to a June 2021 Board Motion 51 (Attachment A) to provide a report back on certain elements of the proposed Los Angeles Aerial Rapid Transit Project ("LA ART" or "Project"), for which Metro is serving as the CEQA Lead Agency.

BACKGROUND OR DISCUSSION

Aerial Rapid Transit Technologies, LLC ("ARTT"), a private company, submitted an Unsolicited Proposal to Metro's Office of Extraordinary Innovation in April 2018 to finance, design, construct, operate, and maintain an aerial rapid transit gondola system. A Memorandum of Agreement ("MOA") between ARTT and Metro was executed in April 2019. In accordance with the MOA, Metro will act as the CEQA Lead Agency for the Project's environmental clearance, with staff time spent on the Project reimbursed by ARTT. The Project is currently underway with the Draft Environmental Impact Report (Draft EIR), planned to be released in early 2022. This is the first time Metro has served as the Lead Agency for a privately initiated and funded project.

Below are the responses to the specific items requested in the Board motion.

A. Analysis of Metro's duties and available authority to impose conditions when acting as the lead agency for non-Metro projects with regards to environmental clearance

Metro is the Lead Agency for the proposed Project in accordance with Sections 15050 and 15367 of the CEQA Guidelines. While LA ART is the first private project in which Metro will act as Lead Agency, it is common practice for other agencies, such as the County and City of Los Angeles. Consistent with those agencies, Metro is requiring LA ART to reimburse Metro for all staff time associated with the environmental review and Metro approval of the Project.

Under CEQA Section 21082.1(c) and CEQA Guidelines Section 15084(e), the Lead Agency is responsible for the Draft EIR's adequacy and objectivity and must independently review and analyze the Draft EIR before releasing it to the public. After the public review process ends, the Lead Agency must consider and respond to the comments received and prepare the Final EIR. Before the Lead Agency approves a proposed project, it must certify that the EIR for the proposed project complies with CEQA; require adoption of mitigation measures that will become conditions; make certain findings regarding alternatives, mitigation measures, and significant unavoidable impacts; and adopt a monitoring or reporting program for the mitigation measures.

The CEQA process will inform decision makers and the public about the potential environmental impacts and proposed mitigations of the proposed project. Metro is committed to ensuring the process is thorough, comprehensive, and transparent so that an informed decision can be made.

B. Recommendations for community benefits developed in collaboration with the project be included as part of the project scope

The Motion noted that recommendations should consider, but not be limited to: mitigations for potential parking impacts; local job creation; workforce training; small business support and partnerships; affordable housing; and housing/business preservation.

In addition to considering the community benefits identified in the Motion, LA ART has committed to improved air quality, and accessible and affordable fares to residents and employees of businesses in the communities. LA ART is also looking at several pedestrian improvements along the route to enhance pedestrian safety and provide active transportation connectivity. Many of these concepts result from community engagement and comment process that has occurred in advance of the release of the Draft EIR.

The Draft EIR is still in preparation and, as such, it is anticipated that the environmental review process and planned stakeholder engagement will continue to help define potential community benefits with a more comprehensive list to be brought to the Board after further progress.

C. Any completed studies that can be made publicly available as part of the LA ART project, including any preliminary traffic analyses and demand modelling that estimate how many car trips will be taken off the street as a result of the project

Traffic analysis and ridership forecast technical studies are ongoing and are being prepared in accordance with CEQA and the City of Los Angeles' Transportation Assessment Guidelines (TAG). The scope of the transportation studies has been developed in coordination with Metro and the City of Los Angeles Department of Transportation. The studies will be made available to the public once the Draft EIR is completed and released for public comment. The ongoing transportation analyses will be summarized in two separate reports:

- The *Draft Environmental Impact Report Transportation Impact Section* (and associated appendices) will include the ridership forecasts and analysis of the Project's potential for transportation impacts under CEQA and the City of Los Angeles TAG. This will include an evaluation of the Project's consistency with Plans, Programs, Ordinances or Policies, an evaluation of the Project's effect on Vehicle Miles Travelled, the evaluation of the Project's potential for impacts related to Geometric Hazards, and an evaluation of the Project's potential for impacts related to emergency response.

- A separate *Project Access, Circulation and Construction Transportation Study* will be prepared in accordance with the non-CEQA analyses required in the City of Los Angeles TAG. This separate technical report will be prepared outside of the CEQA process to be consistent with State law (Senate Bill 743) and will include an evaluation of the Project's potential effects on intersection level of service.

Although studies are ongoing, based on the technology being employed, LA ART is expected to have the capacity to carry up to 5,000 passengers per hour, or nearly 10,000 riders in the two-hour period before and after a game or event at Dodger Stadium. Based on the average vehicle occupancy for games at Dodger Stadium, this is the equivalent of up to 3,000 vehicles removed from the roads around Dodger Stadium.

D. List of public agencies that must provide approvals for the LA ART project as well as a map detailing right-of-way needs and properties owned by public agencies

Other public agencies involved with the proposed Project and that have discretionary approval under CEQA include, but are not limited to, the

California Department of Parks and Recreation, California Department of Transportation, and City of Los Angeles.

The Project would be designed so that the ropeway (and cabins) are primarily aligned above the City of Los Angeles public right-of-way. Encroachment above private property will be limited. Potential air rights are also being analyzed and coordinated with Metro, the Cal/OSHA Amusement Ride and Tramway Unit, and Los Angeles Fire Department.

While detailed right of way maps have not yet been developed, the Community Meeting Slide Deck from the June 3 and June 5 meetings located on the Project website at www.laart.la shows the proposed alignment, and locations and footprints for stations, junctions and towers.

NEXT STEPS

The Draft EIR is expected to be released in early 2022. Staff will continue to oversee the CEQA process and will report back to the Board at key milestones, including the release of the Draft EIR.

ATTACHMENT

Attachment A – Board Motion 51

Metro

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

Metro

Board Report

File #: 2021-0456, **File Type:** Motion / Motion Response **Agenda Number:** 51.

REGULAR BOARD MEETING
JUNE 24, 2021

Motion by:

DIRECTORS SOLIS, KUEHL, MITCHELL, BUTTS, SANDOVAL, AND GARCETTI

LA Aerial Rapid Transit Project

The proposed LA Aerial Rapid Transit Project (LA ART) will connect Union Station and Dodger Stadium with the intent of taking car trips off nearby roadways during game days. However, there are important concerns that should be addressed prior to moving the project forward. The LA ART travels through several neighborhoods whose residents been deeply impacted by the COVID-19 pandemic. These are neighborhoods that were already experiencing displacement and economic instability even before the onset of the pandemic. Affordable housing, access to healthy foods, cultural preservation, workforce opportunities and economic development initiatives focused on small business growth are sorely needed in order to support the communities along the Project alignment. Any major infrastructure investments that Metro is involved in near these neighborhoods should consider what community benefits are being brought to the table as part of those investments. Additionally, much of the on-street parking near the Chinatown LA ART station is not metered, and the surrounding community may see spillover parking impacts caused by patrons traveling between the Chinatown LA ART station and Dodger Stadium. These unintended consequences should be addressed as part of the larger project.

SUBJECT: LA AERIAL RAPID TRANSIT PROJECT

RECOMMENDATION

APPROVE Motion by Directors Solis, Kuehl, Mitchell, Butts, Sandoval, and Garcetti that the Board of Directors direct the Chief Executive Officer to report back in July 2021 with an update via Board Box and again in August 2021 with a final report that includes the following:

A. Analysis of Metro's duties and available authority to impose conditions when acting as the lead agency for non-Metro projects with regards to environmental clearance;

B. Recommendations for community benefits developed in collaboration with the project owner to be included as part of the project scope. Recommendations should consider, but not be limited to:

- Mitigations for potential parking impacts

- Local job creation
- Workforce training
- Small business support and partnerships
- Affordable housing, and
- Housing/business preservation.

C. Any completed studies that can be made publicly available as part of the LA ART Project, including any preliminary traffic analyses and demand modeling that estimate how many car trips will be taken off the street as a result of the Project; and

D. List of all public agencies that must provide approvals for the LA ART Project as well as a map detailing right-of-way needs and properties owned by public agencies.

Attachment F

Attachment C

M

ATTACHMENT F

Bus Rapid Transit

Metro has a plan to create more transit options to reduce the amount of time you spend in traffic. With dedicated bus lanes, traffic-signal priority and high-quality stations with all-door boarding, Bus Rapid Transit (BRT) provides fast, reliable and convenient bus service throughout LA County.

What is Metro's vision for BRT?

Bus Rapid Transit is a mobility option with many of the same benefits as light rail service, but at significantly less cost and with a faster build time. BRT offers reliable, frequent transit service in LA County with bus speed improvements over local bus service, operational enhancements and minimal infrastructure needs. Local examples of BRT service include the G Line (Orange), serving the San Fernando Valley, and the J Line (Silver), which serves El Monte, downtown LA and San Pedro.

Metro's vision for BRT in LA County is outlined in our BRT Vision & Principles Study. The report includes BRT Design Guidelines with design details and features of Metro BRT projects.

Attachment C

Why is BRT an attractive option for select corridors?

There are several advantages to Bus Rapid Transit that make it an attractive option for fast, frequent bus service in select corridors across LA County. BRT standards and design guidelines can be flexible to meet the diverse needs of cities and transit operators in the region. BRT service can also leverage existing infrastructure by using streets and highways, and does not require a separate right-of-way. If conditions change over time along a BRT corridor, routing can be adjusted.

Additionally, BRT is a cost-effective transit option. Even at the highest levels of infrastructure investment, BRT costs much less than both light and heavy rail options. Based on completed and current Metro BRT projects in development, as well as a review of BRT lines around North America, the cost per mile for BRT implementation falls roughly within the following ranges.

LOW RANGE ESTIMATE	MEDIUM RANGE ESTIMATE	HIGH RANGE ESTIMATE
$10-15 million/mile	$25-30 million/mile	$100+ million/mile
Approximately 20% of route has a dedicated running way, no or minimal right-of-way acquisition, no grade-separation	At least 50% of route has a dedicated running way; no or minimal right-of-way acquisition, no grade-separation	At least 80% of route has a dedicated running way; extensive right-of-way acquisition and/or grade-separation

With BRT, Metro is creating a transit option that is a faster and convenient way for riders to get around LA.

Attachment C

Additional Resources

- BRT Vision & Principles Study
- BRT Design Guidelines

Content

Contact Us

Name: Martha Butler, Project Manager

Address: Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
Email: nohopasbrt@metro.net

Please be sure to include all of your contact information in the body of your e-mail.



323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

Attachment C

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Accessibility

The Source

El Pasajero

Employee Self Service

Metro Intranet

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Print Form

Attachment D

Notice of Determination

Appendix D

To:

☐ Office of Planning and Research

U.S. Mail: P.O. Box 3044, Sacramento, CA 95812-3044

Street Address: 1400 Tenth St., Rm 113, Sacramento, CA 95814

☐ County Clerk
County of: _____
Address: _____
_____

From:
Public Agency: _____
Address: _____
_____
Contact: _____
Phone: _____

Lead Agency (if different from above):
_____
Address: _____
_____
Contact: _____
Phone: _____

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

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

Project Title: _____

Project Applicant: _____

Project Location (include county): _____

Project Description:

This is to advise that the _____ has approved the above
(☐ Lead Agency or ☐ Responsible Agency)

described project on _____ and has made the following determinations regarding the above
(date)
described project.

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

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

_____

Signature (Public Agency): _____ Title: _____

Date: _____ Date Received for filing at OPR: _____

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2011

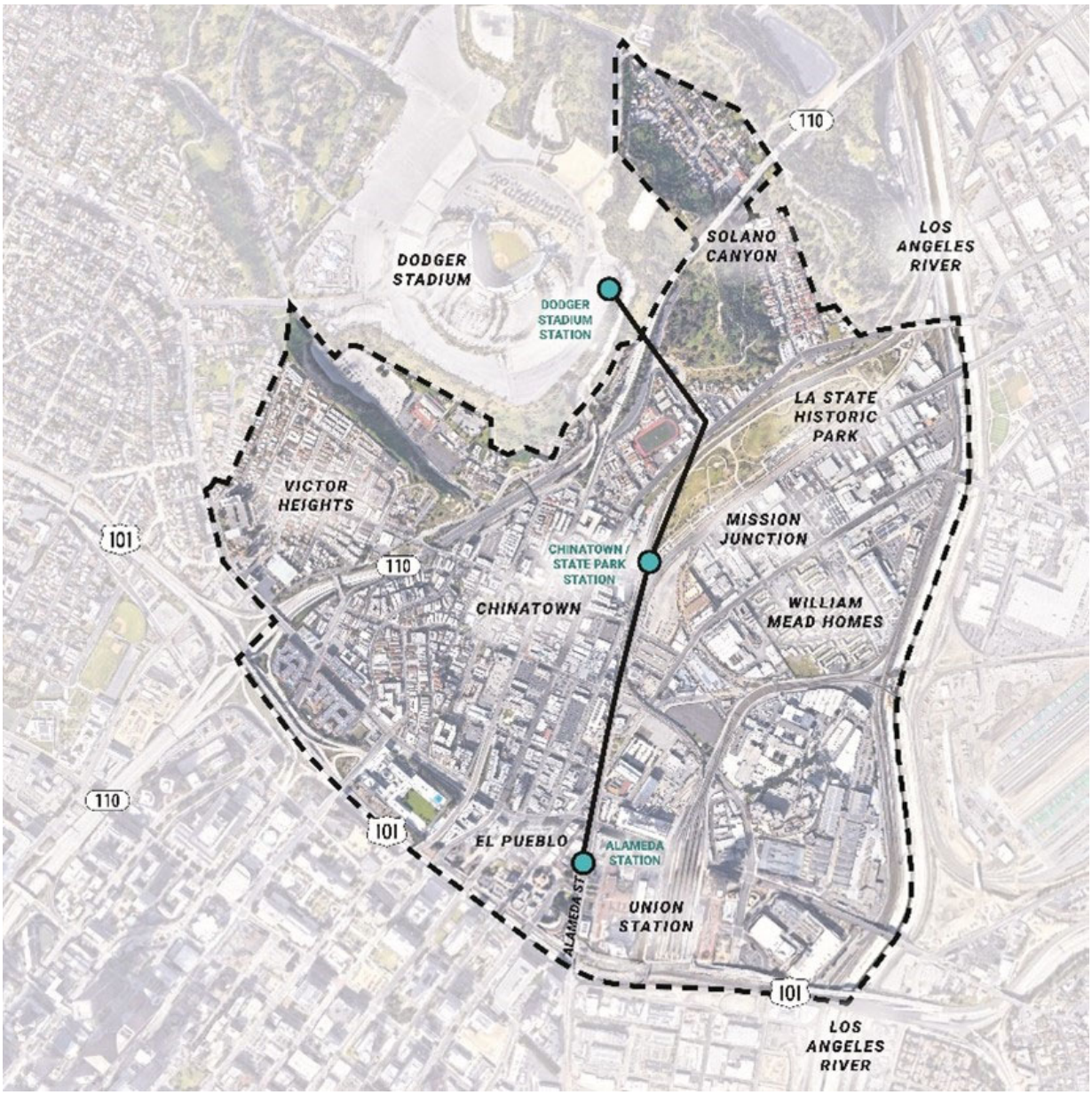
Attachment D

Attachment

The Los Angeles Aerial Rapid Transit Project (Project) would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via an aerial gondola system in downtown Los Angeles. The proposed 1.2-mile route would travel generally along Alameda Street, Spring Street, and Bishops Road from LAUS to Dodger Stadium, with an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. The proposed aerial gondola system would include aerial cables, passenger stations, a non-passenger junction, towers to support the aerial cables between the stations/junction, and gondola cabins for the passengers. When complete, the proposed Project would have a maximum capacity of approximately 5,000 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately seven minutes.

The Draft EIR was released on October 17, 2022 for a 60-day public comment period ending on December 16, 2022. On November 15, 2022, Metro extended the public comment period to end on January 17, 2023. The Final EIR was released on December 4, 2023 and certified on February 22, 2024 (LA ART EIR). The Draft Supplemental Environmental Impact Report (Draft SEIR) was prepared to supplement the LA ART EIR analysis regarding temporary construction noise, proposed mitigation, and the feasibility of retrofitting existing buildings near the Project area in response to the May 1, 2025 Second Appellate District Court opinion. The Draft SEIR was published on September 29, 2025 for a 45-day public review period ending on November 13, 2025. On December 4, 2025, Metro recertified and certified the LA ART EIR, as supplemented by the SEIR.

Attachment E
Community Access Plan



2ND REVISION

Attachment F
Project Commitments

The Environmental Impact Report analyzed and addressed the potential environmental impacts of the Project, identifying project design features or recommending mitigation measures in order to avoid or substantially lessen the significant environmental impacts associated with the proposed Project. CEQA requires Metro, as the Lead Agency, to adopt a Mitigation Monitoring and Reporting Program (MMRP) where mitigation measures are a condition of their approval and development. Mitigation Measures have been identified and are additional actions designed to avoid, minimize, or compensate for significant environmental impacts and are required where significant impacts have been identified. Project Design Features (PDFs), while not necessary for the impact significance determination, are included in the Project's MMRP because they are inherent in the design of the Project. Best Management Practices, or other measures required by law and/or permit approvals, are also requirements of the proposed Project. Additionally, the Project has agreed to the following Project Commitments.

Stakeholder Groups. The Project Sponsor will convene stakeholder groups to ensure adequate vetting and consensus around community features of the Project.

Support for Local Businesses and Nonprofits. The Project Sponsor will promote local businesses and nonprofits, including by:

- Convening stakeholder groups to coordinate on partnerships with local businesses;
- Convening stakeholder groups to coordinate on partnerships with local nonprofits; and
- Developing marketing plan on how best to market the 'gondola' to the benefit of the region; this may include additional monies for specific marketing of identified areas along the Project alignment, in addition to grant-based assistance for anti-displacement strategies.

Pedestrian Access Enhancements. The Project would provide active transportation connectivity along the proposed Project alignment through pedestrian access enhancements and first/last mile multi-modal options at the mobility hubs proposed for the Chinatown/State Park Station and the Dodger Stadium Station.

Improvements between Metro A Line Station and Chinatown/State Park Station. To facilitate this transportation connectivity, the Project would include pedestrian access enhancements including pedestrian improvements between Metro's A Line Station and Chinatown/State Park Station consistent with the Connect US Action Plan, shade structures, and potential seating.

Drought Tolerant Landscaping and Open Space Enhancements. The Project would include pedestrian enhancements and drought tolerant landscaping and open space enhancements, including at the Alameda Triangle, the Los Angeles State Historic Park, and along the pedestrian pathway connecting Dodger Stadium Station and Dodger Stadium, and improved access to Los Angeles State Historic Park and Elysian Park.

Alameda and Alpine Tower Bases. Implementation of the Project's Alameda Tower would include reuse and integration of the existing pavers located at the Alameda Triangle, and both the Alameda Tower and Alpine Tower will provide additional hardscape and landscape updates around the tower bases.

Mobility Hubs. The Project would include mobility hubs at Chinatown/State Park Station and Dodger Stadium Station where passengers would be able to access a suite of first/last mile multi-modal options, such as a bike share program.

Integration of Historic Pavers. The Chinatown/State Park Station would include the installation of landscaping and hardscaping, including integration of, rather than removing, the existing historic granite pavers into the design.

Wayfinding Signage. The Project would include multilingual signage to support wayfinding for transit passengers, including information about transit connections and other important information to facilitate transit usage, as well as directional and pedestrian signage adjacent to and throughout the Project as necessary to facilitate access and safety. This wayfinding signage would help to promote connectivity between destinations including El Pueblo, Chinatown, Los Angeles State Historic Park, Elysian Park, and Dodger Stadium.

Park Amenities. Chinatown/State Park Station would also include Park amenities, including approximately 740 square feet of concessions, 770 square feet of restrooms, and a 220 square foot covered breezeway connecting the concessions and restrooms.

Fares

Community Access Plan. The Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the proposed Community Access Plan. Moreover, under the Community Access Plan, transfers to and from the Metro regional transit system and the proposed Project would be free. The Community Access Plan would honor Metro's numerous discount fare programs for a variety of needs (i.e., senior fares, student fares, etc.). Residents and employees of businesses located within the communities adjacent to the proposed Project alignment would only pay the rate they pay to ride the Metro system to the proposed Project.

Dodger Game Fares. The Project would be free to ride for anyone with a ticket to a Dodger game.

Design and Art

Design Inspired by Adjacent Neighborhood Culture and History. The Project design will be inspired by adjacent neighborhood culture and history. Each Project component will be designed to complement and reflect the unique character of the surrounding area, which would be discussed with identified stakeholder groups.

Artwork. The Project would create numerous opportunities to collaborate with and showcase local artists, including convening stakeholder groups to coordinate on issues including utilization

of local artists and identification of sites along the Project alignment to showcase the work of local artists.

Art Cabin. The Project will include one art cabin to feature artwork commissioned from local artists.

Interpretation Plan. The Project Sponsor will convene stakeholder groups to identify unique ways to use the proposed Project to provide additional interpretation of the adjacent neighborhood culture and history, particularly aimed at a diverse visitor community. The goal of this interpretation plan is to develop a program that would provide all riders with an engaging and informative experience that would enhance their understanding and appreciation of the culture and history of the adjacent neighborhoods, including El Pueblo, Chinatown, Mission Junction, the Los Angeles State Historic Park, the Dodger Stadium property and its history as it relates to Chavez Ravine, and Elysian Park.

Parking Management Plan. The Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The Project could implement business to business partnerships with local businesses to pre-sell bundled packages that include patronage at the local business, as well as off-street parking, and a ticket to ride the Project.

Privacy Glass. Cabin windows can be equipped with privacy glass that can become opaque while adjacent to sensitive views, and the Project would work with stakeholders adjacent to the proposed Project alignment to identify locations where the use of privacy glass would be warranted. Considerations as to the locations along the proposed Project alignment where the privacy glass could be activated include the subject adjacent sensitive views and the vertical and horizonal distance between the Project cabins and the adjacent sensitive views.

Construction

MBE/WBE/DBE/SBE/DVBE/LGBTQ-owned Businesses. The Project Sponsor has committed to a goal of utilizing at least 35 percent MBE/WBE/DBE/SBE/DVBE/LGBTQ-owned businesses during the Project's construction phase.

Business and Community Support Program During Construction. During construction of the proposed Project, the Project Sponsor would create a Business and Community Support Program to assist local businesses financially affected by construction activities. The Business and Community Support Program would provide assistance to local businesses, including advertising support in a local or regional newspaper and on social media, and funding for temporary signage and advertising during construction to help businesses where access has been affected due to construction activity. The Program would also provide notice of the schedule for planned construction activities, lane closure schedules and information, and any required short-term modifications to property access, as well as access plans that ensure that all businesses are provided with adequate access during construction. The proposed Project would also implement its Construction Traffic Management Plan that would include detours and ensure that emergency access is maintained throughout all construction activities. Materials shall be provided in English, Spanish, Chinese (Traditional), and Chinese (Simplified). This Program would also

provide notice to property owners regarding utility relocations pursuant to the proposed Project's Utility Relocation Plan in coordination with the Los Angeles Department of Water and Power and with the utility companies to minimize impacts to services during construction. In addition, this Program would provide methods by which residents and business owners can convey their concerns about construction activities and the effectiveness of measures during the construction period so activities can be modified to reduce adverse effects.

Personal Hearing Protection during Project Construction. Personal hearing protection devices shall be provided to any member of the public who makes a request for such devices to the Project's Noise Disturbance Coordinator. Requests may be made by calling the number of the Noise Disturbance Coordinator provided on the construction notice.

Coordination with Los Angeles Unified School District During Construction. Prior to the initiation of construction activities, the Project construction coordinator shall provide a construction notice to the Los Angeles Unified School District's Transportation Branch. The construction site notice shall include job site address, anticipated equipment to be used and duration of construction activities, permit number, name and phone number of the job superintendent, construction hours, and the telephone number where violations can be reported. The notice will also include the phone number of the noise disturbance coordinator.

File# 2025-0953

Los Angeles Aerial Rapid Transit Environmental Impact Report

Executive Management Committee

November 20, 2025

Metro

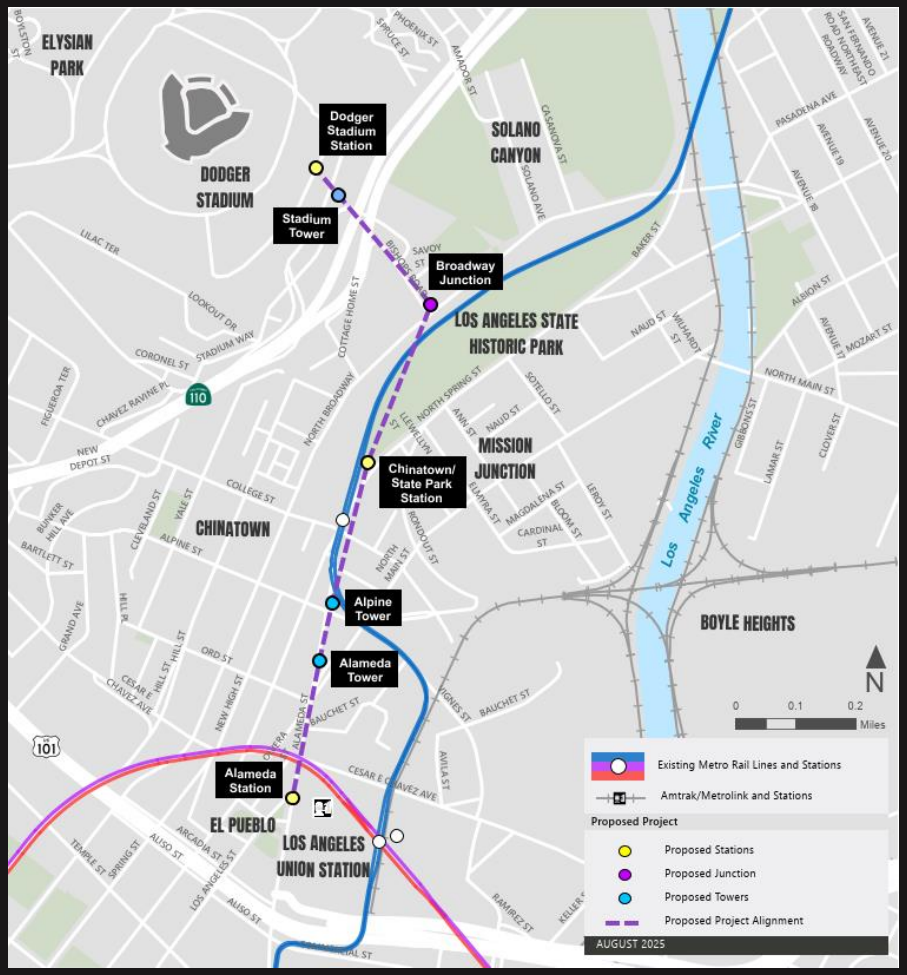
Project Background

- LA Aerial Rapid Transit Technologies LLC is proposing the Los Angeles Aerial Rapid Transit (LA ART) 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)
- Metro certified the Environmental Impact Report (EIR) for the Project in February 2024
- The LA ART EIR was subsequently challenged in two separate lawsuits
- The Court directed Metro to prepare a Supplemental EIR (SEIR) before reapproving Project
- Metro prepared the Draft SEIR to address the issues regarding construction noise

Metro

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

SEIR Public Review Period

- Draft SEIR released on September 29, 2025
- 45-Day Public Review Period (September 29 – November 13, 2025)
  - Virtual Informational Workshop with 26 attendees
  - Virtual Public Hearing with 169 attendees
  - Received comments via postal mail, e-mail, and voicemail
- All meetings had simultaneous interpretation in Spanish, Cantonese, Mandarin, and Taishanese
- Meeting materials provided in English, Spanish, Chinese (Traditional), and Chinese (Simplified).
- Final SEIR Section 3.0, Responses to Comments, includes responses to all comments received on the Draft SEIR

Metro

SEIR Comments

Key Comment Topics	Summary of Response in Final SEIR
Scope of Draft SEIR	The Draft SEIR was prepared specifically to address the Court of Appeal's decision regarding the adequacy of the LA ART EIR's construction noise mitigation analysis. The SEIR's statement that commenters should focus on the supplemental analysis reflects CEQA established practice and was intended to assist readers by identifying the portions of the environmental analysis that had been revised and recirculated. Metro nevertheless accepted all comments, included them in the Final SEIR, and provided them to the decisionmakers.
Santa Monica Mountains Conservancy (SMMC) Consultation	On July 30, 2025, Metro sent a consultation request to SMMC, inviting it to respond within 30 days if it wished to consult. SMMC did not respond and did not request consultation during that period. Metro satisfied its consultation obligation by issuing a request and allowing SMMC a reasonable opportunity to participate. On November 18, 2025, SMMC submitted a comment on the proposed Project's Draft Supplemental EIR. Metro considered SMMC's comments and responded to them, which are included in Responses PA1-1 through PA1-3 in Section 3.0 of this Final SEIR.
Temporary Construction Noise Mitigation	Many of the suggested measures are not feasible. The Project Sponsor agreed to provide personal hearing protection devices as part of a voluntary Project commitment and to expand the community outreach component of PDF-NOI-B to include coordination for special or community events and outreach in multiple languages.
Project Changes, Changed Circumstances, and Significant New Information	New information is not "significant" under CEQA unless it would change the document in a way that deprives the public of a meaningful opportunity to provide feedback. No such triggers apply that would require additional CEQA review.

Recommendation

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.

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), 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 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 (Attachment A); and
2. Mitigation Monitoring and Reporting Program (Attachment B);

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 (Attachment C); and

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


Thank You
Metro

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

File #: 2025-0471, **File Type:** Contract **Agenda Number:** 20.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 20, 2025**

SUBJECT: METRO E LINE UNDERGROUND TUNNEL RADIO SYSTEM REPLACEMENT

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE 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.

ISSUE

The existing Metro E Line underground tunnel radio communications system equipment is nearing the end of its useful life and requires replacement. While still operational, the aging equipment provides critical radio communications for Metro Rail Operations, Rail Maintenance, the Metro Department of Public Safety (DPS), the Los Angeles County Sheriff's Department (LASD), the Los Angeles Fire Department (LAFD), and the Los Angeles Police Department (LAPD). The current system requires frequent maintenance to remain operational, and spare parts are challenging to find because they are no longer being manufactured.

BACKGROUND

The Eastside Extension of the Metro E Line (formerly the Metro Gold Line Eastside Extension) opened for revenue service in 2009, running from Union Station to East Los Angeles. During construction, the radio communications system was installed to support critical radio operations in the underground tunnel segment. The Original Equipment Manufacturer (OEM) ceased business and discontinued the production of spare parts and technical support services for the radio system. Metro's Communication Systems Maintenance Department has been able to maintain the equipment and keep it operational. However, ongoing maintenance has become increasingly difficult due to the obsolescence of parts and equipment, making this approach unsustainable for long-term reliability.

DISCUSSION

Under the contract, the project work will involve replacing the existing underground tunnel radio communications system on the Metro E Line with modern radio equipment. The upgrade will include

the installation of new channel modules, amplifiers, switches, wiring, and mounting racks. The new equipment will restore and enhance digital Very High Frequency (VHF) radio communications, which are essential for Metro Rail Operations as well as Maintenance personnel to safely and efficiently operate/maintain revenue train service for Metro passengers and employees.

In addition, the project will support continued analog Ultra High Frequency (UHF) radio communications for DPS, LASD, and LAPD. These communications are critical to enabling law enforcement personnel to ensure the safety and security of Metro's passengers, employees, and rail system. The project work also preserves analog 800 MHz radio communications for LAFD, which are necessary to support rapid emergency response to incidents on the Metro rail system. Upgrading the radio communications system enables essential communication required for public safety and operational missions.

The replacement of the radio communications system is part of the Capital Improvement Program (CIP), which also aims to renew transit infrastructure assets that are in a state of good repair.

DETERMINATION OF SAFETY IMPACT

The underground tunnel radio communications system equipment has a direct safety impact. The system enables real-time coordination among Metro Rail Operations, Rail Maintenance, DPS, LASD, LAFD, and LAPD within the underground portions of the Metro E Line. A failure or degradation of this equipment could lead to delayed emergency responses, hindered incident coordination, and interruptions to rail service.

FINANCIAL IMPACT

This action will be funded from capital project 211013 - Digital Rail Radio System. The project was approved with a Life-of-Project (LOP) budget of $25,000,000. The award amount is within the project LOP. The Project Manager will ensure that the balance of funds is budgeted in future fiscal years.

Of the $2,494,602 contract value, $2,200,000is accounted for under the project's encumbrances, and a subsequent requisition will need to be issued to fund the additional $294,602. The project's remaining budget of $1,700,000 will be sufficient to cover project costs through completion of the work.

The project work will take place throughout 2026, and the annual budgets for FY26 and FY27 will be adjusted accordingly. Currently, the FY26 Annual Budget is $700,000. However, any annual budget shortfalls shall be addressed through the relocation of FY26 monies from existing capital projects that may have underspent their allocated annual budget funds.

Impact to Budget

The current source of funds for this action is Proposition A 35%, which is eligible for rail operations and capital Projects. This funding source maximizes the project funding allocation intent allowed by its approved provisions and guidelines.

EQUITY PLATFORM

This action provides enhanced safety for Metro riders along the Metro E Line's neighborhoods of Aliso Village, Boyle Heights, Pico Gardens, and Wellington Heights. This segment of the Metro E Line serves 100% Equity Focus Communities (EFC) based on the Metro's Equity Need Index (MENI) map. Meaning, the area of focus houses, on average, more than 50% low-income households, 80% of which are considered Black, Indigenous, and other People of Color (BIPOC) communities. Further, more than 50% are zero-vehicle households. This segment of the Metro E Line provides key transfer connections to multiple bus lines for workers, students, and residents in these EFCs.

This solicitation was subject to the Small Business (SB) Set-Aside program and open to certified Small Business Enterprise (SBE) firms only. Martinez Engineering, LLC, an SBE Prime, is performing 64.49% of the contract with its own workforce and made a 66.53% 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 equipment purchase 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

Approval of this recommendation aligns with Metro's Strategic Plan by advancing Goal No.2, which is to deliver outstanding trip experiences for all transportation system users, and Goal No. 3, which is to enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

No other alternatives were considered because the existing Metro E Line underground radio communications system is obsolete and will increasingly become prone to failure if not replaced as planned. The OEM no longer produces critical spare parts for the existing equipment, and Metro must rely on refurbished components with limited availability. Replacement with new, modern radio equipment and components is the only viable option to ensure uninterrupted, mission-critical communications for Metro operations and emergency response agencies.

NEXT STEPS

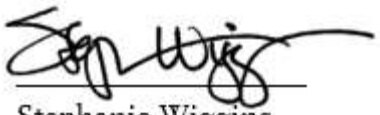
Upon Board approval of the recommendation, staff will award Contract No. DR124275(2)000 and proceed with the project work.

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, Operations 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

ATTACHMENT A

PROCUREMENT SUMMARY

METRO E LINE UNDERGROUND TUNNEL RADIO SYSTEM REPLACEMENT/DR124275(2)000

1.	**Contract Number**: DR124275(2)000	
2.	**Recommended Vendor**: Martinez Engineering, LLC	
3.	**Type of Procurement (check one):** ☒ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 8/18/2025	
	B. Advertised/Publicized: 8/18/2025	
	C. Pre-Bid Conference: N/A	
	D. Bids Due: 9/4/2025	
	E. Pre-Qualification Completed: 9/23/2025	
	F. Conflict of Interest Form Submitted to Ethics: 9/4/2025	
	G. Protest Period End Date: 11/26/2025	
5.	**Solicitations Downloaded**: 14	**Bids Received**: 1
6.	**Contract Administrator**: Anush Beglaryan	**Telephone Number**: (213) 418-3087
7.	**Project Manager**: Kelvin Zan	**Telephone Number**: (213) 617-6264

A. Procurement Background

This Board Action is to approve Contract No. DR124275(2)000 in support of Metro's E Line underground tunnel radio equipment replacement. The existing radio equipment is outdated, no longer supported and spare parts are unavailable. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

On February 14, 2025, Invitation for Bid (IFB) No. DR124275 was issued as a competitive sealed bid procurement in accordance with Metro's Acquisition Policy. The Diversity & Economic Opportunity Department (DEOD) recommended a Disadvantaged Business Enterprise (DBE) goal of nine percent (9%). On August 7, 2025 the solicitation was cancelled due to the omission of the prevailing wage requirements.

On August 18, 2025, Invitation for Bid (IFB) No. DR124275(2) was issued as a Small Business Prime Set-Aside competitive sealed bid procurement in accordance with Metro's Acquisition Policy and the contract type is firm fixed price.

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

A total of 14 firms downloaded the IFB and were included on the planholders' list.

A single bid was received on September 4, 2025, from Martinez Engineering, LLC. Staff conducted a market survey to request information from prospective bidders to determine why no additional bids were submitted. Inquiries were made of all firms on the planholders' list.

The responses from the firms that downloaded the solicitation were that they either did not meet the requirements of the IFB or elected not to participate in this solicitation for other business reasons. The results of the market survey indicated that factors beyond Metro's control were responsible for firms' decisions not to participate and as such, the solicitation could proceed to be awarded as a competitive award.

B. Evaluation of Proposals

This procurement was conducted in accordance and complies with Metro's Acquisition Policy for a competitive sealed bid.

The bid received from Martinez Engineering, LLC., was found to be responsive and responsible, and in full compliance with the requirements of the IFB.

C. Cost Analysis

The recommended bid from Martinez Engineering, LLC., has been determined to be fair and reasonable based upon the expectation of adequate competition and Metro's Independent Cost Estimate (ICE).

The ICE overestimated the potential price volatility that might occur during the solicitation timeframe but overall is not significantly higher than the bid amount at 8.5%.

Bidder Name	Metro ICE	Bid Amount
Martinez Engineering, LLC.	$2,727,736.00	$2,494,602

D. Background on Recommended Contractor

The recommended firm Martinez Engineering, LLC. is located in Long Beach, CA, and has been in business since 2008. Martinez Engineering, LLC is certified by Metro as a Small Business Enterprise (SBE). The firm is experienced in radio system designs and engineering services and has worked as a subcontractor on various LA Metro projects such as the East San Fernando Valley Light Rail Transit Pre-Construction Services, the Metro D Line Transit Radio System Equipment Replacement, and the Westside Subway Extension Project (Engineering Support). Martinez Engineering, LLC has performed satisfactorily on all Metro projects.

DEOD SUMMARY

METRO E LINE UNDERGROUND TUNNEL RADIO SYSTEM REPLACEMENT/ DR124275000

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. Martinez Engineering, LLC, an SB Prime, is performing 64.49% of the contract with its own workforce and made a 66.53% SBE commitment.

Small Business Goal	SBE Set-Aside	Small Business Commitment	66.53% SBE

	SBE Subcontractor	% Committed
1.	Martinez Engineering, LLC (Prime)	64.49%
2.	Global Electric	2.04%
	Total Commitment	**66.53%**

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. 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

METRO E LINE UNDERGROUND TUNNEL RADIO SYSTEM REPLACEMENT

Metro

Operations, Safety, & Customer Experience Committee Meeting
November 20, 2025

RECOMMENDATION

AUTHORIZE 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.

Metro

ISSUE & DISCUSSION

AWARDEE

Martinez Engineering, LLC

NUMBER OF BIDS/PROPOSALS

Metro received one (1) bid. Metro staff conducted a market survey of the firms on the plan holders list. The response from the firms that downloaded the solicitation were they either did not meet the requirements of the Invitation for Bid (IFB) or elected not to participate in this solicitation for other business reasons.

	Proposer Name	Proposal Amount	METRO ICE	Negotiated Amount
1	Martinez Engineering, LLC	$2,494,602	$2,727,736	$2,494,602

Metro

ISSUE & DISCUSSION

DEOD COMMITMENT

This solicitation was issued under the Small Business Enterprise (SBE) Prime (Set-Aside) Program. Martinez Engineering, LLC, an SBE Prime, made a 66.53% SBE commitment.

ISSUE

The existing Metro E Line underground tunnel radio communications system equipment is nearing the end of its useful life, spare parts are no longer being manufactured, and requires replacement. Equipment provides critical radio communications for Metro Rail Operations, Rail Maintenance, the Metro Department of Public Safety (DPS), the Los Angeles County Sheriff's Department (LASD), the Los Angeles Fire Department (LAFD), and the Los Angeles Police Department (LAPD).

Metro

ISSUE & DISCUSSION

DISCUSSION

The project includes installation of new channel modules, amplifiers, switches, wiring, and mounting racks which enables essential communication required for public safety and operational missions.

Metro

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

Metro

Board Report

File #: 2025-0695, **File Type:** Contract **Agenda Number:** 21.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 20, 2025**

SUBJECT: SAFETY VESTS

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE 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.

ISSUE

This procurement is for the acquisition of reflective safety vests that are required to improve visibility and maintain the safety of Metro employees. Award of this contract will ensure an adequate inventory of reflective safety vests for bus and rail operators, maintenance employees, and administrative staff.

BACKGROUND

Safety vests are crucial for Metro staff who are required to wear the proper PPE based on their work environment. Visibly identifying any employee working in safety-sensitive areas is key to their safety and well-being while performing their duties. Requirements to wear the safety vest are constant and are heavily relied upon by most of our Operations staff. Inventory levels must be kept up, and the safety vests must be available for the employees when they need to wear them. Employees' safety is paramount at Metro, and these safety vests are a big part of what keeps them safe.

Metro provides general duty and high-hazard style safety vests to protect and ensure the safety of bus/rail operators, maintenance employees, and administrative staff working in safety-sensitive areas to comply with department rules and procedures. In addition, personnel engaged in construction activities or accident investigations must also wear reflective safety vests. The Material Management department oversees the distribution of reflective safety vests to ensure availability and accountability to both operating and support departments in accordance with department safety procedures.

Metro’s component usage reports from Material Management revealed that approximately 13,100

general duty and 6,450 high hazard reflective safety vests were issued over a 12-month period in FY24 and FY25 throughout various departments at Metro, such as transportation and maintenance personnel working at operating/support facilities, layover zones, and other safety-sensitive areas.

DISCUSSION

The contract to be awarded is a “requirements type” agreement in which Metro commits to ordering only from the awardee, up to the specified quantity for a specific duration of time. However, Metro is not obligated or committed to ordering any specific quantity of the various styles and/or sizes of the reflective safety vests that may currently be required.

The reflective safety vests will be purchased and maintained in inventory and managed by Material Management. As the reflective safety vests are issued, the appropriate budget project numbers and accounts will be charged.

DETERMINATION OF SAFETY IMPACT

All Metro staff are reliant on these safety vests to keep them visible when performing work activities in the bus and rail yards, construction sites, public streets, and other areas that can pose a safety threat to them if they are not visible. Wearing these vests will also satisfy OSHA’s Personal Protective Equipment (PPE) requirement for employees working in safety-sensitive environments.

FINANCIAL IMPACT

Funding in the amount of $1,763,791.48 for the reflective safety vests is included in the FY26 budget under account 50441, Parts - Revenue Vehicle in multiple bus and rail division operating cost centers under Operations bus projects 306002 and rail projects 300022, 300044, 300066, 300055, 300033.

Since this is a multi-year contract, the cost center manager and Chief Operations Officer will be accountable for budgeting the cost in future fiscal years.

Impact to Budget

The source of funds will come from Federal and local funds that are eligible for Bus and Rail Operating Projects.

EQUITY PLATFORM

The benefit of this action is to provide equipment to keep all Metro staff who are working in safety-sensitive areas safe. Safety Vests provide increased visibility and protection from potential hazards, making them an essential piece of safety equipment for Metro employees working in the field. Metro is involved in all our communities and taking the proper measures to provide safe travel in and around our work sites reduces the potential for accidents and creates a symbiotic environment that benefits everyone.

The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the Disadvantaged Business Enterprise (DBE) program, including suspension of goals and enforcement, effective October 3, 2025. However, this procurement was conducted as a Small

Business (SB) Prime Set-Aside under LACMTA's prior FTA-approved element, which remains in effect. This solicitation was open to certified SBE firms only. Safety Vibe, Inc., an SB Prime, is performing 100% of the services with its own workforce. Determined to be a regular dealer for this procurement, Safety Vibe is eligible to receive SBE credit equivalent to 60% of the value of the items it supplies for 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.

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 increases the safety of our staff when working by making them highly visible to oncoming traffic and safety-sensitive areas. 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 procurement of reflective safety vests supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The new reflective safety vests will ensure the safety of employees assigned to operate and maintain the bus and rail fleet, which is important in ensuring that our customers are able to arrive at their destinations without interruption and in accordance with the scheduled service intervals.

ALTERNATIVES CONSIDERED

The alternative is to not award the contract and procure reflective safety vests on the open market on an as-needed basis, using the traditional "min/max" replenishment system method. This strategy is not recommended since it does not provide for a commitment from the supplier to ensure availability, timely delivery, continued supply, and a guaranteed fixed price for the vests.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. MA125897000 for the procurement of reflective safety vests with Safety Vibe, Inc.

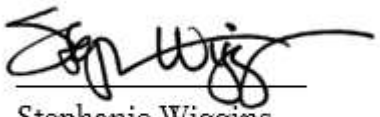
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Harold Torres, Senior Director Central Maintenance, (213) 922-5714
Gary Jolly, Senior Executive Officer Bus Maintenance, (213) 922-5802
Matthew 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

PROCUREMENT SUMMARY

SAFETY VESTS /MA125897000

1.	**Contract Number**: MA125897000	
2.	**Recommended Vendor**: SAFETY VIBE, INC. 2530 Corporate Pl # A105, Monterey Park, CA 91754	
3.	**Type of Procurement (check one):** ☒ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued : 8.30.24	
	B. Advertised/Publicized: 8.29.24	
	C. Pre-Bid Conference: N/A	
	D. Bids Due: 1.10.25	
	E. Pre-Qualification Completed: 9.2.25	
	F. Ethics Declaration Forms Submitted to Ethics: 8.8.25	
	G. Protest Period End Date: 11.25.25	
5.	**Solicitations Downloaded**: 40	**Bids Received**: 5
6.	**Contract Administrator**: Veda Sargent	**Telephone Number**: 213-418-3109
7.	**Project Manager**: Harold Torres	**Telephone Number**: 213-922-5714

A. Procurement Background

This Board Action is to approve Contract No. MA125897000 for the procurement of safety vests. Board approval of this contract award is subject to the resolution of any properly submitted protest(s), if any.

Invitation for Bids (IFB) No. MA125897 was issued in accordance with Metro's Acquisition Policy, and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ). IFB No. MA125897 solicitation is a part of the Small Business Enterprise Prime (Set-Aside) Program.

Three (3) amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on 10.24.24, to provide Two-Step Instructions.
- Amendment No. 2, issued on 12.24.24, to extend bid due date.
- Amendment No. 3, issued on 6.27.25 to update Evaluation Criteria Question # 2.

A total of 40 firms downloaded the IFB and were included in the planholder's list.

A total of five (5) bids were received on January 10, 2025.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with Metro's Acquisition Policy for a two-step competitive sealed bid. Five bids were received. Three of the five bids were deemed responsive and responsible to the IFB requirements during Step 1: Technical Evaluation. The three bids received are listed below in alphabetical order:

1. KNS Industrial Supply
2. Paramount Safety Supply
3. Safety Vibe, Inc.

KNS Industrial Supply and Paramount Safety Supply have subsequently withdrawn their bids due to industry-wide increases in the cost of raw material and import freight surcharges.

The recommended firm, Safety Vibe, Inc. the lowest responsive and responsible bidder, was found to be in full compliance with the bid and technical requirements of the IFB.

C. Price Analysis

The recommended bid price from Safety Vibe, Inc. bid was 13% higher than the Independent Cost Estimate (ICE) of $1,549,509.00. The price variance was due to current market conditions impacting the cost of raw materials and import freight surcharges. Overall, the total bid price has been determined to be fair and reasonable based upon market conditions and selection of the responsive and responsible bidder.

Bidder Name	Bid Amount	Metro ICE
Safety Vibe	$1,763,791.48	$1,549,509.00

D. Background on Recommended Contractor

The recommended firm, Safety Vibe, Inc. is located in Monterey Park, CA and has been in business for twenty-one (21) years. Safety Vibe, Inc. has provided similar products for other firms, including F.D. Thomas (Arizona) and Tutor Perini (Los Angeles). Safety Vibe, Inc. has previously worked with Metro as a Prime Supplier for Metro's safety vests with satisfactory performance.

DEOD SUMMARY

PURCHASE OF SAFETY VESTS / MA125897000

A. Small Business Participation

The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the Disadvantaged Business Enterprise (DBE) program, including suspension of goals and enforcement, effective October 3, 2025. However, this procurement was conducted as a Small Business Enterprise (SBE) Prime (Set-Aside) under LACMTA's prior FTA-approved element, which remains in effect. This solicitation was open to certified SBE firms only.

Safety Vibe, Inc., an SB Prime, committed to perform 100% of the work with its own workforce. Determined to be a regular dealer for this procurement, Safety Vibe 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.	Safety Vibe (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.

VEHICLE MAINTENANCE & ENGINEERING

SAFETY VESTS

Metro

Operations, Safety, & Customer Experience Committee Meeting
November 20, 2025

RECOMMENDATION

AUTHORIZE 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.

Metro

ISSUE & DISCUSSION

AWARDEE - Safety Vibe Inc.

NUMBER OF BIDS - 1

- Safety Vibe Inc. - $1,763,791.48

DEOD COMMITMENT – The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the Disadvantaged Business Enterprise (DBE) program, including suspension of goals and enforcement, effective October 3, 2025. However, this procurement was conducted as a Small Business (SB) Prime Set-Aside under LACMTA's prior FTA-approved element, that remains in effect. This solicitation was open to certified SBE firms only. Safety Vibe, Inc., an SB Prime, is performing 100% of the services with its own workforce. Determined to be a regular dealer for this procurement, Safety Vibe is eligible to receive SBE credit equivalent to 60% of the value of the items it supplies for this contract.

ISSUE

This procurement is for the acquisition of reflective safety vests that are required to improve visibility and maintain the safety of Metro employees. Award of this contract will ensure an adequate inventory of reflective safety vests for bus and rail operators, maintenance employees, and administrative staff.

Metro

ISSUE & DISCUSSION

DISCUSSION

Metro provides general duty and high-hazard style safety vests to protect and ensure the safety of bus/rail operators, maintenance employees, and administrative staff working in safety-sensitive areas to comply with department rules and procedures. In addition, personnel engaged in construction activities or accident investigations must also wear reflective safety vests.

Metro

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

File #: 2025-0746, **File Type:** Contract **Agenda Number:** 22.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 20, 2025**

SUBJECT: CHEMICAL FIRE SUPPRESSION TESTING AND CERTIFICATION

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE 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.

ISSUE

The existing fire suppression testing, replacement, and certification contract expires February 28, 2026. To avoid a lapse in service and continue providing these critical services, ensuring compliance with regulatory requirements of the Authority Having Jurisdiction (AHJ), National Fire Prevention Association (NFPA) 25, and California Code of Regulations (CCR), a new contract award is required effective March 1, 2026.

BACKGROUND

On February 24, 2020, Metro awarded a five-year, firm-fixed unit rate Contract No. OP59758-30003367 to Omega Fire Protection, Inc., DBA Kord Fire for systemwide regulatory annual and semi-annual inspection and certification of portable dry chemical, CO^2, and Halon extinguishers, as well as Pyro, CO^2, Halon, and FM200 flooding fire suppression systems. The scope of services includes inspection, testing, repair, recharging, certification, fusible link replacement, and hydrostatic testing of all integral components of chemical fire suppression systems and is performed to be in compliance with regulatory AHJ, NFPA 25, and CCR standards and requirements.

During the term of the existing contract, the scope of services expanded to include K Line (Crenshaw/LAX), LAX/Metro Transit Center, Regional Connector, Metro Headquarters Building, Union Station West Portal, and the Emergency Security Operations Center (ESOC). The existing contract currently includes inspections and certifications for 4,270 portable extinguishers and 96 flooding systems.

Under the current contract, Omega Fire Protection, Inc., DBA Kord Fire, has continued to provide satisfactory services, performing annual and semi-annual inspections and certifications for portable dry chemical, CO_2, and Halon extinguishers, as well as Pyro, CO_2, Halon, and FM200 flooding fire suppression systems.

In October of 2023, Omega Fire Inc., DBA Kord Fire Protection, Majestic Fire Inc., DBA Kord Fire Protection, and Kord Fire Protection announced that they would henceforth be operating as Majestic Fire Inc., DBA Kord Fire Protection. For the new solicitation in 2025, the firm submitted a bid under their new name, Majestic Fire Inc., DBA Kord Fire Protection.

DISCUSSION

Under the new contract recommended for award, the contractor, Majestic Fire Inc., DBA Kord Fire Protection, will continue to perform systemwide annual and semi-annual testing and certification of chemical fire suppression systems to ensure compliance with regulatory AHJ, NFPA 25, and CCR standards and requirements. These systems are essential for protecting critical infrastructure, equipment, and personnel in areas where traditional water-based suppression is not effective (i.e., electrical rooms). Regular testing ensures dependability, minimizes fire-related risks, and helps maintain safe and uninterrupted transit operations.

During the term of the new contract, and to support Metro's system expansion projects, the number of portable extinguishers will increase from 4,270 to 4,427, and the number of flooding systems will increase from 96 to 103 to include Metro D Line (Purple) Extension Phases I, II, & III and A Line (Blue) Foothill Extension Phase 2B.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure timely testing, certification, and repair of the fire suppression systems, regulatory compliance with AHJ, NFPA 25, and CCR standards, and the delivery of safe and reliable services to Metro employees and patrons.

FINANCIAL IMPACT

The budget includes funding of $132,240 for the remainder of FY26 under cost center 8370-Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center manager and Deputy Chief Operations Officer, Shared Mobility, will be accountable for budgeting the cost in future years.

Impact to Budget

The current source of funds for this action includes operating eligible funds, including Passenger Fares, Propositions A and C, Measures R and M sales tax revenues, State Transit Assistance (STA), and the Transportation Development Act. These funding sources are eligible for bus and rail

operations. Given approved guidelines and provisions, using these funding sources leverages maximum project fund use.

EQUITY PLATFORM

The mandated testing and certification services provided by this contract will be applied equally to chemical fire suppression systems at all Metro divisions, stations, and locations. While patrons have minimal to no interaction with these systems, it is imperative that the systems are tested and certified to ensure proper operation during an emergency in order to continue providing safe and reliable services, while safeguarding patrons, employees, and critical equipment.

As part of this contract solicitation, Metro conducted two system-wide Metro Connect Industry Forum Outreach events on October 16, 2024, and April 7, 2025, to provide an overview of the Small Business Programs requirements for competitively negotiated procurements.

The Diversity and Economic Opportunity Department (DEOD) established a 25% SBE goal and 3% Disabled Veterans Business Enterprise (DVBE) goal for this solicitation. Majestic Fire Inc., DBA Kord Fire, an SBE firm, exceeded the goal by making a 95% SBE and 3% 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 these testing, certification, and maintenance activities that will improve bus and rail station safety and further encourage 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

This Board action supports Strategic Goal 5; Provide responsive, accountable, and trustworthy governance within the Metro organization. Providing on-time regulatory annual and semi-annual mandated testing and certification services of chemical fire suppression systems ensures compliance with fire/life safety regulatory standards and requirements while protecting critical equipment and providing a safe environment for Metro employees and patrons.

ALTERNATIVES CONSIDERED

The Board may elect not to approve this recommendation. This option is not recommended as it would result in a gap in service, severely impacting safety, operations, and accessibility to Metro's system.

With the completion of a financial-based insourcing study based on a quantitative and qualitative assessment, staff have analyzed insourcing options for chemical fire suppression testing, replacement and certification services, among other services. Based on initial findings, chemical fire suppression testing, replacement and certification services were not recommended for insourcing as this would require the hiring and training of additional personnel with certification from the Office of the State Fire Marshal, the purchase of additional equipment, vehicles, and supplies to support the expanded responsibility.

NEXT STEPS

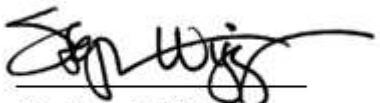
Upon approval by the Board, staff will execute Contract No. OP1270110008370 with Majestic Fire Inc., DBA Kord Fire, to provide chemical fire suppression testing, replacement and certification services effective March 1, 2026.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Carlos Martinez, Senior Director, Facilities Contracted Maintenance Services, (213) 922-6761
Lena Babayan, Executive Officer, Operations Administration, (213) 922-6765
Shahrzad Amiri, Deputy Chief Operations Officer, Shared Mobility, (213) 922-3061
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

CHEMICAL FIRE SUPPRESSION TESTING AND CERTIFICATION/ OP127011(2)0008370

1.	**Contract Number**: OP127011(2)0008370	
2.	**Recommended Vendor**: Majestic Fire Inc. DBA Kord Fire Protection	
3.	**Type of Procurement (check one):** ☒ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued : 4/9/2025	
	B. Advertised/Publicized: 4/9/2025	
	C. Pre-Bid Conference: 4/16/2025	
	D. Bids Due: 5/19/2025	
	E. Pre-Qualification Completed: 6/17/2025	
	F. Ethics Declaration Forms Submitted to Ethics: 5/19/2025	
	G. Protest Period End Date: 11/26/2025	
5.	**Solicitations Downloaded**: 8	**Bids Received**: 1
6.	**Contract Administrator**: Misty Atalanta Alderaan	**Telephone Number**: (213)922-7673
7.	**Project Manager**: Marisol Cabral	**Telephone Number**: (213)922-5021

A. Procurement Background

This Board Action is to approve the award of Contract No. OP127011(2)0008370 to Majestic Fire Inc., DBA Kord Fire Protection issued in support of chemical fire suppression testing and certification to facilitate systemwide annual and semi-annual testing and certification of chemical fire suppression systems installed throughout Metro bus, rail, customer, and administrative support facilities to ensure compliance with regulatory standards and requirement. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

On November 1, 2024, Invitation for Bids (IFB) No. OP127011 was issued as a competitive sealed bid procurement in accordance with Metro's Acquisition Policy and the contract type was a firm fixed unit rate. This IFB was issued under the Small Business Set Aside Program which required bidders to be Metro Certified Small Business Enterprises (SBE) to be eligible to participate in this solicitation. No bids were received on the bid due date.

Since no bids were received, on April 9, 2025, the solicitation was reissued as IFB No. OP127011(2) as a competitive sealed bid procurement in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit rate. Metro's Diversity & Economic Opportunity Department (DEOD) recommended a 25% SBE goal and 3% Disabled Veteran Business Enterprise (DVBE) goal for this procurement and the solicitation was subject to the Local Small Business Enterprise (LSBE)

Preference Program which gives eligible LSBE bidders a 5% preference as a bid price reduction.

Two (2) amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on April 30, 2025, revised the scope of services, updated the SBE/DVBE forms, and added required bidder exhibits.
- Amendment No. 2, issued on May 8, 2025, revised the schedule of quantities and prices.

A total of 8 firms downloaded the IFB and were included in the planholders' list. A virtual pre-bid conference was held on April 16, 2025, and was attended by 1 firm.

On May 19, 2025, the bid due date, Metro received 1 bid from Majestic Fire Inc., dba Kord Fire Protection (Kord Fire Protection). Since only 1 bid was received, Metro staff conducted a market survey of the firms on the planholders' list to determine why no other bids were received. The sole firm who responded to the market survey explained they were not certified for fire suppression testing.

The results of the market survey indicated that factors beyond Metro's control were responsible for the firm's decision not to bid, and as such, the solicitation could proceed to be awarded as a competitive award.

B. Evaluation of Bids

This procurement was conducted in accordance with and complies with Metro's Acquisition Policy for a competitive sealed bid. Kord Fire Protection'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 testing and certification services and possession of a current license issued by the State Fire Marshall.

Kord Fire Protection was determined to be qualified to perform the required services based on the IFB requirements.

C. Price Analysis

The recommended bid price from Kord Fire Protection has been determined to be fair and reasonable based on the Independent Cost Estimate (ICE), price analysis, fact-finding, and technical evaluation. The bid is 25.19% below the ICE, resulting in a savings of $459,615. The savings are due to lower overall unit rates than the existing contract which can be attributed to the expectation of competition through the sealed bidding process.

Bidder Name	Metro ICE	Bid Amount
Majestic Fire, Inc. dba Kord Fire Protection	$ 1,824,940	$1,365,325

D. Background on Recommended Contractor

Majestic Fire, Inc., dba Kord Fire Protection was founded in 1990 and is a licensed and bonded, full-service Fire Protection contractor. With over 3 decades of industry experience, Kord's service and engineering departments have been performing similar and related services. Kord is the incumbent contractor and has consistently provided satisfactory service since 2020.

DEOD SUMMARY

CHEMICAL FIRE SUPPRESSION TESTING AND CERTIFICATION / OP127011(2)0008370

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Majestic Fire, Inc., DBA Kord Fire, an SBE firm, exceeded the goal by making a 95% SBE and 3% DVBE commitment.

Small Business Goal	25% SBE 3% DVBE	Small Business Commitment	95% SBE 3% DVBE

	SBE Subcontractor	% Committed	LSBE	Non-LSBE
1.	Majestic Fire, Inc. DBA Kord Fire (SBE Prime)	95%	X	
	Total Commitment	**95%**		

	DVBE Subcontractor	% Committed	LSBE	Non-LSBE
1.	DVBE Suppliers	3%		X
	Total Commitment	**3%**		

B. Local Small Business Preference Program (LSBE)

Majestic Fire, Inc., DBA Kord Fire is an LSBE prime and is eligible for the LSBE preference; however, the firm was the sole bidder.

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.

SHARED MOBILITY

CHEMICAL FIRE SUPPRESSION TESTING AND CERTIFICATION

Operations, Safety, & Customer Experience Committee Meeting
November 20, 2025

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP1270110008370 to Majestic Fire Inc. DBA Kord Fire, to provide chemical fire suppression testing, replacement and certification services. The contract not-to-exceed (NTE) amount is $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 resolution of any properly submitted protest(s), if any.

Metro

ISSUE & DISCUSSION

AWARDEE

Majestic Fire Inc. DBA Kord Fire

NUMBER OF BIDS/PROPOSALS

One (1) bid received from Majestic Fire Inc. DBA Kord Fire

Three-Year Base Contract	$819,035
Option Year One	$273,145
Option Year Two	$273,145
Five (5) Year NTE Amount	$1,365,325

DEOD COMMITMENT

The Diversity and Economic Opportunity Department (DEOD) established a 25% SBE goal and 3% Disabled Veterans Business Enterprise (DVBE) goal for this solicitation. Majestic Fire Inc. DBA Kord Fire, a SBE firm, exceeded the goal by making a 95% SBE and 3% DVBE commitment.

Metro

ISSUE & DISCUSSION

ISSUE

The existing fire suppression testing, replacement, and certification contract expires February 28, 2026. To avoid a lapse in service and continue providing these critical services ensuring compliance with regulatory requirements of the Authority Having Jurisdiction (AHJ), National Fire Prevention Association (NFPA) 25, and California Code of Regulations (CCR), a new contract award is required effective March 1, 2026.

DISCUSSION

Under the new contract recommended for award, the contractor, Majestic Fire Inc., DBA Kord Fire Protection, will continue to perform systemwide annual and semi-annual testing and certification of chemical fire suppression systems to ensure compliance with regulatory AHJ, NFPA 25, and CCR standards and requirements. These systems are essential for protecting critical infrastructure, equipment, and personnel in areas where traditional water-based suppression is not effective (i.e. electrical rooms). Regular testing ensures dependability, minimizes fire-related risks, and helps maintain safe and uninterrupted transit operations.

Metro

ISSUE & DISCUSSION

DISCUSSION (Continued)

During the term of the new contract, and to support Metro's system expansion projects, the number of portable extinguishers will increase from 4,270 to 4,427 and the number of flooding systems will increase from 96 to 103 to include Metro D Line (Purple) Extension Phases I, II, & III and A Line (Blue) Foothill Extension Phase 2B.

Metro

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

File #: 2025-0852, **File Type:** Informational Report **Agenda Number:** 23.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 20, 2025**

SUBJECT: ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS) II PROGRAM IMPLEMENTATION SUPPORT

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE 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.

ISSUE

The ATMS II program represents a major agency-wide initiative impacting every bus, rail car, bus/rail operations control centers, as well as bus/rail operators and supervisors. The awarded contract being recommended will support the implementation and integration of this new system across Metro's operations. The goal is to deploy comprehensive fleet management and customer-focused tools in alignment with Metro's NextGen transit vision and to prepare for upcoming transit-focused special events.

BACKGROUND

A contract was awarded to Clever Devices Ltd. in June 2025 to upgrade Metro's bus and rail fleet management system as part of the ATMS II program. However, the successful implementation of a program of this magnitude demands far more than simply delivering technology. It requires rigorous program management, complex systems integration, stakeholder coordination, and continuous oversight to ensure that the technology is not only deployed but fully adopted and operationalized across Metro's bus and rail fleet.

Metro will need to maintain the current Bus Operations Control (BOC) center while setting up a new

hosted solution and data center for the Land Mobile Radio (LMR) equipment.

In addition, the new ATMS II Program must integrate with several existing systems, including HASTUS Daily, EAM (Enterprise Asset Management), SWIFTLY (Arrival Prediction Software), DIMS (Digital Incident Management System), HR (Human Resources) systems, and more. This effort will involve collaborating with technical teams from each area to ensure no data is lost and both systems remain fully functional until the old ATMS system is phased out.

Metro is also currently managing multiple ongoing implementations that necessitate synchronization with the new ATMS II Program, such as transitioning its entire bus fleet to electric buses. The ATMS II implementation must align closely with this fleet upgrade to ensure seamless integration with both new and existing buses. Specialized software coordination is required to monitor and manage electric vehicles effectively within the system.

Moreover, Metro will be upgrading its radio system from analog to digital. This transition will involve installing new radio equipment at Metro's Radio Frequency (RF) sites throughout LA County and developing a new system to accommodate these changes. At minimum, Metro will be performing a major upgrade to the existing radio towers as well as the entire voice radio system for the bus fleet.

DISCUSSION

Given the overlap of the ATMS II implementation with multiple projects, meticulous orchestration is crucial to prevent any operational disruption. An experienced team with a strong background in CAD/AVL and bus rail technology implementation is essential to ensure continuity as well as a smooth transition. The new team will be complementing the current Metro staff to help achieve the essential goal of a seamless transition to ATMS II.

Awarding this contract to Intueor Consulting, Inc. will provide Metro with dedicated program support resources, including technical project management, system integration coordination, testing oversight, and risk management. Intueor Consulting, Inc. has extensive experience supporting large-scale transit technology projects, including Computer Aided Dispatch/Automatic Vehicle Location implementations, and has worked closely with Metro staff on prior efforts.

This support will be critical to coordinate among multiple vendors and Metro departments, such as integrating Computer Aided Dispatch/Automated Vehicle Location with existing enterprise systems, as well as aligning implementation with parallel initiatives, including the bus electrification program and radio system upgrades. Without this additional program support, Metro will increase the risk of delays, operational disruptions, or incomplete integration, which could impact service reliability and customer experience. Engaging Intueor Consulting, Inc. under this contract will provide the expertise and capacity needed to keep the ATMS II program on track, as well as ensure that Metro delivers a modernized, integrated fleet management system that meets the agency’s operational and customer service goals.

DETERMINATION OF SAFETY IMPACT

The award of this contract does not directly impact the safety of Metro’s bus or rail operations. However, the program support provided through this contract will help ensure a safe and reliable

implementation of the ATMS II system by coordinating system integration, testing, and transition activities. A modernized ATMS system will enhance Metro's ability to monitor and manage fleet operations in real time, improving incident response, operator communication, and overall passenger safety.

FINANCIAL IMPACT

Funding for this contract is included within the Life of Project (LOP) budgets for CP 207168 - ATMS Bus System Replacement and CP 207185 - ATMS II System Integration, with a combined total of $167 million. The ATMS II contract, valued at $129.7 million, was awarded in June 2025. For Fiscal Year 2026 (FY26), the project's annual budget allocation is $11,207,272. The remaining $28 million is designated for hardware, labor, and Radio Frequencies (RF) modifications in support of the ATMS II implementation. Since this is a multi-year program, the project manager and the Chief Operations Officer shall be responsible for future fiscal year budgeting.

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ATMS II Program Funding Overview			
Category	**Project / Contract**	**Description**	**Amount (Million $)**
Capital Projects (LOP Budget)	CP 207168	ATMS II Bus System Replacement	117.0
	CP 207185	ATMS II System Integration	50.0
		Total Project LOP	**167.0**
Contract Allocations	Clever Devices	ATMS II Core Contract (Awarded)	127.9
	PS131648000	ATMS II Support Contract (Requested)	10.7
		Hardware, Labor, and RF Modifications	28.4
		Total Budget	**167.0**

Impact to Budget

The current funding source for this action is TDA 4, which is eligible for bus and rail operations and capital projects.

EQUITY PLATFORM

The award of this contract will support the implementation of ATMS II, which is designed to improve service reliability, real-time information, and incident response across Metro's bus and rail network. These improvements will benefit customers, especially those who rely most on public transit, such as low-income riders, people of color, seniors, and persons with disabilities. Enhanced fleet management and customer-facing tools will provide more accurate service information and reduce service disruptions, ensuring a more consistent transit experience.

The Diversity and Economic Opportunity Department (DEOD) established a 22% Disadvantaged Business Enterprise (DBE) goal for this solicitation. While Intueor Consulting, Inc. made a DBE commitment, 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 recommendation, there are two 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 operational activities that will minimize negative impacts to service reliability and customer experience 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 Strategic Goal 2: Deliver outstanding trip experiences for all transportation system users, as we are committed to providing attractive, affordable, efficient, and safe service.

ALTERNATIVES CONSIDERED

Metro could choose not to award this contract and rely solely on existing staff resources. However, this alternative is not recommended, as the ATMS II program is highly complex and requires dedicated expertise in Computer Aided Dispatch/Automatic Vehicle Location, system integration, testing, as well as risk management. Without additional program support, Metro would face significant risks of delays, operational disruptions, and cost overruns. This alternative is also preferred to the staff increase option, since the program support effort is not intended to extend indefinitely.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. PS131648000 with Intueor Consulting, Inc., and establish a plan and schedule for the Program Support of the ATMS II CAD/AVL system.

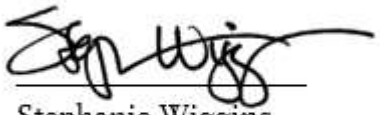
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Bahram Chaudry, Senior Director, Operations (213) 922 - 6441
Al Martinez, Deputy Executive Officer, Operations (213) 276 - 0117
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

ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS) II PROGRAM IMPLEMENTATION SUPPORT/PS131648000

1.	**Contract Number**: PS131648000	
2.	**Recommended Vendor**: Intueor Consulting, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 4/24/2025	
	B. Advertised/Publicized: 4/24/2025	
	C. Pre-Proposal Conference: 5/1/2025	
	D. Proposals Due: 6/3/2025	
	E. Pre-Qualification Completed: 10/8/2025	
	F. Ethics Declarations Form Submitted to Ethics: 6/4/2025	
	G. Protest Period End Date: 12/2/2025	
5.	**Solicitations Downloaded**: 69	**Bids/Proposals Received**: 1
6.	**Contract Administrator:** Crystal Larios	**Telephone Number:** (213) 922-2413
7.	**Project Manager**: Bahram Chaudry	**Telephone Number**: (213) 922-6441

A. Procurement Background

This Board Action is to approve Contract No.PS131648000 to provide implementation support for the upgrade of the existing Advanced Transportation Management System (ATMS) to the ATMS II System. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposals (RFP) No. PS131648 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 & Economic Opportunity Department recommended a Disadvantaged Business Enterprise (DBE) contract goal of 22%. 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.

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

A total of 69 firms downloaded the RFP and were included on the planholders' list. A virtual pre-proposal conference was held on May 1, 2025, and was attended by 30 participants representing 15 firms. There were six questions received for this RFP and responses were provided prior to the proposal due date.

A total of one (1) proposal was received by the proposal due date of June 3, 2025, from Intueor Consulting, Inc.

Since only one (1) proposal was received, Metro staff conducted a market survey of firms on the planholders' list to determine why no other proposals were received. Four (4) firms responded that the scope did not align with their services, four (4) firms responded that they did not possess the experience or qualifications for the type of work being requested, five (5) firms responded that they wanted to support as Subcontractors, rather than serve as Primes, and seven (7) firms responded that they did not propose due to other business considerations.

The results of the market survey indicated that factors beyond Metro's control were responsible for firms' decisions not to propose and as such, the solicitation could proceed to be awarded as a competitive award.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Metro's Transit Management Systems, Rail Maintenance of Way Administration, and Revenue Collection departments was convened to conduct a comprehensive technical evaluation of the proposal received.

On June 11, 2025, the PET met to discuss the evaluation process, confidentiality requirements, review information regarding conflicts of interest and receive the evaluation documents.

The RFP required that all proposals be evaluated first on the minimum qualifications on a pass/fail basis. A single rating of "fail" for any of the minimum qualifications would require the proposal to be eliminated from further consideration.

The minimum qualifications were as follows:

1. Prime Contractor shall demonstrate that they have a minimum of 10 years' experience in Project Managing large-scale transit systems projects, with a proven track record of successful delivery within budget and timeline constraints.

2. Proposer (inclusive of Subcontractors, if any) shall have a minimum of 5 years of direct experience in providing comprehensive support for large-scale CAD/AVL implementations at various stages, including planning, deployment, integration, and ongoing maintenance.

The proposer met the minimum qualification requirements and was further evaluated according to the following evaluation criteria:

- Work/Plan Schedule 35 percent

- Experience and Qualifications of Proposed Contractor and Personnel — 40 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 the experience and qualifications of proposed contractor and personnel.

At the conclusion of the evaluation, the PET members determined that Intueor Consulting, Inc., met the requirements of the RFP and was technically qualified to perform the work.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Intueor Consulting, Inc.**				
3	Work/Plan Schedule	84.77	35.00%	29.67	
4	Experience and Qualifications of Proposed Contractor and Personnel	93.33	40.00%	37.33	
5	Price Proposal	100.00	25.00%	25.00	
6	**Total**		**100.00%**	**92.00**	**1**

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon the Independent Cost Estimate (ICE), cost analysis, fact finding, and technical evaluation.

	Proposer Name	Proposal Amount	Metro ICE	NTE Amount
1	**Intueor Consulting, Inc.**	$ 10,799,089.84	$ 11,856,000	$ 10,799,089.84

D. Background on Recommended Contractor

Intueor Consulting, Inc. is located in Irvine, CA, and is a management consulting firm that specializes in maximizing business value for transit agencies through sustainable business/technology transformation. Intueor Consulting, Inc. clients

include LA Metro, AC Transit, Orange County Transportation Authority (OCTA), and San Francisco Municipal Transportation Agency.

Intueor Consulting, Inc. has provided services to LA Metro and has performed satisfactorily.

DEOD SUMMARY

ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS) II PROGRAM IMPLEMENTATION SUPPORT/PS131648000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 22% Disadvantaged Business Enterprise (DBE) goal for this solicitation. While Intueor Consulting, Inc. made a DBE commitment, 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 recommendation, there are two 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.

B. Local Small Business Enterprise (LSBE) Preference

The 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.

STRATEGIC INITIATIVES

ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS) II PROGRAM IMPLEMENTATION SUPPORT

Metro

Operations, Safety, & Customer Experience Committee Meeting
November 20, 2025

RECOMMENDATION

AUTHORIZE 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.

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

Metro

ISSUE & DISCUSSION

AWARDEE

Intueor Consulting Inc.

NUMBER OF BIDS/PROPOSALS

- Only one (1) proposal was received. Metro staff conducted a market survey of firms on the planholders' list to determine reasons for limited participation.
- Survey results: 4 firms said the scope did not align with their services, 4 lacked required experience, 5 preferred to participate as subcontractors, and 7 cited other business considerations.

	Proposer Name	Proposal Amount	Metro ICE	NTE Amount
1	Intueor Consulting, Inc.	$ 10,799,089.84	$ 11,856,000	$ 10,799,089.84

Metro

ISSUE & DISCUSSION

ISSUE

The ATMS II program represents a major agencywide initiative impacting every bus, rail car, bus/rail operations control centers, as well as bus/rail operators and supervisors. The awarded contract being recommended will support the implementation and integration of this new system across Metro's operations.

DISCUSSION

Awarding this contract to Intueor Consulting, Inc. will provide Metro with experienced program support to ensure a seamless and coordinated implementation of the ATMS II system across multiple projects and departments. Their expertise in CAD/AVL and large-scale transit technology will help mitigate risks, maintain operational continuity, and enhance system reliability, safety, and customer service.

Metro

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

File #: 2025-0859, **File Type:** Contract **Agenda Number:** 24.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 20, 2025**

SUBJECT: BUS ENGINE COOLING SYSTEM REBUILD KIT

ACTION: AWARD CONTRACT

RECOMMENDATION

CONSIDER:

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. AUTHORIZE 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.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

The proposed cooling system kits are manufactured and sold by EMP to rebuild the EMP cooling system originally installed by the bus manufacturer, New Flyer. The original cooling system installed in the New Flyer buses is proprietary to EMP and cannot be copied or duplicated by others. This procurement is required to ensure the current bus midlife/engine replacement program can continue without delays and that revenue service is not impacted.

Shop requirements have a set number of kit deliveries that are needed monthly to keep up with production activities at our Central Maintenance Facility. A steady flow of kit deliveries is crucial to our production process to meet our goals towards completing the current midlife project.

BACKGROUND

The midlife program has been using these kits for the existing production run on the Xcelsior bus

fleet. The quantities set in this award reflect the small balance of what is needed to complete this project. The quantities are much lower than the previous contract because staff is coming to the end of this production run and starting up with a different series of buses that do not require these kits.

When this production run is completed, staff will no longer require these kits and will support the fleet by procuring the individual parts separately and as needed to repair the buses in the divisions.

DISCUSSION

Engine cooling systems ensure the proper operating temperatures for the near-zero Cummins L9N engines installed in buses as part of the midlife refurbishment program. These engine cooling systems are required for all Metro buses with internal combustion engines. In the future, different cooling systems will be required to maintain proper temperatures for electric bus energy storage, inverters, and drive systems.

The contract to be awarded is a “requirements type” agreement in which Metro commits to ordering only from the awardee, up to the specified quantity, for a specific duration of time. However, Metro is not obligated or committed to ordering any specific quantity of the engine cooling system kits that may be required. The bid quantities are estimates only, with deliveries ordered and released as required.

The EMP engine cooling system kits will be purchased, maintained in inventory, and managed by Material Management. As the EMP engine cooling system kits are issued to buses being refurbished in the midlife program, the appropriate budget project numbers and accounts will be charged.

Findings

The New Flyer Xcelsior 3850-4199 series buses are scheduled for refurbishment as part of the Central Maintenance Shops (CMS) through the bus midlife program. CMS production reports indicate approximately 140 bus midlife refurbishments and engine replacements are projected for the current fiscal year. In the past, CMS installed complete electric fan engine cooling systems to replace hydraulic cooling systems, requiring intense maintenance labor activities. Since the New Flyer Xcelsior buses came equipped with EMP electric fan engine cooling systems, CMS evaluated rebuilding the existing EMP electric fan engine cooling system, rather than the costly replacement of the entire cooling system.

Considerations

A study was conducted to determine the reliability of each component of the engine cooling system. The analysis revealed a low replacement rate for the radiator and charge air cooler on the original EMP engine cooling systems but identified a trend of increased usage of fans and electrical components. Based on this information, staff determined that the most cost-effective option was to rebuild the existing EMP radiator and charge air cooler at the CMS and purchase the engine cooling system kit. The kit includes new fans, electrical harnesses, master controller, steel frame and shroud, door seals, and related hardware. This yields a 50 percent lower cost over the purchase of all components in the engine cooling system.

DETERMINATION OF SAFETY IMPACT

The award of this contract will result in a positive impact on safety by maintaining the engine's cooling system at the proper operating temperature, therefore keeping the engine from overheating while in service.

FINANCIAL IMPACT

Funding of $807,154.60 for these EMP engine cooling system kits is included in the FY26 budget under account 50441, Parts - Revenue Vehicle, in the Central Maintenance cost center 3366 under project 203050 midlife refurbishment program and 203025 bus engine replacement projects.

Impact to Budget

The current source of funds for this action will come from Federal, TDA, and Proposition C operating eligible sources.

EQUITY PLATFORM

The benefits of this action are to ensure the bus fleet that serves most regions in Los Angeles County, including many underserved communities, can provide vital transportation services to neighborhoods where disparities within the region can exist between residents' access to jobs, housing, education, health, and safety. Bus transportation provides an important lifeline for the residents in underserved communities, and the Metro bus maintenance programs ensure the proper State of Good Repair of the bus fleet to provide transportation for these underserved communities.

The Diversity and Economic Opportunity Department (DEOD) recommended a two percent (2%) DBE goal for this solicitation. While Engineered Machined Products, Inc. made a DBE commitment, 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, the DBE commitment is not a factor in the staff recommendation.

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 operational, equipment purchase,

and maintenance 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

The procurement of EMP engine cooling system kits supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The installation of the EMP Engine Cooling System Kits will maintain the reliability of the bus fleet and ensure that our customers are able to arrive at their destinations without interruption and in accordance with the scheduled service intervals for Metro bus operations.

ALTERNATIVES CONSIDERED

The alternative for this action is to not move forward with this contract award and continue to reuse all of the parts associated with this Cooling System Rebuild Kit. This alternative is not preferred due to the items in this kit being identified as high-wear items. The Bus Midlife program's focus is to make all of the buses that go through the program safer and more reliable for revenue service. Reusing these parts would result in increased bus road calls and lower the reliability of the buses in service.

NEXT STEPS

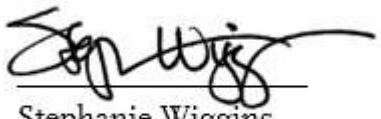
Upon approval by the Board, staff will execute Contract SD129781000, and the purchase of the engine cooling system kits for the bus midlife refurbishment and near-zero Cummins L9N engine replacement program will occur over a 12-month period following the award.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Julio Soler, Sr. Manager, (213) 922-5899
Gary Jolly, Sr. Executive Officer (213) 922-5802
Matthew Dake, Deputy Chief Operations Officer (213) 922-4061
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

BUS ENGINE COOLING SYSTEM REBUILD KIT

CONTRACT NO. SD129781000

1.	**Contract Number**: SD129781000	
2.	**Recommended Vendor**: Engineered Machined Products, Inc. (EMP), 3111 N. 28th Street, Escanaba, MI	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☒ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 7/25/25	
	B. Advertised/Publicized: N/A Sole Source	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 9/3/25	
	E. Pre-Qualification Completed: 9/22/25	
	F. Conflict of Interest Form Submitted to Ethics:9/17/25	
	G. Protest Period End Date: 11/25/25	
5.	**Solicitations Picked up/Downloaded**: 0	**Bids/Proposals Received**: 1
6.	**Contract Administrator**: **Joshua Haskins**	**Telephone Number**: **213/922-1035**
7.	**Project Manager**: **David Ball**	**Telephone Number**: **213/922-5895**

A. Procurement Background

This Board Action is to approve Contract No. SD129781000 for the procurement of Electric Cooling System Kits. Board approval of this contract award is subject to the resolution of any properly submitted protest(s), if any.

A Request for Proposal (RFP) No. SD129781 was issued to the Original Equipment Manufacturer (OEM) Engineered Machined Products, Inc. (EMP) on July 25, 2025, in accordance with Metro's Acquisition Policy and the contract type is a Not-To-Exceed (NTE) Indefinite Delivery, Indefinite Quantity (IDIQ).

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

B. Evaluation of Proposal

In accordance with Metro's Acquisition Policy and Public Utility Code (PUC) 130233, staff entered negotiations for a non-competitive contract with Engineered Machined Products, Inc. (EMP).

The proposal provided by EMP was found to be technically acceptable and fully responsive to the RFP and technical requirements.

C. Cost Analysis

In accordance with Metro's Acquisition Policy for a non-competitive procurement a cost analysis was performed. The recommended proposed price from EMP has been determined to be fair and reasonable based upon fact findings, technical evaluation and cost analysis conducted by staff. The negotiated amount is 2.9% greater than Metro's ICE due to increased cost of steel, import freight surcharges and other costs of raw materials.

Proposer Name	Metro ICE	Negotiated Amount
Engineered Machine Products, Inc. (EMP)	$784,817	807,155

D. Background on Recommended Contractor

The recommended firm, EMP, has been in business for forty-two (42) years and is a leader in Precision Machining and Manufacturing, Engineering Services, R&D Testing, Protypes and Aftermarket Retrofitting of Thermal Management Systems. EMP has provided extensive experience in supplying new and rebuilt to other municipalities and companies such as WMATA, Baltimore, NYCT, NJT, Riverside, METC, Miami Dade, MESA, NFI, Gillig, Eldorado, MCI, New Flyer, Orio, CAT, Cummins and John Deere. EMP has provided satisfactory products and services to Metro.

DEOD SUMMARY

BUS ENGINE COOLING SYSTEM REBUILD KIT / SD129781000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an overall 2% Disadvantaged Business Enterprise (DBE) goal for this procurement. While Engineered Machined Products, Inc. made a DBE commitment, 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, the DBE commitment is not a factor in the staff recommendation.

B. Local Small Business Enterprise (LSBE) Preference

The 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.

VEHICLE MAINTENANCE & ENGINEERING

BUS ENGINE COOLING SYSTEM REBUILD KITS

Metro

Operations, Safety, & Customer Experience Committee Meeting
November 20, 2025

RECOMMENDATION

CONSIDER:
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. SD129781 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 contract amount of $807,154.60 inclusive of sales tax; subject to the resolution of any properly submitted protest(s), if any.
(2/3 Board Member Vote Required)

Metro

ISSUE & DISCUSSION

AWARDEE - Engineered Machined Products, Inc. (EMP)

NUMBER OF BIDS – 1 (Sole Source)

- EMP - $807,154.60

DEOD COMMITMENT – 2%

ISSUE

The proposed cooling system kits are manufactured and sold by EMP to rebuild the EMP cooling system originally installed by the bus manufacturer, New Flyer. The original cooling system installed in the New Flyer buses is proprietary to EMP and cannot be copied or duplicated by others

DISCUSSION

Engine cooling systems ensure the proper operating temperatures for the near-zero Cummins L9N engines being installed in buses as part of the midlife refurbishment program.

Metro

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

File #: 2025-0861, **File Type:** Program **Agenda Number:** 25.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 20, 2025**

SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE TRANSIT ALLOCATIONS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVING 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) as shown in Attachment A.

ISSUE

State law requires that net toll revenues generated from the Metro ExpressLanes be reinvested in the corridor from which they were derived, pursuant to a board-approved expenditure plan. The board-approved funding of incremental additional transit service along both I-10 and I-110 corridors expired June 30, 2025. Staff recommends funding transit lines serving the current ExpressLanes I-110 and I-10 for FY26 through June 30, 2026.

BACKGROUND

Gross toll revenues generated from the ExpressLanes are first used to cover the direct expenses related to the maintenance, operation, and administration of the lanes. The remaining revenue is then used to support incremental additional transit service on the ExpressLanes, program reserves, Caltrans set-aside, and then ExpressLanes-related transportation improvement projects identified through the competitive Net-Toll Revenue Grants.

Since the inception of ExpressLanes, the Board has approved the set-aside of net-toll revenue funds for transit service. This transit allocation provides funding for additional transit service on the I-110 and I-10 corridors to provide an alternative to driving and increase transportation access for residents without a car. Transit reinvestment in these corridors provides a direct benefit to transit riders and contributes to congestion reduction on the Metro ExpressLanes (I-10 and I-110).

DISCUSSION

Continuation of funding for incremental transit service on the I-110 and I-10 ExpressLanes subsidizes the incremental operating costs of maintaining the transit service deployed to support Metro

ExpressLanes. The transit service enhancements provide increased travel options along the ExpressLanes corridors to those traveling on the ExpressLanes using Foothill Transit (Silver Streak and Line 699), Torrance Transit (Line 4X), Gardena GTrans (Line 2), and Metro's J (Silver Line).

The transit lines receiving the ExpressLanes allocation have shown increases in ridership and service over the last 3 years. Gardena's Line 2 has the highest ridership on their system, providing over 71% of system ridership and growing by 33% over the last three years. Torrance Transit's Line 4X ridership is growing faster than the overall system, increasing by 28% over the last three years as compared to a 16% increase in ridership for the entire system. Since 2023 Torrance Transit has increased service hours on Line 4X six times, including resuming weekend service that was temporarily halted during the Covid-19 pandemic. Ridership has increased by 34% over the last 3 years for Metro's J Line and by 36% on Foothill's 699 and Silver Streak combined.

The recommended funding represents a 25% incremental increase in the annual allocation since the amount was last adjusted in FY19/20. The increase in the funding allocation reflects the increased costs for the transit agencies operating the incremental transit service and aligns with increases to the Consumer Price Index (CPI-U) over that same period. The recommended allocation is $9,918,750 to subsidize the additional transit service on the ExpressLanes.

DETERMINATION OF SAFETY IMPACT

This Board action will not have any adverse safety impacts on Metro's employees or patrons. The additional service operates with adherence to established safety policies and procedures for transit service.

FINANCIAL IMPACT

The recommended transit allocations will be funded with net toll revenues generated from the I-10 and I-110 ExpressLanes. The FY26 budget includes funding of $9,918,750 for the recommended allocations in cost center 2220 (ExpressLanes) under project 405549 (CRD Transit Subsidy).

Impact to Budget

Net toll revenues generated from the Metro ExpressLanes' operation comprise the entirety of the funds recommended in this action. There is no impact on bus and rail operating and capital projects. Other funds will not be required from Metro.

EQUITY PLATFORM

The reinvestment of ExpressLanes funding to support additional transit will improve affordable access to transit options along the ExpressLanes corridors. Each of the transit lines recommended for funding serves customers of Very High and High Need on the Metro Equity Need Index (MENI). Along the I-110 ExpressLanes corridor, Gardena's Line 2 and Torrance's Line 4 feed to high-capacity transit routes and stations such as Metro's C-Line and Harbor Gateway station and provide direct one-seat service to local schools, senior centers, medical facilities, and sporting venues. Metro's J Line and Foothill's Line 699 and Silver Streak provide express service to downtown Los

Angeles, providing access to jobs, schools, and colleges, and popular recreation venues. These express routes serve areas along the ExpressLanes corridors that have higher concentrations of residents without a vehicle in the household. Riders on these lines save time by the route's use of the ExpressLanes; saving riders an average of 12.7 to 13.7 minutes per trip during peak times as compared to the general-purpose lanes.

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 investment in additional transit service 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

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

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

Goal 3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to approve or defer approval of funding for additional transit along the I-110 and I-10 ExpressLanes. This is not recommended as the funding allocation provides increased access to transit and improves mobility within the communities adjacent to the ExpressLanes.

NEXT STEPS

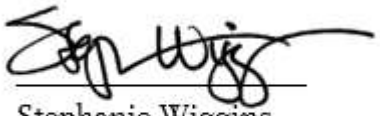
With Board approval, staff will execute funding agreements with the transit operators receiving the funding allocation.

ATTACHMENT

Attachment A - Funding for Incremental Transit Service

Prepared by: Michel'le Davis, Senior Manager, ExpressLanes, (213) 418-3136
Mark Linsenmayer, Executive Officer, Congestion Reduction,
(213) 922-5569
Shahrzad Amiri, Deputy Chief Operations Officer, (213) 922-3061

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

Attachment A

Funding Breakdown for Incremental Transit Service on the I-110 and I-10 Metro ExpressLanes for FY26

Transit Agency	Transit Lines	FY26
Foothill Transit	Silver Streak (Line 707) and Line 699	$2,300,000
Gardena Municipal Bus Lines	Line 2	$1,150,000
Metro	J (Silver Line)	$ 5,462,500
Torrance Transit	Line 4X	$ 1,006,250
TOTAL		**$9,918,750**

SHARED MOBILITY

METRO EXPRESSLANES NET TOLL REVENUE TRANSIT ALLOCATIONS

Metro

Operations, Safety, & Customer Experience Committee Meeting
November 20, 2025

RECOMMENDATION

APPROVING a total of $9,918,750 for the continued Direct Annual Allocation for Transit Service on the I-110 and I-10 ExpressLanes in Fiscal Year 2026 (FY26) as shown in Attachment A.

Metro

ISSUE & DISCUSSION

ISSUE

State law requires net toll revenues generated from the ExpressLanes program be reinvested for transportation improvements in the corridor where generated.

DISCUSSION

Staff recommends funding transit lines serving the current ExpressLanes I-110 and I-10 through June 30, 2026.

Metro

Recommended Funding Allocations

Total funding of $9,918,750:

Transit Agency	Transit Lines	FY26 Allocation
Foothill Transit	Silver Streak (Line 707) and Line 699	$2,300,000
Gardena GTrans	Line 2	$1,150,000
Metro	J (Silver Line)	$ 5,462,500
Torrance Transit	Line 4X	$ 1,006,250
TOTAL		$9,918,750

Metro

File #: 2025-0967, **File Type:** Contract **Agenda Number:** 26.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 20, 2025**

SUBJECT: GRAFFITI ABATEMENT SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE 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.

ISSUE

In July 2025, the Board approved award of three contracts to Strive Well-Being (Region 1), BriteWorks, Inc. (Region 2), and Urban Graffiti Enterprises, Inc. (Region 3) to provide graffiti abatement services , subject to the resolution of any properly submitted protests. Following the issuance of the Notice of Intent to Award, staff received a protest and subsequent appeal, which has been denied, from one of the proposing firms, who raised concerns about the calculation of the final evaluation scores. After reviewing the final score calculations that were included in the July Board report, staff discovered an error in the calculation for Region 2 which results in a different recommended firm for Regions 1 and 2. Based on revised score calculations that have been validated, staff is recommending contract award to BriteWorks, Inc. for Region 1 and Strive Well-Being, Inc. for Region 2. There is no change to the award to Urban Graffiti Enterprises, Inc. for Region 3.

The existing regional contracts providing graffiti abatement services expire on January 31, 2026. The new contract awards are required to ensure continuity of maintenance services.

BACKGROUND

On December 18, 2024, a new solicitation to provide graffiti abatement maintenance services for the three regions was issued under the SBE Set Aside Program and contract award was limited to one region per firm.

At the July 2025 Board meeting, staff recommended award to Strive Well-Being, Inc. for Region 1, BriteWorks, Inc. for Region 2, and Urban Graffiti Enterprises, Inc. for Region 3, subject to the resolution of any properly submitted protest(s). After discovering an error in the total score for Region 2 that was included in the July Board report, the recommended firm for Region 2 has changed from BriteWorks, Inc. to Strive Well-Being, Inc. Since the RFP limited contract award to one region per firm, Region 1 is now being recommended to BriteWorks, Inc. The corrected scores are illustrated in Attachment A, Procurement Summary through track changes.

DISCUSSION

The protest and subsequent appeal that was submitted by one of the proposing firms alleged there were scoring variances and anomalies. After further review, staff discovered that one of the proposal evaluation team (PET) member's total score for Qualifications of the Firm/Team criteria was inadvertently omitted from the overall formula calculation. When staff corrected the formula to include all PET members' scores, the recommendation for Region 2 has changed to Strive Well-Being, Inc. Due to the one region cap in the RFP, the recommendation for Region 1 has also changed to BriteWorks, Inc., as the next qualified proposer not awarded a region. Staff has corrected the scoring calculation and the revised scores and rankings for Region 2 are included in Attachment A, Procurement Summary.

Staff conducted a spot audit of contract awards this calendar year and did not discover any calculation errors. Therefore, there is no reason to believe this is a systemic issue and staff is confident that this was an isolated issue. In order to reduce the risk of this error occurring in the future, staff has implemented an additional layer of review by senior management to ensure evaluation score formulas are properly calculated and include all elements of the evaluation criteria for each PET member.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure service continuity and meet Metro maintenance standards by promptly providing regularly scheduled and as-needed graffiti abatement maintenance services. A proactive approach to maintenance needs will ensure the delivery of safe, clean, on-time, and reliable services systemwide.

FINANCIAL IMPACT

Funding of $3,803,484 for systemwide graffiti abatement maintenance services is included in the FY26 budget under cost center 8370 - Facilities Contracted Maintenance Services, account 50308,

Service Contract Maintenance, under various projects.

Since these are multi-year contracts, the cost center manager and Deputy Chief Operations Officer, Shared Mobility, will be accountable for budgeting the cost in future years.

Impact to Budget

The current source of funds for this action includes operating eligible funds, including Passenger Fares, Propositions A and C, Measures R and M sales tax revenues, State Transit Assistance (STA), and the Transportation Development Act. These funding sources are eligible for bus and rail operations. Given approved guidelines and provisions, using these funding sources leverages maximum project fund use.

EQUITY PLATFORM

Providing ongoing graffiti abatement maintenance services supports the beautification and cleanliness of Metro facilities, enhancing patrons' experience while utilizing Metro's transit system. Survey results have shown that bus and rail station cleanliness was identified as one of the top areas of concern and was used to assist with funds allocation for the FY26 budget.

As part of this solicitation, Metro hosted two Systemwide Metro Connect Industry Forum Outreach events on August 23 and August 31, 2023, to provide an overview of the Small Business Programs requirements for competitively negotiated procurements.

This procurement was solicited under the Small Business (SB) Prime (Set-Aside) program and open to certified Small Business Enterprise (SBE) firms only. BriteWorks, Inc., an SB Prime, is performing 57% of the contract work with its own workforce for Region 1 and Strive Well-Being Inc., an SB Prime, is performing 30% of the contract work with its own workforce for Region 2.

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 maintenance activities that will improve bus and rail station cleanliness and further encourage 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.

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IMPLEMENTATION OF STRATEGIC PLAN GOALS

The staff recommendation supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. Performing ongoing graffiti abatement maintenance services will ensure providing safe and clean conditions while enhancing customers' experience.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the recommendations and direct staff to cancel and reprocure the graffiti abatement services. This option is not recommended as it would unnecessarily burden the small business vendor community to spend additional time and money preparing a new proposal and it would further delay a contract award recommendation, which could result in a gap in service that would impact Metro's system safety, cleanliness, operations, and customer experience.

NEXT STEPS

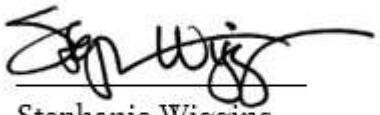
Upon Board approval, staff will execute Contract No. OP91160(3)001R1 for Region 1 with BriteWorks, Inc., and Contract No. OP91160(3)002R2 for Region 2 with Strive Well-Being, Inc. to provide graffiti abatement services, effective February 1, 2026.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Carolina Coppolo, Deputy Chief, Vendor/Contract Management, (213) 922-4471
Carlos Martinez, Senior Director, Facilities Contracted Maintenance Services, (213) 922-6761
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Michelle Navarro, Deputy Chief Financial Officer (Interim) (213) 922-3056

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088
Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

GRAFFITI ABATEMENT SERVICES FOR REGIONS 1, AND 2 / OP91160(3)001R1, OP91160(3)002R2

1.	**Contract Number**: OP91160(3)001R1 (Region 1) OP91160(3)002R2 (Region 2)	
2.	**Revised Recommended Vendors**: Briteworks, Inc.(Region 1) Strive Well-Being, Inc. (Region 2)	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: December 18, 2024	
	B. Advertised/Publicized: December 18, 2024	
	C. Pre-Proposal Conference: January 2, 2025	
	D. Proposals Due: February 5, 2025	
	E. Pre-Qualification Completed: May 9, 2025	
	F. Ethics Declaration Forms submitted to Ethics: February 11, 2025	
	G. Protest Period End Date: November 25, 2025	
5.	**Solicitations Downloaded**: 26	**Bids/Proposals Received**: 7 (Region 1) 7 (Region 2)
6.	**Contract Administrator**: Annie Duong	**Telephone Number**: 213-418-3048
7.	**Project Manager**: Ruben Cardenas	**Telephone Number**: 213-922-5932

A. Procurement Background

This Board Action is to approve Contract Nos. OP91160(3)001R1 (Region 1) to Briteworks, Inc. and OP91160(3)002R2 (Region 2) to Strive Well-Being, Inc. to provide graffiti abatement services throughout Metro bus and rail facilities, active and inactive rights of way (IROW), Metro Park & Ride (P&R) Lots and Caltrans P&R Lots. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any

The Request for Proposals (RFP) was originally issued on September 27, 2022, as a Small Business Prime Set-Aside. Metro received 12 proposals for regions 1 and 2 combined. However, the solicitation was canceled to expand SBE Prime participation and to limit contract awards to a maximum of two regions per proposer.

On October 13, 2023, RFP No. OP91160-2 was issued as a Small Business Prime Set-Aside. Metro received 14 proposals for regions 1, 2, and 3 combined. However, the solicitation was canceled to expand SBE Prime participation and to limit contract award to a maximum of one region per proposer.

On December 18, 2024, RFP No. OP91160(3) was issued as a competitive procurement in accordance with Metro's Acquisition Policy, and the contract type is firm fixed unit rate. The RFP was issued as a Small Business Prime Set-Aside solicitation and contract award was limited to one region per firm.

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

- Amendment No. 1, issued on December 23, 2024, revised LOI-01 Notice of Invitation and Exhibit 3A - Evaluation Criteria to allow award of more than one region to a proposer if Metro does not receive a sufficient number of responsive and responsible proposals per region;
- Amendment No. 2, issued on January 15, 2025, extended the RFP proposal due date from January 22, 2025 to January 29, 2025;
- Amendment No. 3, issued on January 24, 2025, extended the RFP proposal due date from January 29, 2025 to February 5, 2025.

A total of 26 downloads of the RFP were included in the planholders list. A virtual pre-proposal conference was held on January 2, 2025, and was attended by 6 participants representing 5 firms. There were 20 questions received, and responses were issued prior to the proposal due date.

A total of 14 proposals were received by the proposal due date of February 5, 2025, and are listed below in alphabetical order by region:

Region 1

1. ACME Manpower, Inc.
2. Bread & Water Landscape, LLC
3. BriteWorks, Inc.
4. Far East Landscaping and Maintenance, Inc.
5. Strive Well-Being, Inc.
6. Urban Graffiti Enterprises, Inc.
7. US National Corp dba Jimenez Painting Company

Region 2

1. ACME Manpower, Inc.
2. Bread & Water Landscape, LLC
3. BriteWorks, Inc.
4. Far East Landscaping and Maintenance, Inc.
5. Strive Well-Being, Inc.
6. Urban Graffiti Enterprises, Inc.
7. US National Corp dba Jimenez Painting Company

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Facilities Contracted Maintenance Services, Transportation Planning, Parking Management Department, and System Security & Law Enforcement was convened and conducted a comprehensive technical evaluation of the proposals received for all three regions.

Of the 14 proposals received, Far East Landscaping and Maintenance, Inc. and US National Corp dba Jimenez Painting Company proposed on regions 1, and 2 and were determined by Metro's Diversity and Economic Opportunity Department (DEOD) to be non-responsive for failing to meet the Small Business Prime Set-Aside (SBE) requirements for the solicitation. Hence, both firms were excluded from further evaluation.

From February 28, 2025, through May 20, 2025, the PET independently evaluated the proposals based on the following evaluation criteria:

Phase I – Minimum Qualification Evaluation: This is a pass/fail criteria. To be responsive to the RFP minimum qualification requirements, proposers must meet all of the following:

1. Prime Contractor's project manager managing and/or performing the work, must each have three years of related skill and experience in performing comprehensive graffiti removal services when the proposal is submitted. Proposer must provide resumes or a list of projects, including duties and responsibilities that demonstrate the identified/named manager's three years of experience.

2. Proposer must submit completed reference information forms as follows:
   - Pro Form 055, List of Completed Projects – Last Five Years
   - Pro Form 054, List of Current Projects (backlog), and
   - Supplemental list of Current Projects form

3. Contractor shall compile and submit a report listing all safety training the Project Manager/Supervisor has received within the past three (3) years. The information shall include the following: date of training, type and/or course title, duration/hours, and company/school that provided the training.

4. Contractor and/or Subcontractor performing the work must hold a valid, current, and good standing State of California C-33 License for Painting and C61/D-38 Specialty License for Sand and Water Blasting.

5. Proposers and their subcontractors must be registered with the Department of Industrial Relations to be eligible to propose and work on public works projects in accordance with California Labor Code §1725.5.

The PET deemed all 15 proposals to be responsive to the minimum qualification evaluation and continued with the weighted evaluation based on the following Phase II – Technical Evaluation.

- Qualifications of the Firm/Team 15%
- Qualifications and Experience of Key Personnel 20%
- Work Plan/Approach 35%
- Price 30%

Several factors were considered in developing these weights, giving the greatest importance to the work plan/approach.

The PET independently evaluated and scored the technical proposals in accordance with the evaluation criteria.

In July 2025, the Board approved award of three contracts to Strive Well-Being (Region 1), BriteWorks, Inc. (Region 2), and Urban Graffiti Enterprises, Inc. (Region 3) to provide graffiti abatement services (File #2025-0406), subject to the resolution of any properly submitted protest(s). Following the issuance of the Notice of Intent to Award, staff received a protest and subsequent appeal from one of the proposing firms, who raised concerns about the

calculation of the final evaluation scores. After reviewing the final score calculations that were included in the July Board report, staff discovered an error in the calculation for Region 2 which results in a different recommended firm. Based on revised score calculations that have been validated and in consideration of the RFP cap (which limits the number of contracts that may be awarded to a proposer for a single contract), the recommendation for award is revised as follows:

Region	Recommended Firm
1	BriteWorks, Inc.
2	Strive Well-Being, Inc.

Strive Well-Being, Inc. was the second-ranked firm for both Region 1 and 2 and is recommended for contract for Region 2, the larger region in terms of size and number of locations covered. For Region 1, contract award is being recommended to BriteWorks, Inc., the third-ranked firm.

Qualification Summary of Recommended Firms:

BriteWorks, Inc.

BriteWorks, Inc., headquartered in Covina, CA, has been in business for almost 25 years and provides commercial and janitorial services. Clients include the City of Irwindale and Police Department, City of West Covina, its Senior Centers and Police Department, Coca-Cola, Disney, Irwindale City Brewery, USDA, and the Army Corps of Engineers. Its subcontractor, Woods Maintenance Services, Inc., located in North Hollywood, CA, has been providing graffiti abatement, graffiti paint out, trash and vegetation maintenance and landscaping services to Metro since 2001, and performance has been satisfactory.

Strive Well-Being, Inc.

Strive Well-Being, Inc., headquartered in San Diego, CA, has been in business since 2012. It primarily provides consulting and program management, facility and safety management, fitness and wellness services. Its subcontractor, Superior Property Services, Inc., located in Pico Rivera, CA, has been providing graffiti abatement, graffiti solutions and pressure washing services since 1993. Graffiti abatement services clients include Metro, Southern California transit agencies, and municipalities such as the County of Los Angeles, County of Orange, City of Hollywood, and City of Anaheim.

The following is a summary of the corrected PET scores:

Region 1

Award is being recommended to the third ranked firm due to the RFP cap, which limits the number of contracts that may be awarded to a proposer to a single contract.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Urban Graffiti Enterprises, Inc.**				
3	Qualifications of the Firm/Team	81.33	15.00%	12.20	
4	Qualifications and Experience of Key Personnel	85.00	20.00%	17.00	
5	Work Plan/Approach	88.00	35.00%	30.80	
6	Price	94.47	30.00%	28.34	
7	**Total**		**100.00%**	**88.34**	**1**
8	**Strive Well-Being, Inc.**				
9	Qualifications of the Firm/Team	72.00	15.00%	10.80	
10	Qualifications and Experience of Key Personnel	79.15	20.00%	15.83	
11	Work Plan/Approach	82.00	35.00%	28.70	
12	Price	100.00	30.00%	30.00	
13	**Total**		**100.00%**	**85.33**	**2**
14	**BriteWorks, Inc.**				
15	Qualifications of the Firm/Team	76.67	15.00%	11.50	
16	Qualifications and Experience of Key Personnel	78.35	20.00%	15.67	
17	Work Plan/Approach	79.34	35.00%	27.77	
18	Price	99.13	30.00%	29.74	
19	**Total**		**100.00%**	**84.68**	**3**
20	**Bread & Water Landscape, LLC**				
21	Qualifications of the Firm/Team	68.67	15.00%	10.30	
22	Qualifications and Experience of Key Personnel	80.85	20.00%	16.17	
23	Work Plan/Approach	85.34	35.00%	29.87	
24	Price	83.67	30.00%	25.10	
25	**Total**		**100.00%**	**81.44**	**4**
26	**ACME Manpower, Inc.**				
27	Qualifications of the Firm/Team	71.33	15.00%	10.70	
28	Qualifications and Experience of Key Personnel	85.85	20.00%	17.17	
29	Work Plan/Approach	77.34	35.00%	27.07	
30	Price	83.67	30.00%	25.10	
31	**Total**		**100.00%**	**80.04**	**5**

Region 2

Award is being recommended to the second ranked firm due to the RFP cap, which limits the number of contracts that may be awarded to a proposer to a single contract.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Urban Graffiti Enterprises, Inc.**				
3	Qualifications of the Firm/Team	81.33	15.00%	12.20	
4	Qualifications and Experience of Key Personnel	85.00	20.00%	17.00	
5	Work Plan/Approach	88.00	35.00%	30.80	
6	Price	91.33	30.00%	27.40	
7	**Total**		**100.00%**	**87.40**	**1**
8	**Firm**				
9	**BriteWorks, Inc.**				
10	Qualifications of the Firm/Team	76.67	15.00%	11.50	
11	Qualifications and Experience of Key Personnel	78.35	20.00%	15.67	
12	Work Plan/Approach	79.34	35.00%	27.77	
13	Price	98.60	30.00%	29.58	
14	**Total**		**100.00%**	**84.52**	***3***
15	**Strive Well-Being, Inc.**				
16	Qualifications of the Firm/Team	*72.00*	15.00%	*10.80*	
17	Qualifications and Experience of Key Personnel	79.15	20.00%	15.83	
18	Work Plan/Approach	82.00	35.00%	28.70	
19	Price	100.00	30.00%	30.00	
20	**Total**		**100.00%**	***85.33***	***2***
21	**ACME Manpower, Inc.**				
22	Qualifications of the Firm/Team	70.67	15.00%	10.60	
23	Qualifications and Experience of Key Personnel	85.85	20.00%	17.17	
24	Work Plan/Approach	77.34	35.00%	27.07	
25	Price	86.87	30.00%	26.06	
26	**Total**		**100.00%**	**80.90**	***5***
27	**Bread & Water Landscape, LLC**				
28	Qualifications of the Firm/Team	*69.33*	15.00%	*10.40*	
29	Qualifications and Experience of Key Personnel	80.00	20.00%	16.00	
30	Work Plan/Approach	85.34	35.00%	29.87	
31	Price	88.87	30.00%	26.66	
32	**Total**		**100.00%**	**82.93**	**4**

C. Price Analysis

Region 1

The recommended amount has been determined to be fair and reasonable based on adequate price competition, an Independent Cost Estimate (ICE), technical analysis, and price analysis.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1	BriteWorks, Inc.	$4,715,617	$4,876,710	$4,715,617
2	Strive Well-Being, Inc.	$4,675,330		
3	Urban Graffiti Enterprises, Inc.	$4,949,730		
4	Bread &Water Landscape, LLC	$5,588,640		
5	ACME Manpower, Inc.	$5,588,640		

Region 2

The recommended amount has been determined to be fair and reasonable based on adequate price competition, an ICE, technical analysis, and price analysis.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1	Strive Well Being, Inc.	$5,812,080	$6,361,440	$5,812,080
2	Urban Graffiti Enterprises, Inc.	$6,364,208		
3	BriteWorks, Inc.	$5,895,123		
4	ACME Manpower, Inc.	$6,691,020		
5	Bread & Water Landscape, LLC	$6,539,190		

D. Background on Recommended Contractors

BriteWorks, Inc.
BriteWorks, Inc. (BriteWorks), established in 2001, specializes in commercial and industrial quality cleaning for the business community. BriteWorks currently provides graffiti abatement and trash removal services to Metro as a subcontractor and performance has been satisfactory.

Strive Well-Being, Inc.
Strive Well-Being, Inc. (Strive Well-Being), established in 2012, is a consulting, facility, safety management, fitness, and wellness services company. Together with its subcontractor, the Strive Well-Being team brings a combined 35 years of experience providing graffiti removal services for public agencies. Strive Well-Being provided graffiti survey and abatement services at Metro headquarters in 2021, and performance was satisfactory.

DEOD SUMMARY

GRAFFITI ABATEMENT SERVICES FOR REGIONS 1, AND 2 / OP91160(3)001R1, OP91160(3)002R2

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.

Region 1:

Briteworks, Inc., an SB Prime, is performing 57% of the contract work with its own workforce and listed one non-certified subcontractor to also perform on this contract.

	SBE Prime Contractor	SBE % Committed
1.	Briteworks, Inc. (Prime)	57%
	Total Commitment	57%

Region 2:

Strive Well Being, Inc., an SB Prime, is performing 30% of the contract work with its own workforce and listed one non-certified subcontractor to also perform on this contract.

	SBE Prime Contractor	SBE % Committed
1.	Strive Well Being, Inc. (Prime)	30%
	Total Commitment	30%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. 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.

GRAFFITI ABATEMENT SERVICES – 2025-0967

Operations, Safety, & Customer Experience Committee Meeting
November 20, 2025

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) 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, for a combined NTE amount of $4,715,617, effective February 1, 2026, subject to 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, for a combined NTE amount of $5,812,080, effective February 1, 2026, subject to resolution of any properly submitted protest(s), if any.

Metro

ISSUE & DISCUSSION

ISSUE

The existing regional contracts providing graffiti abatement services expire on January 31, 2026. New contract awards are required to ensure continuity of maintenance services, effective February 1, 2026.

DISCUSSION

In July 2025, the Board approved award of three contracts to Strive Well-Being (Region 1), BriteWorks, Inc. (Region 2), and Urban Graffiti Enterprises, Inc. (Region 3) to provide graffiti abatement services (File #2025-0406), subject to the resolution of any properly submitted protests. After receiving a protest appeal, staff discovered a calculation error in the Total Score for Region 2 which results in a different recommended firm for Regions 1 and 2. Since the RFP was limited to one region award per firm, Region 1 is now being recommended to BriteWorks, Inc. and Region 2 is now being recommended to Strive Well-Being, Inc. There is no change to the original award for Region 3.

One of the PET member's total score for Qualifications of the Firm/Team was inadvertently omitted from the overall formula calculation. After staff corrected the formula to include all PET members' scores, the result is a different recommended firm than previously recommended to the Board.

Staff conducted a spot audit of contracts that have been awarded this calendar year and did not discover any other calculation errors. Staff is confident this was an isolated issue and there is no reason to believe this is a systemic issue.

ISSUE & DISCUSSION

REVISED AWARDEE	Region 1	Region 2
• BriteWorks Inc.	**84.68%**	84.52%
• Strive Well-Being, Inc.	85.33%	**85.33%**

Strive Well-Being, Inc. was the second-ranked firm for both Regions 1 and 2 and is recommended for Region 2, the larger region in terms of size and number of locations covered. For Region 1, contract award is being recommended to BriteWorks, Inc., the third-ranked firm. There is no change to the original award for Region 3.

DEOD COMMITMENT

Small Business (SB) Prime (Set-Aside)

Metro

File #: 2025-0824, **File Type:** Oral Report / Presentation **Agenda Number:** 30.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 20, 2025**

SUBJECT: ZERO EMISSION BUS (ZEB) PROGRAM UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE 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.

ISSUE

This update provides a status report on the ZEB transition plan, including bus acquisition, division electrification, funding status, and upcoming program activities. Due to major safety, schedule, and cost concerns, staff have canceled the bus procurement and will reprocure ZEBs through a four-prong acquisition strategy for the same number of buses. While the re-procurement is underway, there is an opportunity to accelerate the delivery of ZEB busses through piggybacking existing State schedule contracts. In addition, in parallel with this Report, staff are recommending award for a Progressive Design Build Operate and Maintain (PDBOM) contract to electrify Divisions 18 (Carson) and 7 (West Hollywood) as well as an equipment purchase and installation of en route chargers for the North San Fernando Valley Transit Improvements Project (NSFV TIP), the North Hollywood to Pasadena Bus Rapid Transit (NH2P BRT), and other sites across the County. Recommendations for the PDBOM and en route chargers are submitted to the Board in separate reports.

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 upon cost and performance equivalence with Compressed Natural Gas (CNG) buses, as well as continued advancements in charging infrastructure. In 2018, the California Air Resources Board (CARB)'s Innovative Clean Transit (ICT) regulation mandated that all transit agencies in the state operate zero-emission fleets by 2040. In addition, ICT ZEB purchase requirements for large transit agencies require 25% of bus purchases to be zero emissions by 2023, 50% by 2026, and 100% by 2029.

Metro has met all state-mandated program requirements a decade earlier than the ICT mandate of 2029. In September 2019, Metro awarded its final option for CNG buses and committed to having 100% zero emissions in all future procurements. Furthermore, since October 2020, Metro has powered its bus fleet with 100% Renewable Natural Gas. Since the Board endorsed the ZEB Strategic Plan, Metro prepared a ZEB Program Master Plan in 2022 and a Master Plan Update in 2023. In September 2024, staff prepared a more detailed plan to deliver a 100% ZEB fleet no later than 2035. This ensures Metro's ability to continue providing reliable bus service, including availability of operations and maintenance funding to support the full seven million annualized revenue service hours as planned through the NextGen Bus Plan.

In 2021, Metro electrified the G Line, which has accumulated more than five million miles of zero-emission service. Electrification of the J Line and Division 9 (El Monte) is also underway.

DISCUSSION

Bus Acquisition
In January 2023, the Board authorized the solicitation of new battery electric buses pursuant to Public Contract Code (PCC) §20217. In April 2024, while the U.S. transit bus manufacturing industry was at a point of crisis, Metro released the largest solicitation for ZEBs in U.S. history, with a base order of 260 battery electric buses (BEBs) and 20 hydrogen fuel cell electric buses (FCEBs), with options to purchase up to 1,160 ZEBs. In July 2024, Metro increased the solicitation option amounts, allowing purchases of up to 1,980 ZEBs, and requested that Original Equipment Manufacturers (OEMs) propose an alternative base order quantity. Two proposals were received in March 2025, and despite enormous effort to prepare a solicitation that would bolster the transit bus manufacturing industry, Metro staff will not recommend an award due to major safety, schedule, and cost concerns. Instead, staff has canceled the procurement.

From a safety perspective, proposers could not meet the requirement for both a fully enclosed operator compartment and a driver exit window. In 2024, Metro achieved a significant milestone by retrofitting its entire bus fleet with full operator doors, resulting in a 67% decline in operator assaults and a 100% decline in violent assaults against operators. As the agency begins the design phase for our new bus, staff has a valuable opportunity to augment our dedication to operator safety by adding a fully integrated operator compartment and an operator exit window. Responsive proposers were reluctant to modify their bus design to meet the Metro specification for an integrated compartment.

From a schedule perspective, the highest-scoring technical proposal did not include a schedule that met Metro's requirements, nor a rate of bus deliveries. Metro's schedule required that bus deliveries begin in April 2028 to ensure both a maximum number of buses delivered before the 2028 Olympic and Paralympic Games and that CNG buses would be replaced prior to the expiration date of the

onboard CNG storage tank, which will begin to expire in September 2028.

From a cost perspective, the proposed best and final offer pricing from the highest scoring proposal returned for the BEB base buy was 7.4% above Metro's cost estimate- a more than $36.5 million cost impact. In other words, at the proposed contract price, Metro could afford 18 fewer buses compared to the cost estimate, which would have ripple effects for long-term capital planning and affordability for bus replacements.

While no award is recommended for the bus procurement, staff recommend pursuing the following four-prong bus acquisition strategy to ensure that bus replacements and ZEB program milestone progress remain on schedule:

1) Procure up to forty (40) BEBs through a state schedule contract (either the Washington or Colorado state schedules).
2) Update technical specs and re-release Request for Proposals (RFP) with up to (two) 2 bidding opportunities with base buys totaling 240 BEBs and options of up to 1,600 additional BEBs.
3) Pilot with international bus manufacture(s) for ten (10) 40' high range BEBs and ten (10) 60' articulated high range BEBs with options of up to 60 additional BEBs to encourage the advancement of technology and potential interest in U.S. market.
4) Procure twenty (20) FCEBs through a state schedule contract or separate procurement.

Participating in a state schedule contract will facilitate the prompt acquisition of buses and ensure compliance with our ZEB transition commitments. State schedule contracts have shorter lead times than standard procurements because specifications, options, and pricing are pre-negotiated with the OEM, and pre-production design and engineering complexity is reduced. State schedule contract pricing tends to be lower as well. Lastly, while state schedule contracts may not include options for a fully integrated operator compartment with an exit window, Metro can incorporate the requirement in the larger procurement of BEBs. Furthermore, industry outreach has indicated that the U.S. market has evolved and additional transit bus OEMs are able to provide BEBs, which makes it likely that Metro will receive more proposals on the procurement re-release, increasing competitive tension and the likelihood that proposers will meet all of Metro's requirements including delivery schedule. The RFP will be restructured to foster more competitive pricing and to promote technological advancements. This will be achieved by providing bidding opportunities for established OEMs capable of meeting Metro's delivery schedule and safety requirements. Additionally, there will be smaller pilot opportunities for OEMs with innovative technologies that can successfully fulfill Metro's requirements for extended service ranges. By pursuing this four-prong strategy, Metro will exceed its near-term goal to own 256 ZEBs by the end of 2028 as presented in the latest bus delivery schedule from the ZEB Program Quarterly Update in September 2024 and re-establish a pathway for long-term delivery certainty. Through this approach, Metro will also increase the number of ZEBs in the fleet for the 2028 Olympic and Paralympic Games.

Charging Infrastructure
Despite the need to re-procure, the bus procurement, Metro continues to meet program and division electrification schedule commitments. The next major milestone in Metro's transition to a ZEB fleet is full electrification of the J Line before the end of 2025. Electrification of the J Line requires depot

charging and en route equipment at Divisions 9 (El Monte) and 18 (Carson), en route charging equipment at Harbor Gateway Transit Center, El Monte Transit Center (EMTC), and a fleet of at least forty-two (42) electric buses. The charging equipment has been installed and commissioned, except for EMTC, which is in pre-commissioning. Metro anticipates that all required buses will be available for service in early December.

Construction of the gantry structure and installation of depot charging equipment at Division 9 continue to progress on schedule and will be complete in Spring 2026. Completion of the gantry structure is not required for full J Line electrification.

In March 2025, Metro released a Progressive Design Build Operate and Maintain (PDBOM) solicitation to electrify Divisions 18 and 7 (West Hollywood). Proposals were received in July 2025, and staff are recommending a contract award in parallel with this report. The project will construct more than 400 electric bus charging positions between the two divisions. Staff have identified an opportunity to include operations and maintenance of the charging equipment and charge management, and energy management systems under the project scope. Staff anticipate that both divisions will be electrified prior to the 2028 Olympic and Paralympic Games.

In 2024, Metro released a solicitation to procure en route charging equipment and submitted utility service requests for eleven charging sites in the Los Angeles Department of Water and Power (LADWP) service territory. Staff are recommending an en route charging equipment contract award in parallel with this report. Metro has retained its program planning consultant, AECOM, to prepare advanced conceptual designs and site condition assessments for each site. At the completion of this scope, Metro will prioritize detailed designs and develop delivery strategies for six en route charging sites that will support NH2P BRT, NSFV TIP, and Division 9 bus routes, with an aim to complete these sites no later than 2028.

FCEB Pilot
Metro continues to study the feasibility of hydrogen fueling infrastructure at Divisions 8 (Chatsworth) and 15 (Sun Valley) to support the 20 FCEBs that will be procured for the pilot. In September and October, Metro hosted several market sounding meetings with vendors across the hydrogen ecosystem to receive feedback on project development, delivery approaches, and funding opportunities. Staff expect to finalize the decision on the future location of hydrogen fueling infrastructure by the end of the year and will use market feedback to determine the delivery approach and develop a solicitation. The timing of the solicitation release will be based on the delivery approach.

In August, staff traveled to Oakland to visit the Port of Oakland, the world’s largest heavy-duty hydrogen fueling station, and AC Transit, which operates 30 FCEBs and two hydrogen fueling stations. The visit was organized by the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) Hydrogen Hub, a public-private partnership organized to accelerate hydrogen projects on an industrial scale. The ARCHES 1,000-Bus Initiative seeks to deploy 1,000 FCEBs across thirteen California transit agencies over the next eight years. In October, the U.S. Department of Energy canceled $1.2 billion in federal funding for ARCHES.

Funding

To date, Metro has secured more than $1.5 billion from a mix of federal, state, and local sources for the ZEB Program. Tables 1 and 2 below outline the funding status for current and near-term ZEB charging infrastructure and bus acquisition projects. Project costs are based on estimates, not actual expenses.

Table 1. Funding Status for Charging Infrastructure Projects

Project	% Funded
Division 9	100%
Division 18	100%
Division 7	70%
NH2P BRT & NSFV TIP	100%
Hydrogen Fueling Infrastructure	0%
Division 5	0%
Division 13	0%

Table 2. Funding Status for Bus Acquisition Projects

Project*	% Funded
(40) State Contract BEBs	100%
(20) State Contract FCEBs	0%
(240) BEB Base Buy	100%
(20) BEB Pilot	0%
(173) Division 7 Buses	87%
(201) Division 5 Buses	0%
(184) Division 13 Buses	0%

** Parentheses indicate the total number of buses per acquisition*

Divisions 9 and 18's charging infrastructure is fully funded, while Division 7 is currently 70% funded. Metro has applied for $104.6 million in Congestion Mitigation and Air Quality (CMAQ) funds to fill the unmet need for Division 7 infrastructure and buses. The first 260 battery electric buses (BEBs) are also fully funded, as well as 87% of funding for Division 7 buses.

No funds have been secured for buses or charging infrastructure for Division 5 - although Metro has applied for $95 million and $39 million of 2025 Low and No Emissions and Bus and Bus Facilities funding (respectively). Likewise, no funds have been secured for buses or charging infrastructure in Division 13. The twenty FCEBs and hydrogen fueling infrastructure also remain unfunded.

The table below outlines pending funding requests for ZEB Program projects:

Table 3. Pending Funding Requests for ZEB Projects			
Grant	**Amount (in millions)**	**Project**	**Status**
CMAQ	$104.6	Infrastructure & Buses for Division 7	Award decisions expected end of 2025
2025 LowNo/BBF	$95 (LoNo)	Infrastructure & Buses for Division 5	Award decisions expected end of 2025
	$39 (BBF)	Infrastructure & Buses for Division 5	
AHSC – Round 9	$25.9	Buses for Divisions 5 & 13	Award decisions expected end of 2025

While the current federal surface transportation authorization bill, which provided major infusions of funding for zero-emission vehicles and infrastructure, will expire on September 30, 2026, Metro continues to pursue an aggressive funding strategy for the ZEB Program. In September, Metro adopted the USA BUILD Initiative as Metro's official proposal to Congress and the Executive Branch as they consider replacing the Bipartisan Infrastructure Law (BIL) (P.L. 117-58).

Planning Activities

While there has been no change in the division's electrification and bus acquisition schedule since September 2025, staff are continually evaluating strategies and approaches to not only deliver the ZEB capital program but also ensure a seamless transition and long-term reliability of the bus fleet and charging equipment. The partnership between Operations and Program Management has proved highly effective in maintaining the division's electrification schedule, and staff are coordinating to develop charging infrastructure project delivery strategies that optimize the overall program schedule by evaluating existing resources, funding availability, and division-specific considerations and sequence. Staff have also begun to incorporate non-revenue charging plans into ZEB electrification plans to optimize equipment requirements, reduce costs, and mitigate conflicts and impacts to operations. Other planning activities include development of maintenance strategies for long-term reliability, change and operational management strategies to ensure staff across the agency are prepared for division-level ZEB operations, and safety and hazard assessments to evaluate risks, impacts, and mitigations and guide preparedness, response, and recovery procedures for Metro's ZEB operations.

FINANCIAL IMPACT

The total requested LOP budget is a combination of the contract amount up to 40 BEBs for $50,000,000 plus $2,000,000 million for professional and technical support and labor. Project funds will be budgeted under project 201078 in cost center 3320 Bus Acquisition. This will be a multi-year contract, and the cost center manager, 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

Funding for the requested LOP will come from a mix of State and Local sources that are eligible and available when required and provided to the project based on Board-authorized priorities.

EQUITY PLATFORM

The purpose of this report is to provide a program-level status update; project-specific equity impacts are discussed in detail in their respective project reports. Divisions 1, 2, 3, 5, and 9 are located within Equity Focus Communities (EFCs). Divisions 9 and 5 will be in the first half of the electrification schedule, and Divisions 1, 2, and 3 will be in the latter half. Because EFC residents may have a higher reliance on bus transit, delays to the electrification schedule could disproportionately impact EFCs by delaying air quality improvements through emissions reductions. However, despite these risks, the division electrification schedule and achievement of related air quality improvements currently remain on track. The use of a state contract for the procurement of a small quantity of buses will facilitate an accelerated delivery timeline of zero-emission buses and ensure Metro's transition remains on schedule despite issuing a new RFP.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This update supports Goal #3 to enhance communities and lives through mobility and access to opportunity and Goal #4 to transform LA County through regional collaboration and national leadership.

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. These declining VMT trends are 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 operational activities that will maintain and encourage transit ridership. Metro’s transition to a ZEB fleet will enhance customer experience with vehicles that are quiet and use zero-emission technology. Metro’s Board-approved 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.

NEXT STEPS

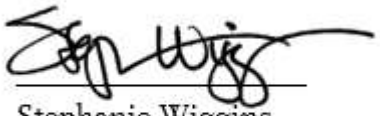
Staff will continue to deliver on the charging infrastructure projects at Divisions 9, 18, and 7. Staff will also pursue the three-pronged bus acquisition strategy to ensure that bus deliveries remain on track.

ATTACHMENT

Attachment A - Board Motion 50

Prepared by: Shaun Miller, Deputy Executive Officer, Project Management, (213) 922-4952
Amy Romero, Deputy Executive Officer, Project Management, (213) 922-5709
Matthew Dake, Deputy Chief Operations Officer, Vehicle Maintenance & Engineering, (213) 922-4061

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

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



Zero Emission Bus (ZEB) Program Quarterly Update

VEHICLE ENGINEERING & ACQUISITION

Metro

Charging Infrastructure Project Updates

Division 9 & El Monte Transit Center

- Final gantry truss erected in May
- Roofing and shade sails install ongoing
- Opportunity chargers commissioning phase

Division 18 & 7

- Recommended award to Board in December

J Line Electrification

- Daily average of 13 battery electric buses (BEBs) running on the line
- Harbor Gateway Transit Center in-use for layover charging
- Anticipated complete by end of calendar year



Photo: Division 9 Bus Yard Opportunity Chargers

Opportunity Charging Sites (Countywide)

- Charging equipment procurement in blackout
- Advanced conceptual design and site conditions assessment to be complete this fall
- Prioritizing designs and delivery strategy for North Hollywood Transit Center, North San Fernando Valley Transit Improvements Project, and sites supporting Division 9 buses (sites in bold)

North Hollywood Transit Center
Universal / Studio City Station
Division 8 & 15 (for NSFV only)
Terminal 28
Figueroa & 117th Layover
Artesia Station
Central Maintenance Facility
Canoga Station
Chatsworth Station
Maple Lot
Sylmar Metrolink Station

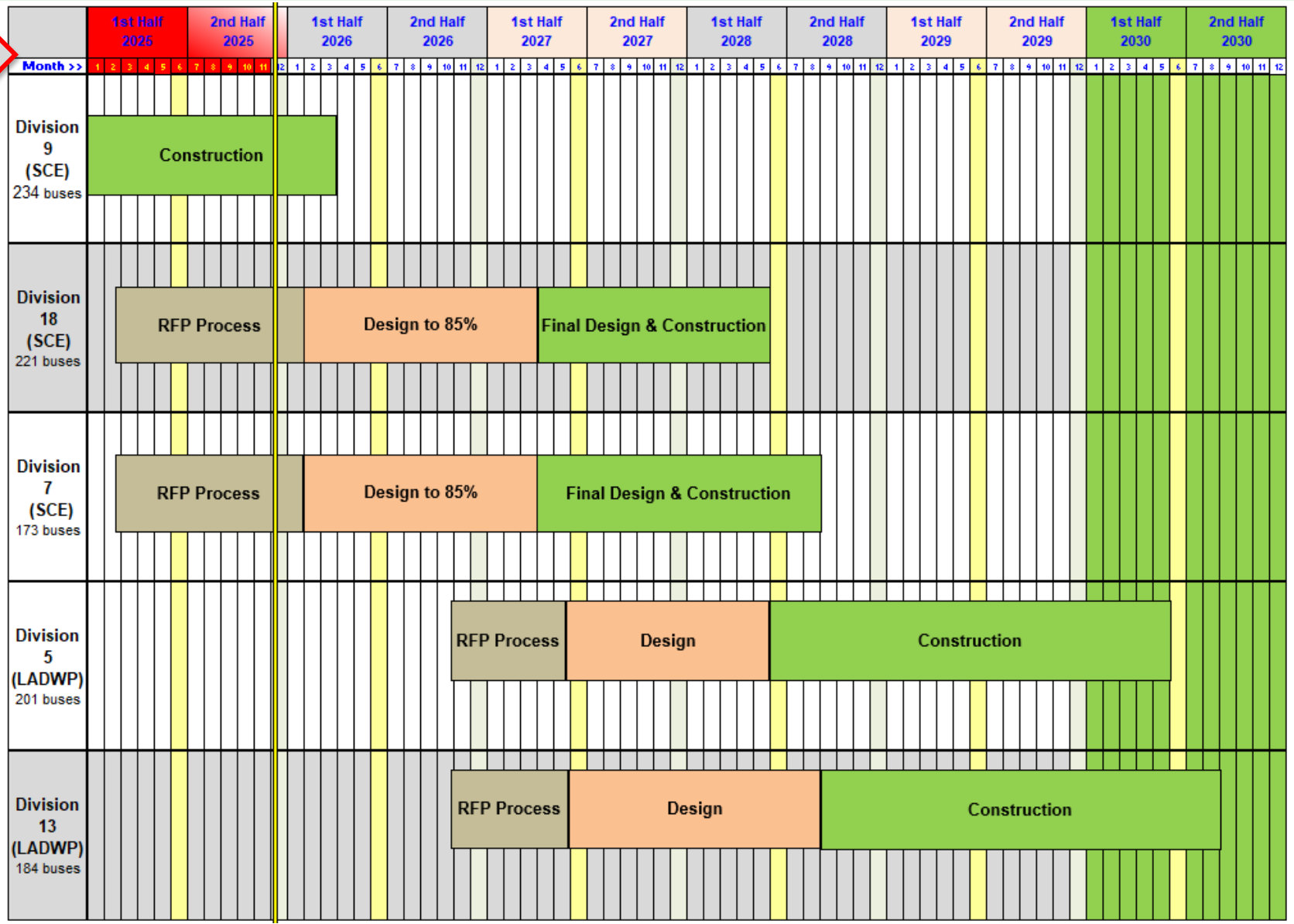
Metro

Status of Division Electrification (First Five Divisions)

Electrification schedule for first five divisions

Contract award for 18 & 7 <u>two months ahead of schedule.</u>

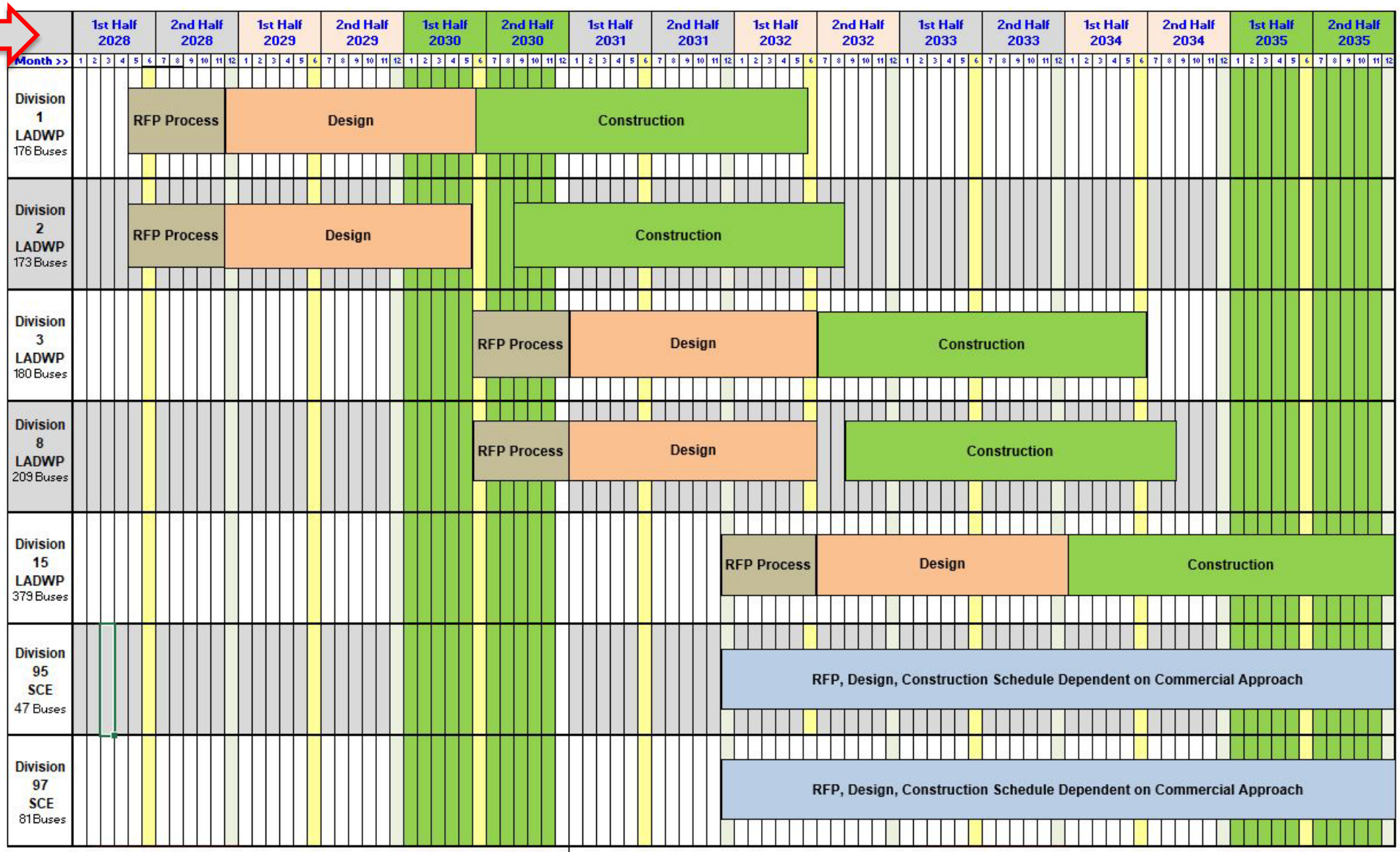
<u>NO CHANGE</u> in program schedule since July '25 committee update.



Metro

Division Electrification (Latter Five and Contract Service Divisions)

Electrification schedule for latter five directly-operated and two contract service divisions

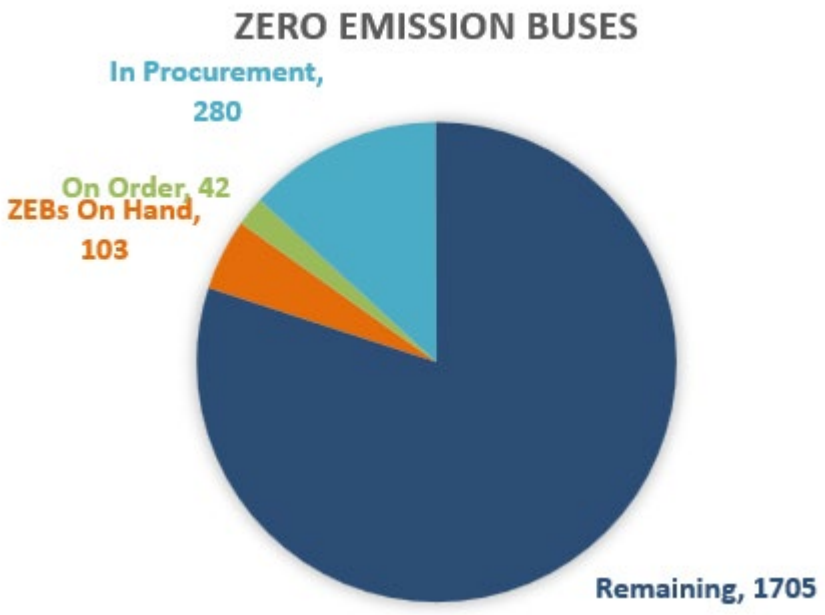


Metro

Status of Bus Acquisition

Current Fleet

- 4.8% of fleet converted to ZEB*



*Assumed future fleet size of 2,130 buses
Data as of 10/17/25

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Regional Bus Procurement

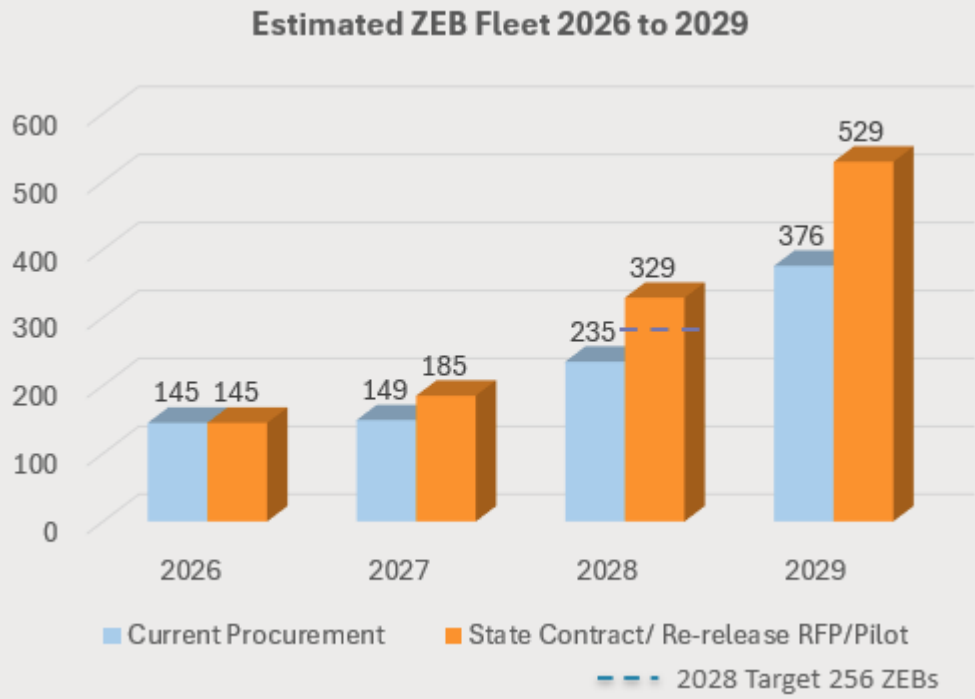
- Staff cancelled procurement due to major safety, schedule, and cost concerns.
  - Proposers could not meet requirement for fully enclosed operator compartment and driver exit window.
  - Highest scoring technical proposal did not include schedule that met Metro's requirements.
  - Highest scoring proposal returned base buy cost estimate 7.4% above Metro's cost estimate – a $36.5 million cost impact.

BYD Bus Deliveries

- *53* of *95* K9MD buses have been delivered
- BYD is currently 30 buses behind schedule
  - Liquidated damages (LDs) for delayed buses and manuals
- Challenges persist in achieving delivery targets, ensuring quality control on the production line, and providing warranty support.

Bus Procurement Approach

- **State contract**
  - Shorter lead times
  - Estimated delivery up to 40 BEBs in 2027
- **Re-release RFP**
  - Additional competition
  - Meet safety requirements
  - Encourage growth of bus OEMs in the U.S. market
  - Meet Metro schedule for CNG bus Replacement, infrastructure implementation and 2035 zero-emission goal.
- **Pilot with International OEM**
  - New technology to drive continuous improvement
  - Promote the entry of new OEMs and support their investments in the U.S. market.



Metro

Program Funding Status

Infrastructure & Bus Funding

- More than $1.5 billion in federal, state, and local funding secured to date.
- Metro is awaiting award decisions for the following applications:
  - **$9 million** for buses from Affordable Housing & Sustainability Communities program
  - **$104.6 million** for Division 7 buses and infrastructure from Congestion Mitigation & Air Quality program
  - **$95 million** from Low or No Emissions and **$39 million** from Bus & Bus Facilities programs for Division 5 buses and infrastructure.*

Metro

*** FTA will prioritize low emission over zero emission projects and has allowed grantees to change zero emission awards to low emission.**

Infrastructure

Project	% Funded
Division 9	100%
Division 18	100%
Division 7	70%
NH2P BRT & NSFV TIP	100%
Hydrogen Fueling	0%
Division 5	0%

Buses

Project	% Funded
(40) State Contract BEBs	100%
(20) State Contract FCEBs	0%
(220) BEB Base Buy	100%
(20) BEB Pilot Buses	0%
(173) Division 7 Buses	87%
(201) Division 5 Buses	0%

Grant Updates and Continuing Activities

Upcoming project activities

- Division 18 & 7 Progressive Design Build Operate and Maintain (PDBOM) contract Phase 1 will commence should the Board approve the contract recommendation.
- Anticipate achieving J Line electrification by end of year.
- Hydrogen Fueling Infrastructure Feasibility Study for 20 fuel cell electric buses (FCEBs).
- Integrate non-revenue charging and maintenance strategies into planning efforts.



Photo: BYD K9MD bus at Harbor Gateway Transit Center

Metro

THANK YOU



Metro