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LOS ANGELES COUNTY METROPOLITAN
16 TRANSPORTATION AUTHORITY

17 **SUPERIOR COURT OF THE STATE OF CALIFORNIA**
18 **COUNTY OF LOS ANGELES**

19 LOS ANGELES COUNTY METROPOLITAN
20 TRANSPORTATION AUTHORITY, a public
entity,

21 Petitioner and Plaintiff,

22 v.

23 CITY OF BURBANK, a municipal corporation;
24 and DOES 1-10, inclusive,

25 Respondents and Defendants.
26
27
28

Case No. 26STCP01904

**DECLARATION OF MICHAEL
MCKENNA IN SUPPORT OF PETITIONER
AND PLAINTIFF'S MOTION FOR
PRELIMINARY INJUNCTION**

ASSIGNED FOR ALL PURPOSES:
Hon. Stephen Morgan

Hearing Date: July 16, 2026
Time: 1:30 p.m.
Dept.: 416

Action filed: May 19, 2026 (CEQA)

1 I, Michael McKenna, declare as follows:

2 ***I. Introduction***

3 1. I am currently employed by the Los Angeles County Metropolitan Transportation
4 Authority (Metro), Petitioner and Plaintiff in the above-captioned matter. My title is Deputy
5 Chief Program Management Officer. As a result of my background in engineering and duties as
6 Deputy Chief Program Management Officer, I am familiar with the plans, contracts, construction
7 schedule, and budget for the North Hollywood to Pasadena Bus Rapid Transit Corridor Project
8 (Project). The matters set forth in this declaration are within my personal knowledge, and if
9 called upon to testify as to these matters, I could and would so testify. I make this declaration in
10 support of Metro's Motion for Preliminary Injunction (PI Motion) filed concurrently herewith.

11 2. I am the authorized Metro representative who verified Metro's Petition for Writ of
12 Mandate and Complaint for Declaratory and Injunctive Relief, Breach of Contract, Breach of the
13 Implied Covenant of Good Faith and Fair Dealing, and Damages (Verified Petition) in this
14 action. I verified the Petition based on my personal knowledge and my review of Metro's
15 records, and the factual allegations in the Petition remain true and correct to the best of my
16 knowledge. The exhibits attached to the Verified Petition are true and correct copies of the
17 documents described in the Petition. For purposes of the PI Motion, I incorporate the Verified
18 Petition and its exhibits into this declaration.

19 ***II. The Cooperative Agreement***

20 3. Metro and the City of Burbank entered into the Cooperative Agreement
21 (Agreement) to coordinate the parties' respective roles in the implementation of the Project's
22 Burbank segment. A true and correct copy of the Cooperative Agreement is attached to the
23 Verified Petition as Exhibit C. The Agreement defines the Project, allocates responsibility for
24 design, plan review, and permitting between Metro and the City, sets schedule expectations, and
25 provides a process for resolving disputes. The Agreement also commits each party to coordinate
26 in good faith and to support the Project Schedule. (Agreement, §§ 1.1(a)-(b), 2.4(a), 2.5(b)(iii).)

1 4. The Agreement defines the Project in Exhibit 1 and the Final Environmental
2 Impact Report (FEIR) and identifies the Project Site in Exhibit 3. (Agreement, Art. 11
3 [definitions of “NoHo to Pasadena Project,” “Project Description,” and “Project Site”]; *id.*, Exhs.
4 1, 3.) The Project Description states that the “Project will operate along a combination of local
5 roadways and freeway sections with various configurations of mixed-flow and dedicated bus
6 lanes depending on location.” (*Id.*, Exh. 1.) The FEIR describes the configuration for the
7 Burbank segment by location. It states that “[b]etween Buena Vista Street and Downtown
8 Burbank, Olive Avenue would be reconfigured to provide dedicated side-running bus lanes
9 accomplished by conversion of the outside travel lane,” with mixed-flow operations “at
10 constrained locations including across the Olive Avenue bridge,” and it describes curb-running,
11 median-running, and additional dedicated and mixed-flow segments at other locations in the
12 City. A true and correct copy of the FEIR’s Project Description of the alignment within Burbank
13 (FEIR pp. 2-15 to 2-16) is attached hereto as **Exhibit S**. The Project Site in the Agreement
14 depicts these alignment configurations along the corridor, identifying center-running, median-
15 running, curb-running, side-running, mixed-flow, and freeway-running mixed-flow segments.
16 (Agreement, Exh. 3, Part A.) The configuration of dedicated and mixed-flow bus lanes is a
17 feature of the Project as defined by reference to Exhibit 1 and the FEIR and as depicted in the
18 Project Site.

19 5. The Agreement reserves to Metro the authority over the Project Description and
20 the Project’s design. Metro may “amend the scope of the [Project] as set out in EXHIBIT 1
21 (Project Description)” “in its sole discretion subject to the FEIR and any required board
22 approvals.” (Agreement, § 1.1(e).) As between Metro and the City, Metro “will be responsible
23 for ensuring that the Design for the Construction work for the [Project] complies with Applicable
24 Law and the FEIR,” and Metro “has sole discretion to determine whether, and which, features or
25 facilities are required in order for [Metro] to comply with its obligations under Applicable Law.”
26 (*Id.*, § 3.3(c).) Where a change to the Project would affect the City Portion, Metro must notify
27 the City and the parties must use good faith efforts to agree on any necessary amendment to the
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1 Agreement, with any unresolved matter escalated under the issue-resolution ladder. (*Id.*, § 1.1(f);
2 *id.*, Exh. 4, Part C.) The Agreement does not provide for City approval of the Project
3 Description, of the Project Site, or of the design features within them, including the configuration
4 of dedicated and mixed-flow bus lanes.

5 6. The Agreement defines the grounds and timing for the City’s review of LACMTA
6 Submittals. A “LACMTA Submittal” means the Design Documentation for a Rearrangement,
7 Construction Management Plans for work within the Public Rights-of-Way, and other documents
8 Metro must submit under the Agreement. (Agreement, Art. 11 [definition of “LACMTA
9 Submittals”].) A “Rearrangement” is the removal, replacement, restoration, alteration,
10 reconstruction, support, or relocation of a Conflicting Facility, or the installation of new and
11 required City Facilities, in each case which Metro “determines in its sole discretion” is necessary
12 for the Project to comply with Applicable Law, or which the parties mutually agree is necessary
13 to construct, operate, or maintain the Project. (*Id.*, Art. 11 [definition of “Rearrangement”].) The
14 City’s review authority thus runs to the design of work performed on City facilities to
15 accommodate the Project. It does not reach the Project’s own design or operational
16 characteristics. Metro need not submit for the City’s review any design for Construction work
17 that is not part of a Rearrangement, and Metro “has sole discretion to determine whether, and
18 which, features or facilities are required” for the Project to comply with Applicable Law. (*Id.*, §
19 3.3(c).)

20 7. The City has a 30-day LACMTA Submittal Review Period to approve or reject
21 each LACMTA Submittal, after which the submittal is deemed approved. (Agreement, Exh. 7,
22 §§ 2.2, 2.4, 10.13(c); *id.*, Art. 11 [definition of “LACMTA Submittal Review Period”].) If the
23 City rejects a submittal, it must state detailed reasons including all “Compliance Comments.”
24 (*Id.*, Exh. 7, § 2.2(b)(ii).) A “Compliance Comment” is a comment, objection, or withholding of
25 approval based on either the submittal’s failure to comply with an applicable provision of the
26 Agreement or Metro’s failure to provide required content. (*Id.*, Art. 11 [definition of
27 “Compliance Comment”].) “The City will only be entitled to reject a LACMTA Submittal . . . if
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1 such LACMTA Submittal fails to comply with the requirements set out in this Agreement, as
2 specified in the City’s Compliance Comments.” (*Id.*, Exh. 7, § 3.1.)

3 8. During the Final Design stage, the City “shall not raise any new issues, or make
4 any comments, which are inconsistent with its comments on earlier submittals, or with any
5 changes already agreed to by the City,” and the City’s approval of a Final Design submittal “will
6 not be withheld if the submittal is consistent with the most recent earlier submittal . . . modified
7 as appropriate to respond to the City’s Compliance Comments . . . and to reflect any subsequent
8 changes agreed to by the City and [Metro].” (Agreement, Exh. 7, §§ 3.3, 3.4.) If a City comment
9 or request constitutes a “Betterment,” the Agreement provides a separate process under which
10 Metro delivers a Notice of Potential Betterment and the City must withdraw the comment,
11 submit a Betterment request, or dispute the characterization through the issue-resolution ladder.
12 (*Id.*, Exh. 7, § 3.2(b); *id.*, § 5.1(c).) The City bears the cost of any Betterment, and Metro may
13 refuse a Betterment that is incompatible with the Project, that cannot be performed within
14 Applicable Law or the Project Schedule, or that is requested after the Basis of Design is
15 established. (*Id.*, §§ 5.3, 5.4.)

16 9. The Agreement also provides the City a defined role in issuing permits for Project
17 construction in the public right-of-way. Under Section 2.5(a), Metro must obtain City permits
18 and approvals and comply with City Standards relating to the Design and Construction of the
19 City Portion only “to the extent required under and in accordance with[] the terms of this
20 Agreement.” (Agreement, § 2.5(a).) Section 4.3(a) similarly provides that, “[n]otwithstanding
21 any LACMTA rights to use the Public Rights-of-Way under Applicable Law,” Metro must
22 obtain City permits and approvals and comply with City Standards relating to use of the Public
23 Rights-of-Way only “to the extent required under and in accordance with[] the terms of this
24 Agreement.” (*Id.*, § 4.3(a).) “City Standards” means the City’s design standards and ordinances
25 and City-owned utility rules and regulations governing the design of Rearrangements, as
26 specified in Exhibit 6 or adopted by the City and notified to Metro under Section 3.5. (*Id.*, Art.
27 11.) Exhibit 6 identifies those standards to include the Complete Streets Objective Design
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1 Standards, Burbank Water and Power Rules and Regulations, City of Burbank Public Works
2 Standard Plans, objective standards codified in the City Municipal Code, the Greenbook and
3 related standard plans, the California Manual on Uniform Traffic Control Devices, and Caltrans
4 Standard Plans and Specifications for traffic signal design. (*Id.*, Exh. 6, § 2.) The City agreed not
5 to adopt, amend, supplement, interpret, or apply City Standards for the sole or primary purpose
6 of affecting the Project. (*Id.*, § 3.5(a).) The City also agreed to coordinate with Metro to identify
7 required permits, agree on permit fees, keep permit procedures and timelines consistent with the
8 Agreement, and reasonably streamline the permit process to support timely Project delivery. (*Id.*,
9 § 2.5(b)(i), (iii).) Separately, construction within the public right-of-way must comply with the
10 approved Final Design for any Rearrangements, Governmental Approvals, Applicable Law, City
11 Standards, the applicable Work Order or Project Schedule, and Exhibit 8’s Construction
12 Requirements. (*Id.*, Exh. 8, § 1(a).) Taken together, the City’s review and permitting authority is
13 limited to addressing implementation, construction coordination, traffic control, safety, utilities,
14 and work in the public right-of-way.

15 10. The Agreement imposes obligations that apply to all of the City’s actions under it.
16 Every approval required under the Agreement, including every plan approval and every permit,
17 must not be “unreasonably withheld, conditioned, or delayed.” (Agreement, §§ 2.10, 10.13(b).)
18 The City committed to provide “expedited review and approval procedures” for design,
19 permitting, and related functions. (*Id.*, § 1.1(a).) Both parties agreed to coordinate in good faith
20 and to support the Project Schedule. (*Id.*, §§ 2.4(a), 2.5(b)(iii).)

21 ***III. Metro’s Plan Submittals and the City’s Responses***

22 11. The Agreement establishes Final Design as the design phase that produces the
23 construction-ready plans for the Project. (Agreement, Art. 11 [definition of “Final Design”].)
24 Under those procedures, during Final Design, Metro is required to make submittals at the 100%
25 Design stage and at the Approved-for-Construction stage. The Agreement provides that the
26 City’s approval (or deemed approval) of the Approved-for-Construction plans is the prerequisite
27 to commencement of construction. (*Id.*, Exh. 7, § 4.)

1 12. On January 16, 2026, Metro submitted 100% Design plans to the City in
2 accordance with Section 3.3 and Exhibit 7 of the Agreement. The submittal comprised plans for
3 the Burbank segment of the Project, including engineering, structural, traffic-signal, signing and
4 striping, drainage, utility, station, architectural, lighting, and landscape plans. On or about
5 February 17, 2026, the City returned the 100% Design submittal with written comments and
6 redlines on the plans. The City’s comments were entered by reviewers from the City’s
7 Community Development Department (Transportation), the City’s Public Works Department
8 (Engineering and Traffic), and Burbank Water and Power (Electric and Water). In the ordinary
9 course of business, Metro compiled the City’s comments into a comment matrix for tracking and
10 response. A true and correct copy of that matrix, which accurately reflects the comments the City
11 made on the 100% Design submittal, is attached as **Exhibit T** to this declaration. The bulk of the
12 City’s comments concerned technical matters within the City Standards identified in Exhibit 6,
13 including streetlight conduit specifications, water and recycled-water main labeling, pull-box
14 dimensions and locations, traffic-signal cabinet configurations, drainage profile updates, utility-
15 conflict identification, curb-ramp ADA compliance, and station-shelter installation details.

16 13. A small set of the City’s comments on the 100% Design submittal did not address
17 technical compliance with City Standards. Those comments instead conditioned the entire review
18 or demanded changes to features within the Project Description. The City’s first comment on the
19 title sheet of the 100% Design submittal stated that “[i]n accordance with the two letters (dated
20 January 30, 2026 and February 17, 2026) delivered by the City to Metro, the City will not
21 approve or provide construction permits for this project unless Metro, in its capacity as lead
22 agency for the North Hollywood to Pasadena BRT[,] completes subsequent environmental
23 review to determine potentially significant impacts around any SB 79 “Transit Oriented
24 Development Stops’ located in the City of Burbank.” The same comment further stated that
25 “[a]ll comments and red lines contained in this document and any corresponding attachments are
26 contingent upon Metro’s completion of subsequent environmental analysis.” (Exh. T, Comment
27 92.) Separately, the City’s comments on the signing and striping sheets directed Metro to remove
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1 the bus lane striping on Olive Avenue between Buena Vista Street and Lake Street and to remove
2 or relocate overhead signage associated with the dedicated bus lanes on that segment. (*Id.*,
3 Comments 106, 107, 117.)

4 14. On April 16, 2026, Metro submitted Approved-for-Construction plans to the City
5 for review in accordance with Section 3.3 and Exhibit 7 of the Agreement. The Approved-for-
6 Construction submittal comprised construction-ready plans for the Burbank segment of the
7 Project. On or about May 18, 2026, the City returned comments and redlines on the Approved-
8 for-Construction plans. The City’s May 18, 2026 letter is attached to the Verified Petition as
9 Exhibit P, and the cover sheet of Metro’s April 16, 2026 plan submission, bearing the City’s
10 Transportation comment purporting to make the City’s comments and redlines “conditioned”
11 upon Metro’s undertaking subsequent CEQA review is attached to the Verified Petition as
12 Exhibit Q. The City also transmitted a Community Development Department Transportation
13 memorandum dated May 18, 2026, summarizing Transportation comments on the plans. A true
14 and correct copy of that memorandum is attached as **Exhibit U** to this declaration.

15 15. As with the City’s comments on the 100% Design submittal, many of the City’s
16 comments on the Approved-for-Construction plans concerned technical matters that Metro can
17 review and respond to in the ordinary course under the Agreement-based process. For example,
18 the Transportation memorandum and redlines included comments concerning missing sheets,
19 tree installation or relocation, parking-lane dimensions, bicycle signage, bus shelter clearance,
20 ad-panel location, and slope labeling. Metro does not challenge the City’s ability to provide
21 technical comments of that nature under the Agreement, and Metro can continue working with
22 the City to resolve them.

23 16. But the City’s May 18, 2026 response also repeated the same non-technical
24 conditions that appeared in the City’s February 17, 2026 response to the 100% Design submittal.
25 The City again stated that it would not approve or provide construction permits for the Project
26 unless Metro completed subsequent environmental review to determine potentially significant
27 impacts around SB 79 “Transit Oriented Development Stops” in the City. The City further stated
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1 that “[a]ll comments and red lines contained in this document and any corresponding
2 attachments are contingent upon Metro’s completion of subsequent environmental analysis.”
3 Separately, the City’s comments again directed Metro to remove or modify dedicated bus lanes,
4 including by removing dedicated bus lane striping on Olive Avenue between Buena Vista Street
5 and Lake Street, removing bus lanes within 200 feet of BRT station pedestrian access points, and
6 removing overhead signage associated with bus lanes on Olive Avenue between Buena Vista
7 Street and Lake Street. As of the date of this declaration, Metro has not agreed to those
8 conditions, and the City has not withdrawn them.

9 17. Metro is proceeding on a parallel track for Worksite Traffic Control plans. Metro
10 submitted detailed Worksite Traffic Control plans to the City on March 5, 2026 in accordance
11 with section 5.3 and Exhibit 7 of the Agreement. The City provided preliminary general
12 comments on April 3, 2026. Metro incorporated those comments and resubmitted the updated
13 traffic control plan set on April 27, 2026. Metro received City comments and its rejection of
14 Metro’s submittal on May 28, 2026.

15 ***IV. The City’s Conditions Now Threaten the Agreement-Based Path to Construction***

16 18. At its regular meeting on May 28, 2026, Metro’s Board of Directors approved the
17 Life-of-Project budget for the Project of \$428,988,535 and authorized Metro’s Chief Executive
18 Officer to negotiate and execute Project-related agreements up to that budget. Metro is prepared
19 to execute the Early Works Package authorizing construction of the Burbank segment under
20 Metro’s existing Construction Manager/General Contractor contract with Myers-Shimmick Joint
21 Venture (MSJV) and to issue the notice to proceed in advance of the July 27, 2026 construction
22 start for the Burbank segment.

23 19. Under the Agreement-based process, the City’s approval of the Approved-for-
24 Construction plans and approval of the Worksite Traffic Control plans are a prerequisite to the
25 City’s issuance of the Excavation Permit (also called the encroachment permit; Metro and the
26 City have used the terms interchangeably). The Contractor submits the permit application
27 referencing the approved plans.

1 20. Metro must soon decide whether to direct MSJV to delay mobilizing the
2 additional craft resources needed to begin construction in Burbank on July 27, 2026. Many
3 MSJV staff who will oversee Burbank work are already on the Project team, supporting
4 Pasadena work or pre-construction activities. To meet the July 27, 2026 start, the MSJV team
5 must grow to fully staff the Glendale and Burbank work. Metro has until approximately late-June
6 2026 to direct that additional mobilization or to delay it. If Metro directs MSJV to hold off and
7 the City later approves the plans and issues the permit, MSJV may not be staffed to begin
8 construction on July 27, 2026. If Metro instead allows MSJV to mobilize as planned and the City
9 continues to withhold Project approvals, the resources committed to Burbank work will sit idle.

10 21. If the City’s refuses to approve the Approved-for-Construction plans and
11 Excavation Permit in time to allow MSJV to begin construction on July 27, 2026, the first
12 scheduled construction activity—the Stage 1 traffic-control setup at the Olive
13 Avenue/Hollywood Way and Olive Avenue/Lake Street intersections—will be delayed. Each
14 week the City continues to withhold approval past that point increases the risk of contractor
15 inefficiency, standby, escalation, extended overhead, and acceleration costs. Metro and MSJV
16 would work to minimize those costs, but the longer the delay continues, the harder they become
17 to avoid. These cost and schedule risks compound, but the more fundamental injury is to the
18 schedule itself. A delay of more than approximately two months in the Burbank construction
19 start would place the Project’s February 2028 revenue-service date at risk.

20 22. Although the Approved-for-Construction plans show the intended lane striping,
21 the physical striping that designates each lane is installed near the end of construction for a
22 segment. The construction scheduled to begin in Burbank on July 27, 2026 consists of earlier-
23 stage work, including traffic-control setup, utility and structural work, and roadway
24 reconstruction, that precedes and does not itself establish the final lane striping on Olive Avenue.

25 23. If the start of construction of the Burbank segment is delayed long enough to
26 threaten the February 2028 revenue-service target date, Metro and MSJV would need to consider
27 mitigation measures to try to recover time. Those measures could include opening an additional
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1 Burbank work heading, adding shifts or weekend work, or seeking to perform work during
2 periods that the current schedule treats as restricted. Those measures are not equivalent to
3 proceeding on schedule. Adding another Burbank work heading would require additional craft
4 resources, including self-performed and subcontracted labor, while MSJV is also performing
5 concurrent work in Glendale, North Hollywood, Eagle Rock, and Pasadena. In my experience,
6 that creates a meaningful risk of inefficiency and added cost.

7 24. The current construction schedule also accounts for a 2026 holiday construction
8 moratorium from November 23, 2026 through January 3, 2027. If delay pushes work into that
9 period, Metro may need to seek City authorization to continue work at certain locations. Metro
10 expects that work in downtown Burbank, including near Olive Avenue and San Fernando
11 Boulevard, would likely be restricted during the holiday period, although work in other locations
12 may be allowed. The need to work around those restrictions would add another layer of
13 sequencing and coordination risk if the City's delay pushes Burbank construction later into 2026.

14 25. Metro has already made substantial expenditures in reliance on the Project and the
15 parties' Cooperative Agreement. Metro had spent approximately \$26.4 million on the Project
16 before the Cooperative Agreement was fully executed. As of the latest cost report, Metro has
17 spent approximately \$75.0 million total on the Project, including approximately \$48.6 million
18 since the Cooperative Agreement was executed.

19 26. Delay now threatens what cannot be restored later. Each day of delay puts at risk
20 Metro's ability to open the Project on schedule and to meet the February 2028 revenue-service
21 date that precedes the 2028 Olympic and Paralympic Games, during which Metro will serve an
22 additional one million daily transit riders. The window to place the Project in service before the
23 Games is fixed; once it passes, it cannot be recreated.

24 27. Delay in the Project's revenue-service date would also delay the Project's
25 transportation and environmental benefits. The Project would provide a high-quality Bus Rapid
26 Transit service connecting the San Fernando and San Gabriel Valleys. (Verified Petition, ¶¶ 26–
27 27.) The Project would improve transit service along the corridor by shortening passenger travel
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1 times, increasing service reliability and efficiency, increasing public access to jobs and
2 destinations, and encouraging a shift from single-occupancy vehicles to public transit. The
3 Project would also improve bicycle and pedestrian access to and from stations. Metro’s travel-
4 demand model estimated that the Project would shift person-trips from automobiles to transit,
5 reducing vehicle miles traveled by approximately 82,000 miles per day and avoiding
6 approximately 22 metric tons of carbon dioxide emissions per day once the Project is operating.
7 These benefits would be lost for each day the Project’s revenue-service date is delayed.

8 *V. The City’s May 20, 2026 Special City Council Meeting Regarding the Project and*
9 *Updated SB 79 Analysis; Additional Information Regarding the BRT Station Areas*

10 28. On May 20, 2026, the Burbank City Council held a special meeting concerning
11 the Project and SB 79. The City’s May 20, 2026 staff report stated that the meeting would
12 provide the Council and the community with an update on Metro’s Project timing, the City’s
13 updated analysis of potential SB 79 transit-oriented development stop designations, and the
14 City’s proposals to Metro concerning SB 79-related density. The staff report also identified two
15 issues the City characterized as unresolved: dedicated versus mixed-flow operations on Olive
16 Avenue between Buena Vista Street and Lake Street, and whether the City could issue permits
17 for the Project without Metro conducting subsequent environmental review. Metro does not
18 agree with either characterization. In Metro’s view, the Project’s approved lane configuration is
19 not subject to City reconsideration through the City’s Agreement-based review and permitting
20 role. Metro also does not believe the City’s remaining Agreement-based role gives the City
21 discretionary authority under CEQA to require subsequent environmental review for the Project.
22 A true and correct copy of the May 20, 2026 staff report, excluding attachments already attached
23 to the Verified Petition, is attached as **Exhibit V** to this declaration.

24 29. The May 20, 2026 staff report reflected a materially different SB 79 analysis than
25 the City had presented less than four months earlier. In its January 27, 2026 staff report, the City
26 concluded that only the Glenoaks Boulevard/Alameda Avenue station clearly qualified as an SB
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1 79 transit-oriented development stop; that the Hollywood Way/Olive Avenue and San Fernando
2 Boulevard/Olive Avenue stations might qualify, depending on future action and interpretation of
3 SB 79; and that the Buena Vista Street/Alameda Avenue, Olive Avenue/Verdugo Avenue-Sparks
4 Street, and Olive Avenue/Lake Street stations would not qualify. In its May 20, 2026 staff report,
5 by contrast, the City treated five of the six Burbank stations as qualifying or potentially
6 qualifying, with only the Buena Vista Street/Alameda Avenue station treated as not qualifying.
7 Both reports acknowledged that SCAG had not yet made the official SB 79 mapping
8 determination.

9 30. Attachment 6 to the May 20, 2026 staff report is a map titled “Metro Preferred
10 BRT Alignment and SB 79 TOD Areas.” A true and correct copy of Attachment 6 is included in
11 Exhibit V to this declaration. The map depicts the City’s anticipated SB 79 quarter-mile and half-
12 mile radii around BRT stations the City treats as qualifying transit-oriented development stops.
13 The map also depicts the Downtown Burbank Metrolink Station. As shown on the map, the
14 anticipated SB 79 radii for the Olive Avenue/Lake Street and Olive Avenue/San Fernando
15 Boulevard stations substantially overlap with the area around the Downtown Burbank Metrolink
16 Station.

17 31. On June 1, 2026, SCAG issued a draft SB 79 transit-oriented development map.
18 The draft map identifies all six Burbank BRT stations as qualifying transit-oriented development
19 stops (Tier 2). It also identifies the existing Downtown Burbank Metrolink Station as a
20 qualifying transit-oriented development stop (Tier 1), independent of the Project. The map is a
21 draft; SCAG’s Regional Council is scheduled to consider it on July 2, 2026. Under Government
22 Code section 65912.160, subdivision (f), the map will carry a rebuttable presumption of validity
23 once final. A true and correct copy of the relevant portion of the June 1, 2026 draft map is
24 attached as **Exhibit W** to this declaration. As with the City’s map described in Paragraph 30, the
25 SB 79 radii on the SCAG draft map for the Olive Avenue/Lake Street and Olive Avenue/San
26 Fernando Boulevard stations substantially overlap with the area around the Downtown Burbank
27 Metrolink Station. Because SCAG’s draft map independently identifies the Metrolink station as a
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1 Tier 1 qualifying stop, the SB 79 density the City attributes to the Project near the Olive
2 Avenue/San Fernando Boulevard and Olive Avenue/Lake Street stations would apply regardless
3 of whether those BRT stops qualify as transit-oriented development stops under the statute. I am
4 not aware of any housing development that has been proposed, applied for, or approved near any
5 of the Burbank BRT stations.

6 I declare under penalty of perjury that the foregoing is true and correct. Executed this
7 17th day of June 2026, in Los Angeles, California.

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10 MICHAEL MCKENNA

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Declaration of Michael McKenna

EXHIBIT S

~~Huston Street, curb-running bus lanes extend to the SR-134 interchange just north of Riverside Drive, which would be added by removal of on-street parking and minor widening of the roadway (by means of a 1- to 2-foot narrowing of the sidewalk(s)), and two vehicular travel lanes would be maintained in each direction. In the northbound direction, a queue jump would be provided at Magnolia Boulevard to facilitate access to the left-turn lane at Chandler Boulevard and entry into the terminal station.~~

~~A station serving the Arts District would be located at Hesby Street with a near-side (i.e. before reaching the intersection) northbound loading zone and a far-side (i.e. after passing through the intersection) southbound loading zone. The loading zones would be developed with curb extensions to increase the pedestrian area for sidewalk circulation and station access.~~

~~Conversion of the outside travel lane to the north of Huston Street would retain nearly all of the existing on-street parking, with loss of about a dozen stalls in the vicinity of the station. Further south there would be a loss of about 70 parking stalls, primarily immediately north of the Vineland Avenue/Lankershim Boulevard/Camarillo Street intersection and in the vicinity of the SR-134 interchange. However, there is metered on-street parking located along Vineland Place north of Camarillo Street.~~

Segment B Section B – North Hollywood to Burbank

SR-134 – Segment B (Proposed Project Segment B)

The BRT route continues east along SR-134 from the Lankershim Boulevard interchange to the Burbank Media District. Eastbound buses would exit at the Pass Avenue interchange and continue in mixed-flow via Pass Avenue and Riverside Drive to Olive Avenue. A short stretch of Riverside Drive east of Kenwood Avenue would be restriped to provide a curb-running bus lane approaching Olive Avenue. Westbound buses would turn from Olive Avenue to Hollywood Way, and would operate in mixed-flow north to Alameda Avenue to access the westbound SR-134 on-ramp east of Hollywood Way.

Segments C and D Sections C and D – City of Burbank

~~The BRT route follows Olive Avenue (Proposed Project Segment C) through the City of Burbank to downtown before turning onto Glenoaks Boulevard (Proposed Project Segment D).~~

Olive Avenue – Segment C (Proposed Project Segment C)

The BRT route accesses Olive Avenue via the Pass Avenue exit from eastbound SR-134 and returns to SR-134 via Hollywood Way, with a pair of stations in the Riverside Drive/Hollywood Way/Olive Avenue triangle in the Media District. Curb-running bus lanes would be provided by removing some on-street parking along Riverside Drive east of Kenwood Street and along Olive Avenue approaching Alameda Avenue. The route turns from Olive Avenue to Alameda Avenue and proceeds to Buena Vista Street along Alameda Avenue in mixed-flow operations approaching a station near Naomi Street. Dedicated bus lanes would be provided in the curb lane on Alameda Avenue in the block of the station. The route then returns to Olive Avenue via

~~Buena Vista Street, with dedicated bus lanes on Buena Vista Street in the northbound direction approaching Olive Avenue and in the southbound direction approaching Alameda Avenue. Between Buena Vista Street and Downtown Burbank, Olive Avenue would be reconfigured to provide dedicated side-running bus lanes accomplished by conversion of the outside travel lane. Mixed-flow BRT operations would occur at constrained locations including across the Olive Avenue bridge. Restriping could result in the loss of 37 parking spaces in the Media District and approximately 48 parking spaces in Downtown Burbank. The BRT service would operate in curb-running bus lanes along Olive Avenue accomplished by restriping the existing facility to remove existing on-street parking (about 500 stalls) and/or minor roadway widening. West of Alameda Avenue, the roadway is 72 feet wide and could support bus lanes by restriping alone. East of Alameda Avenue, the roadway narrows to 68 feet at various locations and would be widened to 72 feet by moving the curb out into the shoulder area (narrowing the sidewalk while still preserving adequate sidewalk width to meet ADA requirements²). Right-turning vehicles would merge with the bus lane approaching each intersection and right turns would be allowed from the curb bus lane. The proposed treatment retains two general purpose travel lanes along Olive Avenue except along the bridge over Interstate 5 between Lake and 1st Streets, which would be restriped to convert the outside lane to a dedicated bus lane.~~

~~BRT stations would be provided along Olive Avenue at Riverside Drive, along Alameda Avenue near Naomi Street, and along Olive Avenue at Verdugo Avenue, Lake Street (serving the Burbank-Downtown Metrolink Station), and San Fernando Boulevard. The Lake Street station could ultimately be relocated to the top of the Olive Avenue bridge as part of a separate bridge-widening project, if/when such a project is constructed by another public agency. The stations would be integrated into the sidewalk area, which would be widened where feasible using a curb extension to facilitate access and pedestrian circulation. Buena Vista Street, Verdugo Avenue (potential station), Front Street (on bridge at Metrolink station), and San Fernando Boulevard. At the Downtown Burbank Metrolink Station, a new traffic signal and crosswalk would be provided on the bridge providing access to existing vertical circulation elements.~~

Glenoaks Boulevard – Segment D (Proposed Project Segment D)

~~Buses would operate in mixed-flow along the portion of Glenoaks Boulevard between Olive Avenue and Providencia Avenue. The BRT would then operate in median-running bus lanes between Providencia Avenue and Alameda Avenue. Curb-running bus lanes would be provided along the segment of Glenoaks Boulevard between Olive Avenue and Providencia Avenue by removal of existing parking (about 30 stalls) and minor widening similar to Olive Avenue (i.e., accomplished through narrowing the approximately 15-foot wide sidewalk by about 2-foot while still preserving adequate sidewalk width), with shared right turns allowable from the bus lane at~~

² The roadway is generally 68 feet curb to curb within a right-of-way which is generally 100 feet wide. West of Alameda Avenue, sidewalks are approximately 15 to 16 feet wide. Between Alameda Avenue and Lake Street, the shoulder area generally includes a landscape setback with a narrower sidewalk — in these sections the widening would generally be within the landscape setback. In the downtown, between 1st Street and Glenoaks Boulevard, the sidewalks are generally 15 to 16 feet wide.

Declaration of Michael McKenna

EXHIBIT T



NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) - SUBMITTAL REVIEW FORM

Metro Project 471401

CONTRACTOR SUB NO.: AE112357000 PS&E DESIGNER

METRO SUB NO.: SBMTR-000

TITLE: North Hollywood to Pasadena BRT PS&E Burbank Segment

*Initial Response Code: 1-Incorporation Planned Next Submittal; 2-Discussion/Clarification; 3- Not Applicable; 4-Input/Direction Req'd from Others; 5-Not Used; 6-Observation Only (no action required)

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***Critical-Place_ CI (Critical in the Crit. Column). This comment may have_ significant cost impact.

****Status Code: C_ Complete R-Resolved; U-Unresolved

*****TC Telephone Conversation with STS counterpart prior to rejection (their Initial and Date)

REVIEWER: City of Burbank

TECHNICAL

DISCIPLINE: Various

% DESIGN STAGE: 100%

Date: 04/09/26

Disposition:

Comments related to Contract Compliance

To be completed by Reviewer									To be completed by Design Lead											
Review Comment									Initial Response			Comment Resolution Meeting				Final Disposition				
SEGMENT																				
No.	Reviewer	Metro/WSP/CMSSC/ 3rd Party/ Agency	Comment Date	Doc Type (Dwg./ Spec./ Report)	Page No./ DWG No.	Discipline	Contract Document Reference	TC (Initial-Date) *****	Comment	Initial Response Code *	Critical ***	Responder	Comment Review Meeting Actions/Response	Discipline	CRM Response Code **	Status Code ****	Status Date	Initial	Additional Notes	
1	Jchen	Burbank - BWP Electric	2/17/2026	Plans	5	General Notes	Plans		ADD NOTE: Streetlight construction or modification shall be accomplished with all lighting remaining in service overnight, any exceptions must be approved by the city. The contractor will be required to provide temporary streetlighting if there is any planned disruption of existing streetlighting service. BWP shall review and approve all	1		Htong	Response Code 1: Will add note	General	1	C	4/9/26	HT		
2	Jchen	Burbank - BWP Electric	2/17/2026	Plans	5	General Notes	Plans		ADD NOTE: FOR BWP ASSETS THAT NEED TO BE ADJUSTED TO GRADE, CONTACT BWP ONCE ASSETS HAVE BEEN IDENTIFIED AND PRIOR TO ANY WORK AS BWP INSPECTOR MUST BE PRESENT. ADD NOTE: ALL WORK SHALL BE INSPECTED BY BWP. FOR BWP STREETLIGHT ASSETS, CONTACT STREETLIGHT SUPERVISOR AT (818)238-3586 48 HOURS PRIOR TO REQUESTED INSPECTION. ADD NOTE: ALL WORK SHALL BE INSPECTED BY BWP. FOR BWP ELECTRIC ASSETS, CONTACT BWP SENIOR LINE MECHANIC AT 818-238-3592 48 HOURS PRIOR TO REQUESTED INSPECTION. ADD NOTE: A PRE-CONSTRUCTION CONFERENCE SHALL BE	1		Htong	Response Code 1: Will add note	General	1	C	4/9/26	HT		
3	Jchen	Burbank - BWP Electric	2/17/2026	Plans	5	General Notes	Plans		add: Contractor responsible for installation or removal of substructure. BWP inspector must be present.	1		Htong	Response Code 1: Will add note	General	1	C	4/9/26	HT		
4	Jchen	Burbank - BWP Electric	2/17/2026	Plans	91	Utilities	Plans		ELECTRICAL SERVICES FIELD DIVISION	1		Jbennett	Response Code 1: Will add note	Utilities	1	C	4/9/26	JB		
5	Jchen	Burbank - BWP Electric	2/17/2026	Plans	91	Utilities	Plans		ALSO ADD UNDER BWP: ENGINEERING DIVISION - ELECTRIC SERVICE 818-238-3575	1		Jbennett	Response Code 1: Will add note	Utilities	1	C	4/9/26	JB		
6	Jchen	Burbank - BWP Electric	2/17/2026	Plans	91	Utilities	Plans		add note: Streetlight construction or modification shall be accomplished with all lighting remaining in service overnight, any exceptions must be approved by the city. The contractor will be required to provide temporary streetlighting if there is any planned disruption of existing streetlighting service. BWP shall review and approve all	1		Jbennett	Response Code 1: Will add note	Utilities	1	C	4/9/26	JB		



NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) - SUBMITTAL REVIEW FORM

Metro Project 471401

CONTRACTOR SUB NO.: AE112357000 PS&E DESIGNER

METRO SUB NO.: SBMTR-000

TITLE: North Hollywood to Pasadena BRT PS&E Burbank Segment

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REVIEWER: City of Burbank

TECHNICAL DISCIPLINE: Various

% DESIGN STAGE: 100%

Date: 04/09/26

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	7	Jchen	Burbank - BWP Electric	2/17/2026	Plans	91	Utilities	Plans		COPY OVER BWP NOTES FROM PAGE 5 TO HERE & ADD NOTE: FOR BWP ASSETS THAT NEED TO BE ADJUSTED TO GRADE, CONTACT BWP ONCE ASSETS HAVE BEEN IDENTIFIED AND PRIOR TO ANY WORK AS BWP INSPECTOR MUST BE PRESENT. ADD NOTE: ALL WORK SHALL BE INSPECTED BY BWP. FOR BWP STREETLIGHT ASSETS, CONTACT STREETLIGHT SUPERVISOR AT (818) 238-3586 48 HOURS PRIOR TO REQUESTED INSPECTION. ADD NOTE: ALL WORK SHALL BE INSPECTED BY BWP. FOR BWP ELECTRIC ASSETS, CONTACT BWP SENIOR LINE MECHANIC AT 818-238-3592 48 HOURS PRIOR TO REQUESTED INSPECTION.	1		Jbennett	Response Code 1: Will add note	Utilities	1	C	4/9/26	JB	
	8	Jchen	Burbank - BWP Electric	2/17/2026	Plans	91	Utilities	Plans		UNDER BWP: STREETLIGHT DIVISION: (818) 238-3586 THIS SHOULD GO IN STREETLIGHT MODIFICATION PLANS.	1		Jbennett	Response Code 1: Will add note	Utilities	1	C	4/9/26	JB	
	9	Jchen	Burbank - BWP Electric	2/17/2026	Plans	101	Utilities	Plans		WE WILL NOT REUSE OLD CONDUIT. NEEDS TO BE A SEPARATE REMOVE & INSTALL. INSTALL NEW PVC CONDUIT(S) AT CURRENT BWP STANDARD, 24" BELOW GRADE. SEPARATE INSTALL AND REMOVE WILL ALSO MINIMIZE ANY STLT OUTAGES. MAKE NOTE FOR CONTRACTOR TO PHASE CONSTRUCTION SUCH THAT INSTALL HAPPENS BEFORE REMOVAL OF (E) CONDUIT. IF THE LINEAR FEET GIVEN ARE NOT FROM A PULLBOX TO PULLBOX OR PEDESTAL CONTRACTOR WILL BE REQUIRED TO REMOVE AND INSTALL FROM STRUCTURE TO STRUCTURE, OR ALTERNATIVELY INSTALL INTERCEPT	1		ARoss	Existing conduit will be PIP. Information has been added to the SL Mod plans.	Street Lighting	1	C	4/9/26	AR	



NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) - SUBMITTAL REVIEW FORM

Metro Project 471401

CONTRACTOR SUB NO.: AE112357000 PS&E DESIGNER
 METRO SUB NO.: SBMTR-000

TITLE: North Hollywood to Pasadena BRT PS&E Burbank Segment

REVIEWER: City of Burbank
 TECHNICAL
 DISCIPLINE: Various
 % DESIGN STAGE: 100%
 Date: 04/09/26

Disposition:

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	10	Jchen	Burbank - BWP Electric	2/17/2026	Plans	101	Utilities	Plans		THIS NEEDS TO BE A SEPARATE INSTALL AND REMOVE NOTE. (INSTALL AND REMOVE BOTH BY CONTRACTOR. REMOVE & SALVAGE, NOT RE-USE. CONTRACTOR TO INSTALL NEW PEDESTAL). TO MINIMIZE TRAFFIC AND STLT DISRUPTIONS, IT NEEDS TO BE CLEAR THAT CONTRACTOR WILL INSTALL (N) PEDESTAL & RELATED CONDUITS, BEFORE DEMO-ING THE EXISTING PEDESTAL AND CONDUITS.	1		Jballas	Response Code 1: the utility sheets will be revised to include a for the removal of the existing meter pedestal serving TS controller per the TS plans and installation of new dual meter Type III CF pedestal further north per the TS plans	Utilities	1	C	4/9/26	JB					
	11	Jchen	Burbank - BWP Electric	2/17/2026	Plans	101	Utilities	Plans		IS THE 45LF FROM PB TO PEDESTAL?	2		Jballas	Response Code 2: the plans will be revised from relocate existing streetlight conduit to protect in place since there is 12" of cover.	Utilities	2	R	4/9/26	JB					
	12	Jchen	Burbank - BWP Electric	2/17/2026	Plans	101	Utilities	Plans		WILL NEED TO CHANGE 15LF TO BE LENGTH OF PB TO PB RUN. OR NEED TO ADD NOTE FOR CONTRACTOR TO INSTALL INTERCEPT PULLBOXES (11"x21" DWG NO. AG1121A110BM6) ON EACH END.	2		Jballas	Response Code 2: the plans will be revised from relocate existing streetlight conduit to protect in place since there is 12" of cover.	Utilities	2	R	4/9/26	JB					
	13	Jchen	Burbank - BWP Electric	2/17/2026	Plans	101	Utilities	Plans		PER CONVERSATION WITH HDR 2/13 - ELECTRIC AND TRAFFIC CABINETS HAVE TO BE SEPARATED. CANNOT COMBINE CABINETS. PLEASE SHOW ELECTRIC SERVICE CABINET NEW AND OLD LOCATION ON THIS SHEET & STLT MODIFICATION PLANS. INCLUDE PROPOSED AND EXISTING CONDUITS.	1		Jballas	Response Code 1: The utility sheet will show the new meter pedestal for the bus shelter per the station electrical plans. This pedestal is adjacent but separate from the meter pedestal for the TS controller shown on the TS plans. Both pedestals share the same service line from PP # 22300-B that is shown on the station electrical plans. This new service line will be shown on the utility sheets.	Utilities	1	C	4/9/26	JB					
	14	Jchen	Burbank - BWP Electric	2/17/2026	Plans	101	Utilities	Plans		THERE'S AN EXISTING TRAFFIC CABINET, AND SEPARATE ELECTRIC STLT CABINET.	2		Jballas	Response Code 2: There is only one meter cabinet at this location for the nearby TS controller that is	Utilities	2	R	4/9/26	JB					
	15	Jchen	Burbank - BWP Electric	2/17/2026	Plans	105	Utilities	Plans		SYMBOL NOT DRAWN IN	1		Jballas	MH callout is currently pointing to a sewer MH. The BWP MH is actually closer to the curb and the callout has been moved.	Utilities	1	C	4/9/26	JB					
	16	Jchen	Burbank - BWP Electric	2/17/2026	Plans	109	Utilities	Plans		THIS SHOULD GO IN STREETLIGHT MODIFICATION PLANS. WE WILL NOT REUSE OLD CONDUIT. NEEDS TO BE A SEPARATE REMOVE & INSTALL. INSTALL NEW PVC CONDUIT AT CURRENT BWP STANDARD, 24"BELOW GRADE. SEPARATE INSTALL AND REMOVE WILL ALSO MINIMIZE ANY STLT OUTAGES. MAKE NOTE FOR CONTRACTOR TO PHASE CONSTRUCTION SUCH THAT INSTALL HAPPENS BEFORE REMOVAL OF (E) CONDUIT. IF THE LINEAR FEET GIVEN ARE NOT FROM A PULLBOX TO PULLBOX OR PEDESTAL CONTRACTOR WILL BE REQUIRED TO REMOVE AND INSTALL FROM STRUCTURE TO STRUCTURE, OR ALTERNATIVELY INSTALL INTERCEPT	2		Jballas	Response Code 2: the plans will be revised from relocate existing streetlight conduit to protect in place since there is 11" of cover.	Utilities	2	R	4/9/26	JB					



NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) - SUBMITTAL REVIEW FORM

Metro Project 471401

CONTRACTOR SUB NO.: AE112357000 PS&E DESIGNER
 METRO SUB NO.: SBMTR-000

TITLE: North Hollywood to Pasadena BRT PS&E Burbank Segment

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REVIEWER: City of Burbank

TECHNICAL DISCIPLINE:

Various

% DESIGN STAGE: 100%

Date:

04/09/26

Disposition:

Comments related to Contract Compliance

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	17	Jchen	Burbank - BWP Electric	2/17/2026	Plans	109	Utilities	Plans		THERE SHOULD BE A NOTE TO CLARIFY THAT CONTRACTOR SHALL NOT RE-USE. PEDASTAL. CONTRACTOR TO INSTALL NEW PEDESTAL AND REMOVE&SALVAGE SEPARATELY. THIS NEEDS TO SHOW THE PROPOSED CONDUITS GOING IN AND OUT OF THE NEW PEDASTAL	6		Jballas	Response Code 6: The station electrical plans show a new meter with service line to meter	Utilities	6	R	4/9/26	JB	
	18	Jchen	Burbank - BWP Electric	2/17/2026	Plans	109	Utilities	Plans		PER 2/13 MEETING WITH HDR: HDR TO CHECK IF RELOCATION OF CABINET ABSOLUTELY NECESSARY. CAN SHELTER CAN BE SHIFTED INSTEAD SO CABINET CAN REMAIN. BWP TO FIELD CHECK IF ANY SPARE CONDUITS TO INTERFERE EXISTING PEDASTAL CONDUIT	2		Jballas	Response Code 2: The utility sheets will mirror the station electrical plans that call for the existing shelter meter pedestal to be removed with a new one installed to the north	Utilities	1	C	4/9/26	JB	
	19	Jchen	Burbank - BWP Electric	2/17/2026	Plans	109	Utilities	Plans		per BWP email to Alexis at HDR 1/21/26 - Field crews did confirm that existing service cabinet does feed (E) traffic signal circuit	6		Jballas	Response Code 6: noted	Utilities	6	R	4/9/26	JB	
	20	Jchen	Burbank - BWP Electric	2/17/2026	Plans	109	Utilities	Plans		IS 80 LF DISTANCE OF PULLBOX TO PULLBOX?	2		Jballas	Response Code 2: the plans will be revised from relocate existing streetlight conduit to protect in place since there is 11" of cover.	Utilities	2	R	4/9/26	JB	
	21	Jchen	Burbank - BWP Electric	2/17/2026	Plans	109	Utilities	Plans		check if squids, pb size ok, if spare conduit to	6		Jballas	Response Code 6: Station electrical plans show a new service and new meter pedestal rendering this pull box not necessary. Utility sheets call for it to be removed.	Utilities	6	R	4/9/26	JB	
	22	Jchen	Burbank - BWP Electric	2/17/2026	Plans	109	Utilities	Plans		HDR NEEDS TO SHOW NEW CONDUITS TO NEW METER PEDASTAL AND TO SERVICES. ALSO SHOW THIS ON S.L.T. MODIFICATION PLAN	6		Jballas	Response Code 6: The station electrical plans show the new meter cabinet location and service line	Utilities	6	R	4/9/26	JB	
	23	Jchen	Burbank - BWP Electric	2/17/2026	Plans	120	Utilities	Plans		now that design 100%, state amount raised/lowered for all adjustments to grade (for this, state raise .072")	6		Jballas	Response Code 6: it is not standard for the utility sheets to include the amount a pull box or vault is to be raised or lowered to grade. Once the forms for the curb are set, the PB's and vaults are then adjusted	Utilities	6	R	4/9/26	JB	
	24	Jchen	Burbank - BWP Electric	2/17/2026	Plans	123, 124, 125, 126	Utilities	Plans		NO CONSTRUCTION KEY NOTES SHOWN - IS WORK STILL BEING DONE ON THIS SHEET?	1		Jballas	Response Code 1: the note "No work on this sheet" will be added to the sheets with no work.	Utilities	1	C	4/9/26	JB	
	25	Jchen	Burbank - BWP Electric	2/17/2026	Plans	127	Utilities	Plans		BWP WILL NOT PERFORM THIS WORK. CONTRACTOR RESPONSIBLE FOR SUBSTRUCTURE INCLUDING INSTALL AND REMOVE, BWP INSPECTOR MUST BE PRESENT. BWP WILL INSTALL/REMOVE CABLE ONLY, NOT SUBSTRUCTURE	1		Jballas	Response Code 1: will revise plan to show BRT contractor to remove and reinstall 4" electrical/communication duct if necessary after verification if cabling is present	Utilities	1	C	4/9/26	JB	
	26	Jchen	Burbank - BWP Electric	2/17/2026	Plans	127	Utilities	Plans		BWP TO FIELD VERIFY IF ANY CABLE IN EXISTING 4" CONDUIT RUN. IF NO CABLE, CONTRACTOR TO REMOVE ENTIRE 4"C RUN (144LF PER EF-254H)	1		Jballas	Response Code 1: will revise plan to show BRT contractor to remove and reinstall 4" electrical/communication duct if necessary after verification if cabling is present	Utilities	1	C	4/9/26	JB	



NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) - SUBMITTAL REVIEW FORM

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	27	Jchen	Burbank - BWP Electric	2/17/2026	Plans	127, 131	Utilities	Plans		STATE ADJUSTMENT, LOWER 1.86"	6		Jballas	Response Code 6: it is not standard for the utility sheets to include the amount a pull box or vault is to be raised or lowered to grade. During construction is typical for the utility owner to request survey to set the final grade of each vault.	Utilities	6	R	4/9/26	JB	
	28	Jchen	Burbank - BWP Electric	2/17/2026	Plans	131	Utilities	Plans		this was marked as a traffic signal pull box during field walk with BWP	1		Jballas	Response Code 1: will be identified as TS pull box	Utilities	1	C	4/9/26	JB	
	29	Jchen	Burbank - BWP Electric	2/17/2026	Plans	201	Traffic Signal	Plans		STREETLIGHTING CIRCUIT AND CABINETS NEED TO BE SEPARATE FROM TRAFFIC. STREETLIGHTING CABINET MUST CONFORM TO S-0459. BWP WILL NOT ALLOW RE-USING EXISTING CABINET EITHER. CONTRACTOR RESPONSIBLE FOR PROCURING THE NEW CABINET.	1		ARoss	Response Code 1: Will comply.	Traffic Signal	1	C	4/9/26	AR	
	30	Jchen	Burbank - BWP Electric	2/17/2026	Plans	208	Traffic Signal	Plans		Traffic cabinet needs to be separate from streetlight cabinet. We won't combine them. Traffic cabinet needs to be separate from streetlight cabinet. We won't combine them.	1		ARoss	Response Code 1: Will comply.	Traffic Signal	1	C	4/9/26	AR	
	31	Jchen	Burbank - BWP Electric	2/17/2026	Plans	208	Traffic Signal	Plans		FOR ALL STLT MOD. SHEETS: ALL "AB" CALLOUTS IN STLT MODIFICATION PLANS, CHANGE TO "RC", WE DON'T ABANDON CONDUITS IN GROUND.	1		ARoss	Response Code 1: Will comply.	Traffic Signal	1	C	4/9/26	AR	
	32	Jchen	Burbank - BWP Electric	2/17/2026	Plans	208	Traffic Signal	Plans		FOR ALL STLT MOD. SHEETS. NOW THAT DESIGN 100% STATE ALL GRADE ADJUSTMENT IN INCHES, RAISE OR LOWER NEXT TO EACH "#2 SQUARE CALLOUT"	1		ARoss	Response Code 1: Will comply.	Traffic Signal	1	C	4/9/26	AR	
	33	Jchen	Burbank - BWP Electric	2/17/2026	Plans	208	Traffic Signal	Plans		SHOW & LABEL BOTH EXISTING AND PROPOSED NEW BWP SERVICE CABINET ON THIS SHEET AS WELL AS NEW AND EXSTING CONDUIT ALONG WITH CONSTRUCTION NOTES.	1		ARoss	Response Code 1: Will comply.	Traffic Signal	1	C	4/9/26	AR	
	34	Jchen	Burbank - BWP Electric	2/17/2026	Plans	208	Traffic Signal	Plans		FOR ALL STLT MOD. SHEETS: SHOULD ADD ONE MORE NOTE & CALLOUT ACCORDINGLY FOR BWP TO REMOVE EXISTING CONDUCTOR IN CONDUIT, SINCE CONTRACTOR NEEDS TO REMOVE CONDUIT. NOT ABANDON IT.	1		ARoss	Response Code 1: Will comply.	Traffic Signal	1	C	4/9/26	AR	
	35	Jchen	Burbank - BWP Electric	2/17/2026	Plans	208	Traffic Signal	Plans		WHAT IS BEING REMOVED? IS THIS THE EXISTING STLT CABINET?	1		ARoss	Response Code 1: Will comply.	Traffic Signal	1	C	4/9/26	AR	
	36	Jchen	Burbank - BWP Electric	2/17/2026	Plans	208	Traffic Signal	Plans		NEW OR EXISTING PB?	1		ARoss	Response Code 1: Will comply.	Traffic Signal	1	C	4/9/26	AR	
	37	Jchen	Burbank - BWP Electric	2/17/2026	Plans	209	Traffic Signal	Plans		on Page 109, there's verbiage to lower stlt conduit. that needs to go in this sheet and have the work by contractor note on it to remove, and install.	1		ARoss	PIP existing conduit.	Traffic Signal	2	R	4/9/26	AR	
	38	Jchen	Burbank - BWP Electric	2/17/2026	Plans	209	Traffic Signal	Plans		need to also show new service cabinet too and the proposed conduit for the new cabinet on this sheet as well as the construction key notes	1		ARoss	Response Code 1: Will comply.	Traffic Signal	1	C	4/9/26	AR	
	39	Jchen	Burbank - BWP Electric	2/17/2026	Plans	209	Traffic Signal	Plans		construction key notes missing	1		ARoss	Response Code 1: Will comply.	Traffic Signal	1	C	4/9/26	AR	



NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) - SUBMITTAL REVIEW FORM

Metro Project 471401

CONTRACTOR SUB NO.: AE112357000 PS&E DESIGNER

METRO SUB NO.: SBMTR-000

TITLE: North Hollywood to Pasadena BRT PS&E Burbank Segment

*Initial Response Code: 1-Incorporation Planned Next Submittal; 2-Discussion/Clarification; 3- Not Applicable; 4-Input/Direction Req'd from Others; 5-Not Used; 6-Observation Only (no action required)

**CRM Response Code: 1-Incorporation Planned Next Submittal; 3- Not Applicable; 4-Input/Direction Req'd from Others; 5-Under separate submittal; 6-Observation Only (no action required)

***Critical-Place_ CI (Critical in the Crit. Column). This comment may have_ significant cost impact.

****Status Code: C Complete R-Resolved; U-Unresolved

*****TC Telephone Conversation with STS counterpart prior to rejection (their Initial and Date)

REVIEWER: City of Burbank

TECHNICAL

DISCIPLINE:

Various

% DESIGN STAGE: 100%

Date:

04/09/26

Disposition:

Comments related to Contract Compliance

To be completed by Reviewer									To be completed by Design Lead											
Review Comment									Initial Response			Comment Resolution Meeting				Final Disposition				
SEGMENT	No.	Reviewer	Metro/WSP/CMSSC/ 3rd Party/ Agency	Comment Date	Doc Type (Dwg./ Spec/ Report)	Page No./ DWG No.	Discipline	Contract Document Reference	TC (Initial-Date) *****	Comment	Initial Response Code *	Critical ***	Responder	Comment Review Meeting Actions/Response	Discipline	CRM Response Code **	Status Code ****	Status Date	Initial	Additional Notes
	40	Jchen	Burbank - BWP Electric	2/17/2026	Plans	238	Station Power	Plans		add notes to all general notes on electrical siteplan: "7. Refer to BWP meter spot for more information regarding service cabinet location and requirements. Each service cabinet will require a City of Burbank permit and permit finalized before service can be energized. " (note to Metro and designers: BWP will send the meter spot for each new service location/service cabinet at a later date) "8. CONTACT BURBANK WATER & POWER SENIOR LINE MECHANIC AT LEAST 2 WORKING DAYS IN ADVANCE AT (818) 821-4025 TO COORDINATE THE INSPECTION DURING THE INSTALLATION OF TRANSFORMER PAD, PULLBOX, PRIMARY AND SECONDARY CONDUITS AND GROUNDING SYSTEMS. ALL CONDUITS MUST BE CONCRETE ENCASED. PRIMARY CONDUITS MUST USE RED OXIDE DYED CONCRETE. A MINIMUM DEPTH OF 36" FOR PRIMARY AND 24" FOR SECONDARY IS REQUIRED TO	1		Lfiores	Response Code 1: Notes to be revised and updated accordingly.	Station Power	1	C	4/9/26	LF	
	41	Jchen	Burbank - BWP Electric	2/17/2026	Plans	238	Station Power	Plans		and conduit	1		Lfiores	Response Code 1: Conduit will be added to the key note for scope clarity.	Station Power	1	C	4/9/26	LF	
	42	Jchen	Burbank - BWP Electric	2/17/2026	Plans	238	Station Power	Plans		can remove note 3, and incorporate it into the note 8 on the left	1		Lfiores	Response Code 1: Notes to be revised and updated accordingly.	Station Power	1	C	4/9/26	LF	
	43	Jchen	Burbank - BWP Electric	2/17/2026	Plans	239	Station Power	Plans		and conduit	1		Lfiores	Response Code 1: Conduit will be added to the key note for scope clarity.	Station Power	1	C	4/9/26	LF	
	44	Jchen	Burbank - BWP Electric	2/17/2026	Plans	239	Station Power	Plans		4. BWP to upgrade approx 120 linear ft of oh wire that feeds new 24"x36" PB	1		Lfiores	Response Code 1: Key Note 4 to be added.	Station Power	1	C	4/9/26	LF	
	45	Jchen	Burbank - BWP Electric	2/17/2026	Plans	239	Station Power	Plans		#4/0 AL TRIPLEX	1		Lfiores	Response Code 1: Key Note 4 to be added.	Station Power	1	C	4/9/26	LF	
	46	Jchen	Burbank - BWP Electric	2/17/2026	Plans	239	Station Power	Plans		Since PB after meter cabinet, can label shelter electric. Is the "2" callout needed if it's going to be in the Electrical Station Plan?	1		Lfiores	Response Code 1: Agreed. We will remove key note 2, and only show it on the station plan.	Station Power	1	C	4/9/26	LF	
	47	Jchen	Burbank - BWP Electric	2/17/2026	Plans	240	Station Power	Plans		add to note 6: SEE S-461 AND S-706 FOR MORE DETAIL.	1		Lfiores	Response Code 1: Detail drawings and information to be added to Key Note 6.	Station Power	1	C	4/9/26	LF	
	48	Jchen	Burbank - BWP Electric	2/17/2026	Plans	240	Station Power	Plans		FOR THIS POLE, BWP DETERMINED WE DON'T NEED TO REPLACE AT THIS TIME. CHANGE NOTE TO: IF DURING CONSTRUCTION, BWP DETERMINES POLE 73443-M NEEDS TO BE REPLACED, BWP TO REPLACE POLE 73443-M AT METRO'S COST SO CONTRACTOR CAN BUILD CONDUIT AND RISER TO NEW REPLACEMENT POLE	1		Lfiores	Response Code 1: Key Note 3 to be updated as per BWP direction.	Station Power	1	C	4/9/26	LF	
	49	Jchen	Burbank - BWP Electric	2/17/2026	Plans	242	Station Power	Plans		AutoCad double lines error?	1		Lfiores	Response Code 1: We will clean this up.	Station Power	1	C	4/9/26	LF	
	50	Jchen	Burbank - BWP Electric	2/17/2026	Plans	242	Station Power	Plans		2	2		Lfiores	Changed to No. 2 wire	Station Power	1	R	4/9/26	LF	



NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) - SUBMITTAL REVIEW FORM

Metro Project 471401

CONTRACTOR SUB NO.: AE112357000 PS&E DESIGNER

METRO SUB NO.: SBMTR-000

TITLE: North Hollywood to Pasadena BRT PS&E Burbank Segment

*Initial Response Code: 1-Incorporation Planned Next Submittal; 2-Discussion/Clarification; 3- Not Applicable; 4-Input/Direction Req'd from Others; 5-Not Used; 6-Observation Only (no action required)

**CRM Response Code: 1-Incorporation Planned Next Submittal; 3- Not Applicable; 4-Input/Direction Req'd from Others; 5-Under separate submittal; 6-Observation Only (no action required)

***Critical-Place_ CI (Critical in the Crit. Column). This comment may have_ significant cost impact.

****Status Code: C Complete R-Resolved; U-Unresolved

*****TC Telephone Conversation with STS counterpart prior to rejection (their Initial and Date)

REVIEWER: City of Burbank
 TECHNICAL DISCIPLINE: Various
 % DESIGN STAGE: 100%
 Date: 04/09/26
 Disposition:

Comments related to Contract Compliance

To be completed by Reviewer									To be completed by Design Lead											
Review Comment									Initial Response			Comment Resolution Meeting					Final Disposition			
SEGMENT	No.	Reviewer	Metro/WSP/CMSSC/ 3rd Party/ Agency	Comment Date	Doc Type (Dwg./ Spec/ Report)	Page No./ DWG No.	Discipline	Contract Document Reference	TC (Initial-Date) *****	Comment	Initial Response Code *	Critical ***	Responder	Comment Review Meeting Actions/Response	Discipline	CRM Response Code **	Status Code ****	Status Date	Initial	Additional Notes
	51	Jchen	Burbank - BWP Electric	2/17/2026	Plans	243	Station Power	Plans		add to note 6: SEE S-461 AND S-706 FOR MORE DETAIL.	1		Lfiores	Response Code 1: We will add the information needed to reference BWP Spec details to key note 6.	Station Power	1	C	4/9/26	LF	
	52	Jchen	Burbank - BWP Electric	2/17/2026	Plans	248	Station Power	Plans		label 17"x30" PB or reference EP-103 for dimensions of this one	1		Lfiores	Response Code 1: New key note to be added to reference Site Plan for pull box information.	Station Power	1	C	4/9/26	LF	
	53	Jchen	Burbank - BWP Electric	2/17/2026	Plans	252	Station Power	Plans		label 17"x30" or reference EP-105 for dimension of this PB	1		Lfiores	Response Code 3: This is not applicable because at this location we will power both stations from one meter cabinet. This meter cabinet will be deleted, linetypes will be updated, and key note call outs will remain.	Station Power	1	C	4/9/26	LF	
	54	Jchen	Burbank - BWP Electric	2/17/2026	Plans	252	Station Power	Plans		THE PULLBOXES BEFORE THE METER (SERVICE CABINET) NEED TO BE 17"x30"	3		Lfiores	Response Code 3: This is not applicable because at this location we will power both stations from one meter cabinet. This meter cabinet will be deleted, linetypes will be updated, and key note call outs will remain.	Station Power	3	R	4/9/26	LF	
	55	Jchen	Burbank - BWP Electric	2/17/2026	Plans	253	Station Power	Plans		17"x30"	1		Lfiores	Response Code 1: We will add a key note 7 for the 17"x30" pull box reference to the site and add a new pull box using key note 4 for distribution. This site is changing to have one service meter for both stations.	Station Power	1	C	4/9/26	LF	
	56	Jchen	Burbank - BWP Electric	2/17/2026	Plans	253	Station Power	Plans		didn't see #6 on EP-606, remove if it's already represented on EP-105?	1		Lfiores	Response Code 1: We will remove redundant information.	Station Power	1	C	4/9/26	LF	
	57	Jchen	Burbank - BWP Electric	2/17/2026	Plans	256	Station Power	Plans		AND CONFORM TO S-0459	1		Lfiores	Response Code 1: Additional text to be added to the first sentence of Key Note 1 for consistency.	Station Power	1	C	4/9/26	LF	
	58	Jchen	Burbank - BWP Electric	2/17/2026	Plans	256	Station Power	Plans		REPLACE WITH S-0459, BWP UG SERVICE PEDASTAL REQUIREMENTS SPEC. EMAIL BWP IF YOU DO NOT HAVE THE SPEC DWG. INSERT WHOLE DRAWING (SHOWING BWP LOGO, S-459 NUMBER, ETC).	1		Lfiores	Response Code 1: Details to be replaced with the entire BWP Spec Detail.	Station Power	1	C	4/9/26	LF	
	59	Jchen	Burbank - BWP Electric	2/17/2026	Plans	256	Station Power	Plans		paste the entire S-461 in as an image (showing rev, bwp logo, etc.)	1		Lfiores	Response Code 1: Details to be replaced with the entire BWP Spec Detail.	Station Power	1	C	4/9/26	LF	
	60	Jchen	Burbank - BWP Electric	2/17/2026	Plans	256	Station Power	Plans		paste entire S-706 in as an image (showing rev, bwp logo, etc.)	1		Lfiores	Response Code 1: Details to be replaced with the entire BWP Spec Detail.	Station Power	1	C	4/9/26	LF	
	61	SNMiranda	Burbank - BWP Water	2/17/2026	Matrix	1	Utilities	Utility Conflict Matrix		Work to be done by BWP (2091A)	1		Anguyen	Response Code 1: will be revised to say adjusted by BWP	Utilities	1	C	4/9/26	AN	
	62	SNMiranda	Burbank - BWP Water	2/17/2026	Matrix	1	Utilities	Utility Conflict Matrix		Work to be done by BWP (2100)	1		Anguyen	Response Code 1: will be revised to say adjusted by BWP	Utilities	1	C	4/9/26	AN	
	62	SNMiranda	Burbank - BWP Water	2/17/2026	Matrix	1	Utilities	Utility Conflict Matrix		Subsurface? Could not locate in the field. (2104A)	1		Anguyen	Response Code 1: will be removed from Matrix as plan check comment indicated it could not be found in field.	Utilities	1	C	4/9/26	AN	
	63	SNMiranda	Burbank - BWP Water	2/17/2026	Matrix	2	Utilities	Utility Conflict Matrix		These are GWP assets not BWP (2236-2241)	1		Anguyen	Response Code 1: Agreed that assets are Glendale's. The civil sheets being submitted to Burbank include a 5" AC mill and overlay in the north half of the intersection in Glendale's jurisdiction, the call outs for the BRT contractor to adjust the valve sleeve and cover will be shown on the Glendale Utility Composite sheets and Glendale Utility Matrix	Utilities	1	C	4/9/26	AN	
	64	SNMiranda	Burbank - BWP Water	2/17/2026	Matrix	2	Utilities	Utility Conflict Matrix		These are GWP assets not BWP (2247)	1		Anguyen	Response Code 6: This FH is located in Burbank. The plan check comments request a correction to indicate that BWP will do the FH work. The plan and matrix will be revised to indicate work by BWP.	Utilities	1	C	4/9/26	AN	
	65	SNMiranda	Burbank - BWP Water	2/17/2026	Matrix	2	Utilities	Utility Conflict Matrix		Work to be done by BWP (2261)	1		Anguyen	Response Code 1: matrix to be revised to indicate work by BWP.	Utilities	1	C	4/9/26	AN	
	66	SNMiranda	Burbank - BWP Water	2/17/2026	Matrix	2	Utilities	Utility Conflict Matrix		Could not locate in field. (2115)	1		Anguyen	Response Code 1: will be removed from matrix as not found in field.	Utilities	1	C	4/9/26	AN	



NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) - SUBMITTAL REVIEW FORM

Metro Project 471401 _____

CONTRACTOR SUB NO.: AE112357000 PS&E DESIGNER
 METRO SUB NO.: SBMTR-000

TITLE: North Hollywood to Pasadena BRT PS&E Burbank Segment

*Initial Response Code: 1-Incorporation Planned Next Submittal; 2-Discussion/Clarification; 3- Not Applicable; 4-Input/Direction Req'd from Others; 5-Not Used; 6-Observation Only (no action required)

**CRM Response Code: 1-Incorporation Planned Next Submittal; 3- Not Applicable; 4-Input/Direction Req'd from Others; 5-Under separate submittal; 6-Observation Only (no action required)

***Critical-Place, CI (Critical in the Crit. Column). This comment may have significant cost impact.

****Status Code: C Complete R-Resolved; U-Unresolved

*****TC Telephone Conversation with STS counterpart prior to rejection (their Initial and Date)

REVIEWER: City of Burbank
 TECHNICAL DISCIPLINE: Various
 % DESIGN STAGE: 100%
 Date: 04/09/26
 Disposition: _____

Comments related to Contract Compliance

To be completed by Reviewer										Initial Response		To be completed by Design Lead								
Review Comment												Comment Resolution Meeting			Final Disposition					
SEGMENT	No.	Reviewer	Metro/WSP/ CMSSC/ 3rd Party/ Agency	Comment Date	Doc Type (Dwg./ Spec/ Report)	Page No./ DWG No.	Discipline	Contract Document Reference	TC (Initial- Date) *****	Comment	Initial Response Code *	Critical ***	Responder	Comment Review Meeting Actions/Response	Discipline	CRM Response Code **	Status Code ****	Status Date	Initial	Additional Notes
	67	SNMiranda	Burbank - BWP Water	2/17/2026	Matrix	2	Utilities	Utility Conflict Matrix		Could not locate in field. (2236)	1		Anguyen	Response Code 1: will be removed from matrix as not found in field.	Utilities	1	C	4/9/26	AN	
	68	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	4	Utilities	Plans		There is a 12" potable main that crosses 134 freeway and reduces to a 8" CI potable main for the rest of alignment along Pass Ave. Refer to intersection details 39-03 and 39-11	1		Anguyen	Response Code 1: will revise plans accordingly	Utilities	1	C	4/9/26	AN	
	69	Melorde	Burbank - BWP Water	2/17/2026	Plans	4	Utilities	Plans		ADJUST EXISTING WATER METER BOX TO GRADE BY BWP WATER (TYP.)	1		Anguyen	Response Code 1: The construction notes pertain to the work performed by the BRT contractor. Notes 12 and 13 will be revised to say "NOT USED" The adjustment of the water meter boxes and air release valves by BWP will be noted by a hexagon with an "A"	Utilities	1	C	4/9/26	AN	
	70	Melorde	Burbank - BWP Water	2/17/2026	Plans	4	Utilities	Plans		ADJUST EXISTING AIR RELEASE VALVE TO GRADE BY BWP WATER (TYP.)	1		Anguyen	Response Code 1: The construction notes pertain to the work performed by the BRT contractor. Notes 12 and 13 will be revised to say "NOT USED" The adjustment of the water meter boxes and air release valves by BWP will be noted by a hexagon with an "A"	Utilities	1	C	4/9/26	AN	
	71	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	5	Utilities	Plans		8" CI that reduced to a 6" CI potable main. Refer to Intersection detail 39-12	1		Anguyen	Response Code 1: will revise plans accordingly	Utilities	1	C	4/9/26	AN	
	72	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	5	Utilities	Plans		Ex 6" potable main	1		Anguyen	Response Code 1: will revise plans accordingly	Utilities	1	C	4/9/26	AN	
	73	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	13	Utilities	Plans		Subsurface valve. Could not locate in field verified (2104A)	1		Anguyen	Response Code 1: will be removed from plan	Utilities	1	C	4/9/26	AN	
	74	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	13	Utilities	Plans		Will contractor do adjustment? (2102)	1		Anguyen	Response Code 1: call out will be revised to indicate BWP to adjust.	Utilities	1	C	4/9/26	AN	
	75	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	13	Utilities	Plans		CHANGE TO NOTE 12 (TYP) (2108)	1		Anguyen	Response Code 1: Note 12 will be revised to say "NOT USED" but the current call out will include "BWP to adjust" so it is clear who is doing the work.	Utilities	1	C	4/9/26	AN	
	76	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	14	Utilities	Plans		ADJUST EXISTING WATER MAINLINE VALVE SLEEVE AND COVER TO GRADE BY CONTRACTOR	6		Anguyen	Response Code 6: the note will remain the same as all the notes are direction to the BRT contractor	Utilities	6	R	4/9/26	AN	
	77	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	18	Utilities	Plans		8" DI Recycled water main (existing)	1		Anguyen	Response Code 1: will add call out to plan	Utilities	1	C	4/9/26	AN	
	78	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	32	Utilities	Plans		Could not locate in field (2115)	1		Anguyen	Response Code 1: will remove	Utilities	1	C	4/9/26	AN	
	79	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	39	Utilities	Plans		Work to be one by BWP (2100)	1		Anguyen	Response Code 1: Note to be revised to show this work be BWP and not contractor	Utilities	1	C	4/9/26	AN	
	80	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	39	Utilities	Plans		INSTALL/CONSTRUCT PER DESCRIPTION BY BWP WATER	1		Anguyen	Response Code 1: Note to be revised to show this work be BWP and not contractor	Utilities	1	C	4/9/26	AN	
	81	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	39	Utilities	Plans		Existing 6" CI water main See drawing EW-457	1		Anguyen	Response Code 1: will extend 6" line on plan	Utilities	1	C	4/9/26	AN	
	82	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	39	Utilities	Plans		Existing 6" CI water main See drawing EW-455	1		Anguyen	Response Code 1: will extend 6" line on plan	Utilities	1	C	4/9/26	AN	
	83	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	43	Utilities	Plans		Customer shut off valve work will NOT be done by BWP as BWP responsibility ends at water meter	6		Anguyen	Response Code 6: Work to be performed by contractor per note 12 and not by BWP	Utilities	6	R	4/9/26	AN	
	84	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	47	Utilities	Plans		This is a recycled water main, please label accordingly and update line	1		Anguyen	Response Code 1: will change to recycled waterline	Utilities	1	C	4/9/26	AN	
	85	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	48	Utilities	Plans		label line accordingly with RW	1		Anguyen	Response Code 1: will revise labeling	Utilities	1	C	4/9/26	AN	



NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) - SUBMITTAL REVIEW FORM

Metro Metro Project 471401

CONTRACTOR SUB NO.: AE112357000 PS&E DESIGNER

METRO SUB NO.: SBMTR-000

TITLE: North Hollywood to Pasadena BRT PS&E Burbank Segment

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 100%
Date: 04/09/26
Disposition:

*Initial Response Code: 1-Incorporation Planned Next Submittal; 2-Discussion/Clarification; 3- Not Applicable; 4-Input/Direction Req'd from Others; 5-Not Used; 6-Observation Only (no action required)

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Comments related to Contract Compliance

To be completed by Reviewer										To be completed by Design Lead									
Review Comment										Initial Response			Comment Resolution Meeting				Final Disposition		

SEGMENT																			
No.	Reviewer	Metro/WSP/ CMSSC/ 3rd Party/ Agency	Comment Date	Doc Type (Dwg./ Spec/ Report)	Page No./ DWG No.	Discipline	Contract Document Reference	TC (Initial- Date) *****	Comment	Initial Response Code *	Critical ***	Responder	Comment Review Meeting Actions/Response	Discipline	CRM Response Code **	Status Code ****	Status Date	Initial	Additional Notes
86	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	49	Utilities	Plans		this is a recycled water main	1		Anguyen	Response Code 1: will revise labeling	Utilities	1	C	4/9/26	AN	
87	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	50	Utilities	Plans		this is a recycled water main	1		Anguyen	Response Code 1: will revise labeling	Utilities	1	C	4/9/26	AN	
88	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	51	Utilities	Plans		Could not locate in the field (2236)	1		Anguyen	Response Code 1: will remove from plan	Utilities	1	C	4/9/26	AN	
89	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	51	Utilities	Plans		Work with hydrant to be done by BWP (2261)	1		Anguyen	Response Code 1: Note to be revised to show this work be BWP and not contractor	Utilities	1	C	4/9/26	AN	
90	SNMiranda	Burbank - BWP Water	2/17/2026	Plans	53	Utilities	Plans		Recycled water main	1		Anguyen	Response Code 1: "recycled" to be added to call out	Utilities	1	C	4/9/26	AN	
91	Dkriske	Burbank - CDD	2/17/2026	Memo	Various	N/A	100% Comments Memo		Various	N/A		Htong	Comments repeated on plans. See plans for responses to comments	Various	N/A	N/A	4/9/26	HT	
92	Dkriske	Burbank - CDD	2/17/2026	Plans	1	Title	Plans		CDD Transportation - In accordance with the two letters (dated January 20, 2026 and February 17, 2026) delivered by the City to Metro, the City will not approve or provide construction permits for this project unless Metro, in its capacity as lead agency for the North Hollywood to Pasadena BRT completes subsequent environmental review to determine potentially significant impacts around any SB 79 "Transit Oriented Development Stops" located in the City of Burbank. All comments and red lines contained in this document and any corresponding attachments are contingent upon Metro's completion of subsequent environmental analysis.	4		Htong	Response Code 4: Agreement needed from Metro	General	4	U	4/9/26	HT	
93	Dkriske	Burbank - CDD	2/17/2026	Plans	11	Cross Section	Plans		Street width should be 76' from curb to curb, leaving room for a 10' LT Lane. Confirm overall street width dimension matches striping plan lane widths.	1		Htong	overall street width is 76', typ has been updated to show 10' Lane	Civil	1	C	4/9/26	HT	
94	Dkriske	Burbank - CDD	2/17/2026	Plans	36	Demolition	Plans		Metro to demo and pay value of replacement structure to City for replacement	2		Htong	Response Code 3: Callout to remain as is. However, Metro to provide a list and coordinate with City. Metro's position is disposing existing bus amenities and replacing with BRT amenities.	Civil	3	R	4/9/26	HT	
95	Dkriske	Burbank - CDD	2/17/2026	Plans	59	BRT Station	Plans		Shelter manufacturer details note that shelter can be installed in existing or new PCC but do not specify installation plan. Will new PCC be poured, or will shelters be installed in existing sidewalk? Confirm on all sheets whether PCC will be poured.	1		Htong	Response Code 1: All foundations will be installed adjacent to proposed sidewalks. Will update callout to identify details on kit of parts sheets.	Civil	1	C	4/9/26	HT	
96	Dkriske	Burbank - CDD	2/17/2026	Plans	63	BRT Station	Plans		curb extension should extend 8 feet into existing street to mirror existing parking lane.	1		Htong	Response Code 1: Will be updated	Civil	1	C	4/9/26	HT	
97	Dkriske	Burbank - CDD	2/17/2026	Plans	67	BRT Station	Plans		Plans do not address curb ramp on corresponding corner. Confirm that existing ramp meets ADA compliance.	6		Htong	Response Code 6: Existing curb ramp on NW Corner meets ADA compliance. This curb ramp is within Glendale jurisdiction.	Civil	6	R	4/9/26	HT	



NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) - SUBMITTAL REVIEW FORM

Metro Project 471401

CONTRACTOR SUB NO.: AE112357000 PS&E DESIGNER

METRO SUB NO.: SBMTR-000

TITLE: North Hollywood to Pasadena BRT PS&E Burbank Segment

*Initial Response Code: 1-Incorporation Planned Next Submittal; 2-Discussion/Clarification; 3- Not Applicable; 4-Input/Direction Req'd from Others; 5-Not Used; 6-Observation Only (no action required)

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*****TC Telephone Conversation with STS counterpart prior to rejection (their Initial and Date)

REVIEWER:	City of Burbank
TECHNICAL DISCIPLINE:	Various
% DESIGN STAGE:	100%
Date:	04/09/26
Disposition:	

Comments related to Contract Compliance

To be completed by Reviewer										To be completed by Design Lead										
Review Comment										Initial Response			Comment Resolution Meeting				Final Disposition			
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	98	Dkriske	Burbank - CDD	2/17/2026	Plans	69	BRT Station	Plans		Proposed curb ramp replacement closely matches existing. Is this being replaced because existing curb ramp is noncompliant with ADA? If replacement is required, can location accommodate directional ramps?	2		Htong	Response Code 2: Yes, the curb ramp is being replaced because existing is not ADA compliant. Cannot accommodate directional ramps	Civil	2	R	4/9/26	HT	
	99	Dkriske	Burbank - CDD	2/17/2026	Plans	74	Curb Ramp Plans	Plans		curb extension should extend 8 feet into existing street to mirror existing parking lane.	1		Htong	Response Code 1: Will update	Civil	1	C	4/9/26	HT	
	100	Dkriske	Burbank - CDD	2/17/2026	Plans	161	Landscape	Plans		Install missing Pinus canarensis (see discussion of comment 234 from CRM)	2		Sork	Response Code 2: As previously noted, there are no existing Pinus canariensis at the location indicated. Currently, an existing bus stop canopy and utility box occupy this area.	Landscape	2	R	4/9/26	SO	
	101	Dkriske	Burbank - CDD	2/17/2026	Plans	162	Landscape	Plans		Install three geijera parviflora trees nearest platform to provide shade to passengers.	2		Sork	Response Code 2: An existing gas line conflicts with the proposed tree location. Tree planting at this location is not feasible due to the underground utility conflict.	Landscape	2	R	4/9/26	SO	
	102	Dkriske	Burbank - CDD	2/17/2026	Plans	176 (Various locations)	Signing Striping	Plans		PREVIOUS REQUEST Install SR60-4(CA)(Mod) at all intersection entry points to dedicated Bus/Bike lanes. (TYP)	1		Htong	Response Code 1: Will update with new modified sign per PDT discussion	Signing Striping	1	C	4/9/26	HT	
	103	Dkriske	Burbank - CDD	2/17/2026	Plans	178	Signing Striping	Plans		There is an existing bus stop here. This needs to be a mixing zone for bus/bikes.	1		Htong	Response Code 1: Will update	Signing Striping	1	C	4/9/26	HT	
	104	Dkriske	Burbank - CDD	2/17/2026	Plans	178	Signing Striping	Plans		There need to be conflict striping here bikes like the w/b direction to provide transition for bikes using the e/b bus bike lane.	2		Htong	Response Code 2: Not appropriate to provide conflicting striping based on lack of prior bike path	Signing Striping	2	R	4/9/26	HT	
	105	Dkriske	Burbank - CDD	2/17/2026	Plans	178, 179	Signing Striping	Plans		curb-to-curb width is 68 feet, so either SB right turn lane should be 9 feet or NB #2 through lane should be 18 feet.	1		Htong	Response Code 1: Will update	Signing Striping	1	R	4/9/26	HT	
	106	Dkriske	Burbank - CDD	2/17/2026	Plans	180 (and Various)	Signing Striping	Plans		Remove bus lane striping.	4		Htong	Response Code 4: Metro agreement required	Signing Striping	4	U	4/9/26	HT	
	107	Dkriske	Burbank - CDD	2/17/2026	Plans	180	Signing Striping	Plans		No striping changes here due to removal of bus lane on Olive between BV and Lake	4		Htong	Response Code 4: Metro agreement required	Signing Striping	4	U	4/9/26	HT	
	108	Dkriske	Burbank - CDD	2/17/2026	Plans	182	Signing Striping	Plans		striping lane dimensions should match existing Verdugo Avenue	1		Htong	Response Code 1: Will evaluate and update as applicable	Signing Striping	1	C	4/9/26	HT	
	109	Dkriske	Burbank - CDD	2/17/2026	Plans	186	Signing Striping	Plans		remove this edge line since parking will remain	2		Htong	Response Code 2: Design to keep BRT lane. However, this area will no longer have proposed striping	Signing Striping	2	C	4/9/26	HT	
	110	Dkriske	Burbank - CDD	2/17/2026	Plans	186	Signing Striping	Plans		Remove this skip-stripe line since post office parking will remain	2		Htong	Response Code 2: Design to keep BRT lane. However, this area will no longer have proposed striping	Signing Striping	2	C	4/9/26	HT	
	111	Dkriske	Burbank - CDD	2/17/2026	Plans	187	Signing Striping	Plans		1. All parking protected lanes on Glenoaks Blvd should have vertical channelizers and dimensions per Caltrans DIB-89. 2. Use conflict/slip mark pavement markings at driveways and intersections and solid pavement markings for all protected sections of bike lanes.	1		Htong	Response Code 1: Will evaluate and update as applicable	Signing Striping	1	C	4/9/26	HT	
	112	Dkriske	Burbank - CDD	2/17/2026	Plans	187	Signing Striping	Plans		Use green thermoplastic conflict striping rather than solid green where bike lanes cross traffic	1		Htong	Response Code 1: Will evaluate and update as applicable	Signing Striping	1	C	4/9/26	HT	
	113	Dkriske	Burbank - CDD	2/17/2026	Plans	187	Signing Striping	Plans		Add 1 foot to outer gore area (remove from RT lane), add 2' gore area separating bike lane from right turn lane, and add vertical channelizers to separate bicycles from	1		Htong	This area updated per PDT discussion	Signing Striping	1	C	4/9/26	HT	
	114	Dkriske	Burbank - CDD	2/17/2026	Plans	187, 188	Signing Striping	Plans		reduce parking protected bike lane width to 5' throughout, and increase #2 outer travel lane width to 11' throughout	1		Htong	Response Code 1: Will evaluate and update as applicable	Signing Striping	1	C	4/9/26	HT	
	115	Dkriske	Burbank - CDD	2/17/2026	Plans	187	Signing Striping	Plans		All parking protected lanes on Glenoaks Blvd should have vertical channelizers and dimensions per Caltrans DIB-89.	1		Htong	Response Code 1: Will provide channelizers	Signing Striping	1	C	4/9/26	HT	



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METRO SUB NO.: SBMTR-000

TITLE: North Hollywood to Pasadena BRT PS&E Burbank Segment

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REVIEWER: City of Burbank

TECHNICAL DISCIPLINE:

Various

% DESIGN STAGE: 100%

Date:

04/09/26

Disposition:

Comments related to Contract Compliance

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	116	Dkriske	Burbank - CDD	2/17/2026	Plans	188	Signing Striping	Plans		striping here should match striping south of the alley	1/2		Htong	Response Code 1/2: Will use 10'/10' for inner and outer travel lane. However, buffer not to be included at the local bus station	Signing Striping	1/2	C	4/9/26	HT	
	117	Dkriske	Burbank - CDD	2/17/2026	Plans	189	Signing Striping	Plans		Remove overhead sign due to no bus lanes on Olive Avenue between Buena Vista and Lake	4		Htong	Response Code 4: Metro agreement required	Signing Striping	4	U	4/9/26	HT	
	118	Dkriske	Burbank - CDD	2/17/2026	Plans	193	Signing Striping	Plans		Metro previously agreed to BUS BIKE ONLY striping and signage. Revise striping plan accordingly.	2		Htong	Response Code 2: It was agreed that bikes can use the bus lane but marking will stay as is.	Signing Striping	2	R	4/9/26	HT	
	119	Dkriske	Burbank - CDD	2/17/2026	Plans	210	Architecture	Plans		1. City of Burbank's Municipal Code currently does not allow digital advertisements, including in the public right-of-way. Metro will need to coordinate with City to approve ordinance permitting digital ad panels. 2. Confirm if all proposed ad kiosks will be interactive or static for displaying purposes.	1/4		Htong	Response Code 1: Ad kiosks are capable of digital displays but will be installed with backlit per City requirement Response Code 4: The ad kiosks are made to be static or digital, but will deploy as static to be consistent with Burbank code	Architecture	1/4	C/R	4/9/26	HT	
	120	Dkriske	Burbank - CDD	2/17/2026	Plans	213 (And all locations)	Architecture	Plans		Replace detached ad kiosk with bus shelter integrated panel like City of LA's Tranzito shelters.	2		Htong	Response Code 2: The Metro approved BRT Kit of Parts requires standalone ad kiosks and does not allow integrated ad kiosks	Architecture	2	R	4/9/26	HT	
	121	Dkriske	Burbank - CDD	2/17/2026	Plans	213	Architecture	Plans		General note for all platform plan sheets: Indicate clear zone dimensions behind shelter	1		Nscribner	Response code 1	Architecture	1	C	4/9/26	NS	
	122	Dkriske	Burbank - CDD	2/17/2026	Plans	235	Architecture	Plans		Confirm preferred streetlight standard with BWP	2		Htong	Based on lighting analysis, station lighting is not required. Removed from plans. Response Code 2: Add note to reference architectural kit of parts to TOLAR package in each station sheet. However, the TOLAR plans are a separate plan set whose sheets will not be included in this index.	Architecture	2	R	4/9/26	HT	
	123	Jrodriguez	Burbank - PW Eng	2/17/2026	Plans	3	General Notes	Plans		BRT Station Canopy Kit plans must be added to this set of plans and Index Sheet.	2		Htong		General Notes	2	R	4/9/26	HT	
	124	Jrodriguez	Burbank - PW Eng	2/17/2026	Plans	39	Layout	Plans		Note below applies to Sheets 39-56: "All Layout plans must reference the BRT Station Canopy Kit Plans and identify the applicable plan sheet number(s) for each stations."	1		Htong	Response Code 1: Will add on BRT Sheets	Layout	1	C	4/9/26	HT	
	125	Jrodriguez	Burbank - PW Eng	2/17/2026	Plans	59	BRT Station	Plans		Note below must be applicable to all BRT Station plan sheets number 57-68. Note 5 above references to see Architectural plans for Bus Shelter Stations details but those sheet lack information. "All BRT station plans must reference the BRT Station Canopy Kit Plans and identify the applicable plan sheet number(s) for each stations."	1		Htong	Response Code 1: Will add	BRT Station	1	C	4/9/26	HT	
	126	Jrodriguez	Burbank - PW Eng	2/17/2026	Plans	91	Utilities	Plans		Add General Utility Note below: "All existing and proposed utility conflicts shall be identified and resolved by the applicant. It is the applicants responsibility to coordinate with all affected utility owners and revise the plans as necessary. Approval of these plans does not relieve the applicant of responsibility for conflicts discovered during construction."	2		Htong	Revised response Code 1: Will incorporate. "As necessarily" to mean updating for as-builts	Utilities	1	C	4/9/26	HT	



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Metro Project 471401

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METRO SUB NO.: SBMTR-000

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REVIEWER: City of Burbank

TECHNICAL

DISCIPLINE: Various

% DESIGN STAGE: 100%

Date: 04/09/26

Disposition:

Comments related to Contract Compliance

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	127	Jrodriguez	Burbank - PW Eng	2/17/2026	Plans	92	Utilities	Plans		Note below is applicable to all Construction Key Notes mentioned on sheets 92-141 : "Utility plans shall show all existing and proposed utilities, underground structures, and conflicts related to the bus shelters. All utility conflicts shall be fully resolved by the applicant during design and construction."	1		Anguyen	Response code 1: we will add this note to the General Utility Notes on sheet CU-100C.	Utilities	1	C	4/9/26	AN	
	128	Jrodriguez	Burbank - PW Eng	2/17/2026	Plans	144	Drainage	Plans		Comments below apply to all drainage plan sheets 144-154: 1) Plans based on assumed existing storm drain or utility availability conditions are not acceptable for approval. Plans shall be revised to reflect verified conditions. 2) All existing drainage and utility information (including pipe sizes, depths, connections points, etc.) shall be verified by field investigation prior to re-submittal, including potholing as required.	1		Mspark	Final Status Code C: Note removed and Profile B has been updated according to new survey information.	Drainage	1	C	4/9/26	MS	
	129	Jrodriguez	Burbank - PW Eng	2/17/2026	Plans	144	Drainage	Plans		Add note below to all drainage plans sheet 144 - 154 : "All existing and proposed utility conflicts shall be identified and resolved by the applicant. It is the applicants responsibility to coordinate with all affected utility owners and revise the plans as necessary. Approval of these plans does not relieve the applicant of responsibility for conflicts discovered during	1		Mspark	Final Status Code C: Note added.	Drainage	1	C	4/9/26	MS	
	130	Jrodriguez	Burbank - PW Eng	2/17/2026	Plans	212	Architecture	Plans		Note below must be applicable to all Architectural sheets number 210 - 235. "Station information must reference the BRT Station Canopy Kit Plans and identify the applicable plan sheet number(s) for each stations."	1		Jrobbins	shelter types have been referenced and coordinated with shalter drawings.	Architecture	1	C	4/9/26	JR	
	131	Djeffrey	Burbank - PW Traffic	2/17/2026	Specs	10	N/A	Specs		Street lighting modifications should go under the BWP Power	1		Htong	Response Code 1: Will move under BWP Power	N/A	1	C	4/9/26	HT	
	132	Djeffrey	Burbank - PW Traffic	2/17/2026	Specs	20 to 23	N/A	Specs		Updates as indicated to Qualified Products List	1		Htong	Response Code 1: Will update	N/A	1	C	4/9/26	HT	
	133	Djeffrey	Burbank - PW Traffic	2/17/2026	Specs	24	N/A	Specs		Remove these sections. The City is not furnishing materials for this project	1		Htong	Response Code 1: Will delete	N/A	1	C	4/9/26	HT	



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	134	Djeffrey	Burbank - PW Traffic	2/17/2026	Specs	26 (and Various locations)	N/A	Specs		Metro to confirm all payment, measurement, bid items. Revise or remove this language if it does not comply with the Project's specs.	1		Htong	Response Code 1: Will delete	N/A	1	C	4/9/26	HT	
	135	Djeffrey	Burbank - PW Traffic	2/17/2026	Specs	32	N/A	Specs		Curb ramp construction at intersections shall be phased to one corner at a time.	1		Htong	Response Code 1: Will update	N/A	1	C	4/9/26	HT	
	136	Djeffrey	Burbank - PW Traffic	2/17/2026	Specs	32	N/A	Specs		No more than one corner may be closed unless otherwise approved in writing by the City.	1		Htong	Response Code 1: Will update	N/A	1	C	4/9/26	HT	
	137	Djeffrey	Burbank - PW Traffic	2/17/2026	Specs	37	N/A	Specs		Add to Section 6-2.3: "All street name signs, whether mast arm mounted or non-mast arm mounted, shall be double sided. Mast arm street name sign legends shall consist of white letters fabricated using FHWA Standard Alphabet Series C (2000) or Series D (3000), as published in the Standard Highway Signs and Markings Book. Street name legends shall use an initial upper-case letter with a nominal height of 8 inches and lower-case letters with a nominal height of 6 inches. Legends shall include the appropriate street designation suffix, such as "Rd," "Ave," or "Blvd," consistent with the official street name	1		Htong	Response Code 1: Will update	N/A	1	C	4/9/26	HT	
	138	Djeffrey	Burbank - PW Traffic	2/17/2026	Specs	37	N/A	Specs		Add to Section 6-2.3: "All street name signs, whether mast arm mounted or non-mast arm mounted, shall be double sided. Mast arm street name sign legends shall consist of white letters fabricated using FHWA Standard Alphabet Series C (2000) or Series D (3000), as published in the Standard Highway Signs and Markings Book. Street name legends shall use an initial upper-case letter with a nominal height of 8 inches and lower-case letters with a nominal height of 6 inches. Legends shall include the appropriate street designation suffix, such as "Rd," "Ave," or "Blvd," consistent with the official street name	1		Htong	Response Code 1: Will update	N/A	1	C	4/9/26	HT	
	139	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	3	Signing Striping	Plans		Modify G77-7 (CA)(MOD) Sign to add arrow	1		Njohnston	Response Code 1: Will update	Signing Striping	1	C	4/9/26	NJ	
	140	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	3	Signing Striping	Plans		Add sign R5-1	1		Njohnston	Response Code 1: Can add	Signing Striping	1	C	4/9/26	NJ	
	141	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	3	Signing Striping	Plans		Modify SR60-4(CA)(Mod) to pictographic type	2		Njohnston	Response Code 1: Will update	Signing Striping	1	C	4/9/26	NJ	
	142	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	3	Signing Striping	Plans		Delete SR60-5(CA)(RT)	2		Njohnston	Response Code 1: Will update	Signing Striping	1	C	4/9/26	NJ	
	143	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	3	Signing Striping	Plans		Add dual left and dual right pavement marking and add "PER SHEET SS-118 DETAIL X" FOR EACH STRIPING	1		Njohnston	Response Code 1: Will update	Signing Striping	1	C	4/9/26	NJ	
	144	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	3	Signing Striping	Plans		General Comment: SHOW LENGTHS FOR ALL STRIPING (TURN POCKETS, REVERSE CURVES, ETC)(APPLY TO ALL SHEETS). 4TH REQUEST	1		Njohnston	Response Code 1: Will add where missing	Signing Striping	1	C	4/9/26	NJ	
	145	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	3	Signing Striping	Plans		General Comment: INSTALL 2 TURN ARROW MARKINGS FOR LEFT AND RIGHT TURN POCKETS AT THE BEGINNING AND END OF THE POCKET. 2ND REQUEST	2		Njohnston	Response Code 1: Will update	Signing Striping	1	C	4/9/26	NJ	
	146	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	3	Signing Striping	Plans		General Comment: INDICATE WHERE TRANSITION STARTS AND ENDS. 4TH REQUEST	1		Njohnston	Response Code 1: Will add where missing	Signing Striping	1	C	4/9/26	NJ	



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 METRO SUB NO.: SBMTR-000

TITLE: North Hollywood to Pasadena BRT PS&E Burbank Segment

*Initial Response Code: 1-Incorporation Planned Next Submittal; 2-Discussion/Clarification; 3- Not Applicable; 4-Input/Direction Req'd from Others; 5-Not Used; 6-Observation Only (no action required)

**CRM Response Code: 1-Incorporation Planned Next Submittal; 3- Not Applicable; 4-Input/Direction Req'd from Others; 5-Under separate submittal; 6-Observation Only (no action required)

***Critical-Place₃ CI (Critical in the Crit. Column). This comment may have₃ significant cost impact.

****Status Code: C Complete R-Resolved; U-Unresolved

*****TC Telephone Conversation with STS counterpart prior to rejection (their Initial and Date)

REVIEWER:	City of Burbank
TECHNICAL DISCIPLINE:	Various
% DESIGN STAGE:	100%
Date:	04/09/26
Disposition:	

Comments related to Contract Compliance

To be completed by Reviewer										To be completed by Design Lead										
Review Comment										Initial Response			Comment Resolution Meeting				Final Disposition			
SEGMENT	No.	Reviewer	Metro/WSP/CMSSC/ 3rd Party/ Agency	Comment Date	Doc Type (Dwg./ Spec/ Report)	Page No./ DWG No.	Discipline	Contract Document Reference	TC (Initial-Date) *****	Comment	Initial Response Code *	Critical ***	Responder	Comment Review Meeting Actions/Response	Discipline	CRM Response Code **	Status Code ****	Status Date	Initial	Additional Notes
	147	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	3	Signing Striping	Plans		General Comment: REMOVE OVERLAPPING TEXT AND STRIPING. 3RD REQUEST	1		Njohnston	Response Code 1: Will update	Signing Striping	1	C	4/9/26	NJ	
	148	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	3	Signing Striping	Plans		General Comment: MOVE STREET NAME OUT OF STREET. 2ND REQUEST	1		Njohnston	Response Code 1: Will review locations and revise	Signing Striping	1	C	4/9/26	NJ	
	149	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	3	Signing Striping	Plans		General Comment: SHOW BRT AND EXISTING BUS STOPS. 3RD REQUEST	1		Njohnston	Response Code 1: Will add text labeling bus stop locations	Signing Striping	1	C	4/9/26	NJ	
	150	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	3	Signing Striping	Plans		General Comment: SURVEY STATION TEXT ARE BLOCKING STRIPING. MAKE TEXTS SMALLER AND DO NOT FILL SURVEY STATION TEXT WITH WHITE	1		Njohnston	Response Code 1: Will remove white masking, but text size should not cause conflict	Signing Striping	1	C	4/9/26	NJ	
	151	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	3	Signing Striping	Plans		General Comment: SHOW EXISTING STRIPING ACCURATELY WITH THE CORRECT LINETYPE. REFER TO LEGEND FOR CLARIFICATION	1		Njohnston	Response Code 1: Will update	Signing Striping	1	C	4/9/26	NJ	
	152	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	Various	Signing Striping	Plans		Various comments on signing and striping sheets	1		Njohnston	Unless otherwise noted below, we are complying with all signing and striping plan comments	Signing Striping	1	C	4/9/26	NJ	
	153	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	4	Signing Striping	Plans		General Comment: For general notes, see sheet SS-100	2		Njohnston	Response Code 2: The main General Notes covering things such as traffic control and safety are on the GI pages. Striping Notes are part of the striping set here.	Signing Striping	2	R	4/9/26	NJ	
	154	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	4	Signing Striping	Plans		Delete key note 3 - Parking stall markers	2		Njohnston	Response Code 2: Markers are shown at some locations, such as Verdugo, for example.	Signing Striping	2	R	4/9/26	NJ	
	155	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	5	Signing Striping	Plans		Add stripe detail 38A in front of Talaria driveway	2		Njohnston	Response code 2: Currently driveway is striped as intersection and we are maintaining existing pattern.	Signing Striping	2	R	4/9/26	NJ	
	156	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	5	Signing Striping	Plans		Show length of reverse curve at Olive/California	2		Njohnston	Response code 2: See SS-20 for details.	Signing Striping	2	R	4/9/26	NJ	
	157	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	5	Signing Striping	Plans		Add diagonal striping at median island at Olive/Alameda	2		Njohnston	Response code 2: This is an existing raised median island which will be maintained	Signing Striping	2	R	4/9/26	NJ	
	158	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	6	Signing Striping	Plans		Indicate curve radius for median at Alameda/Willow	2		Njohnston	Response code 2: See sheet SS-20 for detail.	Signing Striping	2	R	4/9/26	NJ	
	159	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	6	Signing Striping	Plans		8" Solid white (2nd request) (Caltrans detail 38A) at Fredrik/Alameda	2		Njohnston	Response code 2: This is a limit line.	Signing Striping	2	R	4/9/26	NJ	
	160	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	6	Signing Striping	Plans		Show length of reverse curve at Alameda/Buena Vista	2		Njohnston	Response code 2: We don't label dimensions for existing striping.	Signing Striping	2	R	4/9/26	NJ	
	161	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	6	Signing Striping	Plans		Show existing striping with correct linetype and length	2		Njohnston	Response code 2: We don't put labels on existing striping.	Signing Striping	2	R	4/9/26	NJ	
	162	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	8	Signing Striping	Plans		Add R3-5R (Mod) to sign legend	2		Njohnston	Sign not used on sheet.	Signing Striping	2	R	4/9/26	NJ	
	163	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	8	Signing Striping	Plans		Olive/Alameda LTP length 80'	2		Njohnston	Length of stripe is 105' not 80' have adjusted callout to make more clear.	Signing Striping	2	R	4/9/26	NJ	
	164	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	10	Signing Striping	Plans		Relocate overhead sign	4		Njohnston	Metro agreement required	Signing Striping	4	U	4/9/26	NJ	
	165	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	13	Signing Striping	Plans		Various comments on Sheet 13 (Olive between Lake to Freeway bridge)	2		Njohnston	Sheet deleted. Striping improvements eliminated. No civil improvement in this location	Signing Striping	2	C	4/9/26	NJ	
	166	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	14	Signing Striping	Plans		Various comments on Sheet 14 (Olive west of BRT station)	2		Njohnston	Striping improvement deleted. No proposed BRT lane at this location	Signing Striping	2	C	4/9/26	NJ	
	167	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	14	Signing Striping	Plans		Various comments on Sheet 14 (EB Olive east of 3rd St)	2		Njohnston	Striping improvement per PDT discussion. No proposed EB BRT lane at this location	Signing Striping	2	C	4/9/26	NJ	
	168	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	15	Signing Striping	Plans		Design here is worse than 85% submittal	1		Njohnston	WB Glenoaks/Providencia striping updated per PDT discussion	Signing Striping	1	C	4/9/26	NJ	
	169	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	22, 23	Signing Striping	Plans		Add radius callouts to median striping details	2		Njohnston	Response code 2: See curve data table.	Signing Striping	1	C	4/9/26	NJ	



NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) - SUBMITTAL REVIEW FORM

Metro Project 471401

CONTRACTOR SUB NO.: AE112357000 PS&E DESIGNER
 METRO SUB NO.: SBMTR-000

TITLE: North Hollywood to Pasadena BRT PS&E Burbank Segment

REVIEWER: City of Burbank

TECHNICAL

DISCIPLINE: Various

% DESIGN STAGE: 100%

Date: 04/09/26

Disposition:

*Initial Response Code: 1-Incorporation Planned Next Submittal; 2-Discussion/Clarification; 3- Not Applicable; 4-Input/Direction Req'd from Others; 5-Not Used; 6-Observation Only (no action required)

**CRM Response Code: 1-Incorporation Planned Next Submittal; 3- Not Applicable; 4-Input/Direction Req'd from Others; 5-Under separate submittal; 6-Observation Only (no action required)

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Comments related to Contract Compliance

To be completed by Reviewer										To be completed by Design Lead									
Review Comment										Initial Response			Comment Resolution Meeting				Final Disposition		
SEGMENT																			
No.	Reviewer	Metro/WSP/ CMSSC/ 3rd Party/ Agency	Comment Date	Doc Type (Dwg./ Spec/ Report)	Page No./ DWG No.	Discipline	Contract Document Reference	TC (Initial- Date) *****	Comment	Initial Response Code *	Critical ***	Responder	Comment Review Meeting Actions/Response	Discipline	CRM Response Code **	Status Code ****	Status Date	Initial	Additional Notes
170	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	Various	Traffic Signal	Plans		Various comments on traffic signal sheets	1		ARoss	Unless otherwise noted below, we are complying with all traffic signal plan comments	Traffic Signal	1	C	4/9/26	AR	
171	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	28	Traffic Signal	Plans		Add sign R10-12(MOD) (left turn yield on green)	2		ARoss	This sign is not used at any of the TS modification intersections.	Traffic Signal	2	R	4/9/26	AR	
172	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	29	Traffic Signal	Plans		REMOVE EXISTING 2070E CONTROLLER ASSEMBLY FROM EXISTING 332 CABINET, AND RETURN TO THE CITY. FURNISH AND INSTALL 2070LX CONTROLLER ASSEMBLY WITH OMNI SOFTWARE, MODULES, AND ANCILLARY EQUIPMENT FOR THE INTENDED SIGNAL OPERATION	5		ARoss	Response Code 5: Will address in TSP Deliverable.	Traffic Signal	5	R	4/9/26	AR	
173	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	34	Traffic Signal	Plans		Existing ramps are not ADA compliant. Rebuild ADA ramp. 2nd Request	3		Htong	Response Code 3 - Reconstructing curb ramps at this intersection is outside the scope of this project	Traffic Signal	3	R	4/9/26	HT	
174	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	35	Traffic Signal	Plans		Existing ramps are not ADA compliant. Rebuild ADA ramp. 2nd Request	1		Htong	Response Code 1: This curb ramp is being reconstructed by the Glendale segment. New curb ramp linework is shown on this sheet.	Traffic Signal	1	R	4/9/26	HT	
175	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	35	Traffic Signal	Plans		Move pull box to inside of median nose to provide more space for signal maintenance - 2nd request	3		ARoss	Putting the PB there will be in the ramp next to the station.	Traffic Signal	3	R	4/9/26	AR	
176	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	35	Traffic Signal	Plans		The controller must be upgraded to implement the proposed "Bus-Priority" operation	5		ARoss	Will be addressed in TSP deliverable.	Traffic Signal	5	R	4/9/26	AR	
177	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	35	Traffic Signal	Plans		Remove existing 332 cabinet foundation. Remove and salvage existing 332 cabinet	5		ARoss	Will be addressed in TSP deliverable.	Traffic Signal	5	R	4/9/26	AR	
178	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	35	Traffic Signal	Plans		Construct 352i foundation per Caltrans Std Plan ES-3C	5		ARoss	Will be addressed in TSP deliverable.	Traffic Signal	5	R	4/9/26	AR	
179	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	35	Traffic Signal	Plans		Furnish and install new 352i ATC cabinet with new 2070LX controller with modules and Omni software, detector sensors, 2010 ECLIP conflict monitor and auxiliary equipment for intended operations	5		ARoss	Will be addressed in TSP deliverable.	Traffic Signal	5	R	4/9/26	AR	
180	Djeffrey	Burbank - PW Traffic	2/17/2026	Plans	35	Traffic Signal	Plans		Furnish and install Clary external Battery backup system complete with cabinet, wiring, and necessary hardware	5		ARoss	Will be addressed in TSP deliverable.	Traffic Signal	5	R	4/9/26	AR	

Declaration of Michael McKenna

EXHIBIT U

MEMORANDUM



COMMUNITY DEVELOPMENT

DATE: May 18, 2026

TO: Jack McGregor, Program Manager

FROM: David Kriske, Assistant Community Development Director - Transportation
BY: Marcos Fuentes, Senior Transportation Planner

SUBJECT: Comments on 100% Plans for the North Hollywood to Pasadena BRT

The Community Development (CDD) has reviewed the 100% Engineering plans for the North Hollywood to Pasadena BRT line and provided in-line comments in the plan file (Attachment 1). Also attached is a separate memorandum to Metro reiterating the Burbank City Council's motion requiring Metro, in its capacity and role as project lead agency, and in light of Senate Bill 79, to complete supplemental environmental analysis to determine potential environmental impacts resulting from allowed increased densities around a half-mile distance of BRT stations prior to the issuance of any excavation permits (Attachment 2).

General Comments

1. Confirm all locations where queue jump will be implemented.
2. Remove dedicated bus lane striping from Olive Avenue sheets between Buena Vista Street and Lake Street per Burbank City Council's requirement for mixed flow through this stretch.
3. City requires that Metro shall also designate streets within 200 ft. of any pedestrian access point to a station at Olive/Hollywood, Buena Vista/Alameda, Olive/Lake, and Olive/San Fernando as mixed flow.

Document: AE112357-B01-SUB-AFC.02-Plans 260416 COB CDD
Transportation Redlines

Sheet 1/263

In accordance with the letters delivered by the City to Metro, the City will not approve or provide construction permits for this project unless Metro (dated January 30, 2026, February 17, 2026, and May 18, 2026), in its capacity as lead agency for the North Hollywood to Pasadena BRT completes subsequent environmental review to determine potentially significant impacts around any SB 79 "Transit Oriented Development Stops" located in the City of Burbank.

All comments and red lines contained in this document and any corresponding attachments are contingent upon Metro's completion of subsequent environmental analysis.

Sheet 34/263

1. Metro to demo and pay value of replacement structure to City for replacement.

Sheet 56/263

1. Missing sheets BRT-SF1 and BRT-SF4 from this package.

Sheet 160/263

1. Install three geijera parviflora trees nearest platform to provide shade to passengers. Previous request. Or transplant existing tree #459

Sheet 174/263

1. Remove w/b bus lane striping west of Riverside Dr.
2. Remove bus lanes within 200 ft. of any BRT Station pedestrian access point.

Sheet 178/263

1. No striping changes on e/b Olive Ave. at Buena Vista St. due to removal of bus lane on Olive between BV and Lake.
2. Remove bus lane striping on Olive between Buena Vista Street and Lake Street.

Sheet 179/263

1. Remove bus lane striping on Olive between Buena Vista Street and Lake Street.

Sheet 180/263

1. Remove bus lane striping on Olive between Buena Vista Street and Lake Street.
2. Supplement e/b Class III on Verdugo Ave., east of Olive Ave. with D11-1

Sheet 181/263

1. Remove bus lane striping on Olive between Buena Vista Street and Lake Street.

Sheet 182/263

1. Remove bus lane striping on Olive between Buena Vista Street and Lake Street.

Sheet 185/263

1. Correct e/b parking lane width dimension.

Sheet 186/263

1. Remove overhead sign due to no bus lanes on Olive Avenue between Buena Vista and Lake.

Sheet 187/263

1. Remove overhead signs due to no bus lanes on Olive Avenue between Buena Vista and Lake.

Sheet 190/263

1. Metro previously agreed to BUS BIKE ONLY striping and signage. Address change in plan. Revise striping plan accordingly.

Sheet 211/263

1. Provide 5' min. clearance by shifting bus shelters closer to curb.

Sheet 228/263

1. Locate ad panel closer to bus shelter if feasible.

Sheet 229/263

1. The slopes on this sheet for EB and WB are opposite. EB is uphill and WB is downhill. Correct.

ATTACHMENTS

ATTACHMENT 1: AE112357-B01-SUB-AFC.02-Plans_260416 COB CDD
Transportation Redlines

ATTACHMENT 2: City BRT Review Second 100 Percent Plans Permit Letter

Declaration of Michael McKenna

EXHIBIT V

STAFF REPORT



COMMUNITY DEVELOPMENT

DATE: May 20, 2026

TO: Justin Hess, City Manager

FROM: Patrick Prescott, Community Development Director
BY: David Kriske, Assistant Community Development Director,
Transportation

SUBJECT: Update on Los Angeles County Metropolitan Transportation Authority North Hollywood to Pasadena Corridor Bus Rapid Transit and Senate Bill 79

EXECUTIVE SUMMARY

This report provides Council and the community with an update on the Metropolitan Transportation Authority (Metro) North Hollywood to Pasadena Corridor Bus Rapid Transit Project (BRT or Project) and the Project's potential for designating higher residential densities around transit stops pursuant to Senate Bill (SB) 79. Staff will cover:

1. Metro's current BRT Project timing;
2. Confirmation of the BRT Project's potential SB 79 stop designations at five of six Burbank stations; and
3. City proposals made to Metro to ensure SB 79 densities do not impact the City's infrastructure without proper environmental analysis.

BACKGROUND

This staff report provides an update on the latest status of Metro's BRT Project, staff action taken regarding SB 79 since Council's January 27, 2026 direction, as well as the City's overlapping concern that the Olive Avenue segment of the BRT Project could trigger SB 79 densities that were not considered in the BRT Project Environmental Impact Report (EIR), and for which the City's infrastructure cannot currently handle.

BRT Project's Historical and Current Status

The Project aims to construct an 18-mile BRT between the North Hollywood B / G Line Station and the A Line in Pasadena, passing through Los Angeles, Burbank, Glendale, and Pasadena (Attachment 1). BRT is high-capacity bus transit offering fewer stops and

speed improvements over a traditional bus route. Unlike traditional transit operating in Metro right of way, the BRT uses local city right of way for travel and station locations.

The City has supported the BRT by participating in its planning, environmental review, and design stages. During the Project's environmental review, the City Council requested mixed-flow on one BRT segment along Olive Avenue between Buena Vista and Lake Streets due to concerns about intersection congestion and related spillover traffic impacts into adjoining residential neighborhoods, which impacts were not fully analyzed in Metro's Final EIR. Concerns over Olive Avenue traffic operations and spillover traffic were raised by the City in Metro's environmental process as early as 2020, and the City's mixed-flow position was communicated to the Metro Board of Directors via comment letter submitted to the Project's Final EIR in 2022 (Attachment 2). Yet, the Metro Board disregarded the request and instead designated one vehicle travel lane on this Olive Avenue segment in each direction be reconfigured as a dedicated bus lane when it approved the Project.

The City and Metro's continued collaboration on Project design and delivery came next through a jointly-approved Cooperative Agreement (Attachment 3). At the meeting where the Cooperative Agreement was approved, the Council reiterated its position for mixed-flow on Olive Avenue and invited Metro staff to respond. Metro's Executive Officer indicated that the Project design and lane configuration was not yet final and urged the Council not to include a specific project description with mixed-flow in the Cooperative Agreement so that the parties could jointly work together to agree on final design, including mixed flow, essentially deferring the dispute. To date, the two agencies have not resolved the issue. Metro is completing design for its BRT Project, including submitting the most recent final plans on April 16, 2026, with final City comments due on or before May 18, 2026. City staff have indicated to Metro that construction permits cannot be issued while the configuration of Olive remains unresolved. This designation now has impacts for development under SB 79.

SB 79 Overview & Relevance to BRT Project

SB 79 was signed by the Governor on October 10, 2025 and takes effect July 1, 2026. The new law is intended to facilitate transit-oriented housing development by establishing new development standards near qualifying transit facilities such as the proposed stations along the BRT Project. As a result, SB 79 densities along the BRT, particularly along Olive Avenue, would present significant challenges related to development intensity, utilities, infrastructure, capacity and environmental review, and may introduce additional complexity to ongoing local planning efforts. Newly imposed impacts will result in significant environmental concerns that need to be analyzed and considered under the California Environmental Quality Act (CEQA).

SB 79 land use concerns, and the unresolved configuration of the BRT Project have become intertwined because the configuration of BRT striping and station locations

impact how and where SB 79 may affect residential densities throughout Burbank. Without changes to Metro's 2022 BRT Project description, the designation of five of six current Burbank BRT stations will trigger changes to residential land use densities under SB 79, which would require subsequent environmental review of the Project before permits can be issued.

Follow-up to January 27, 2026 SB 79 Update to Council

On January 27, 2026 the Council received a report on SB 79 with some of the above information as well as staff recommendations for pursuit of SB 79 policy clarifications and a legislative clean-up (Attachment 4). Such efforts were unsuccessful. Specifically, staff attempted to influence legislation meant to "clean up" SB 79 and clarify interpretations that could lessen its impacts to the City. In February 2026, staff met with legislative representatives from the offices of Senator Menjivar, Assemblymember Schultz, and Senator Wiener (sponsor of SB 79). At these meetings, staff discussed the City's concerns regarding impacts of SB 79, offered example language for legislation that would limit SB 79's local applicability, and suggested other changes to the law's applicability to BRT stations along routes with a mix of bus lanes and mixed-flow operation. Staff did not receive any favorable responses nor a commitment from any legislative representative to pursue clean-up language. Staff also attempted to meet with staff and consultants from Senate Housing and Local Government Committees, but the meetings were declined. Staff also investigated SB 1361, introduced in April 2026 originally aimed at adjusting the applicability of SB 79 to certain projects in Los Angeles County including BRT. The bill was substantially revised and is no longer helpful in lessening SB 79's impact on the City. Instead it aims to curtail cities' opposition for projects involving planned transit-oriented (TOD) stops.

DISCUSSION

The BRT Project Triggers SB 79

The proposed BRT Project alignment and stations could trigger new residential density in several areas throughout the City where SB 79 designates the stop as TOD stops, which allow higher densities within specified radii of the stop. The BRT will construct six stations in Burbank: (1) Hollywood Way at Olive Avenue, (2) Buena Vista Street at Alameda Avenue, (3) Olive Avenue at Verdugo Avenue / Sparks Street, (4) Olive Avenue at Lake Street, (5) Olive Avenue at San Fernando Boulevard, and (6) Glenoaks Boulevard at Alameda Avenue.

BRT stations qualify as TOD stops under SB 79 if the station is served by bus service that 1) operates in full-time dedicated bus lanes at or near the station, and 2) runs at a frequency of 15 minutes or greater during weekday peak periods. Staff's analysis, with subsequent guidance from California Department of Housing and Community Development (Attachment 5), suggests that five of six BRT stations could be designated SB 79 TOD stops, depending on the final lane configuration of the Project and the Project

definition used by the Southern California Association of Governments (SCAG), the agency drawing official maps designating TOD stops and radii (Attachment 6).

SB 79's Application to the BRT Will Create New Environmental Impacts

SB 79's development potential around BRT TOD stops is a substantial change to the environmental circumstances under which the Project is being undertaken. This new development potential was not evaluated by Metro in its EIR for the Project. The BRT EIR determined that the Project would have a less-than-significant Land Use and Planning Impact because it would be limited to operating entirely within existing transportation corridors and would not impact land uses. But SB 79 has changed the circumstances around which the BRT was analyzed, and now potentially causes cumulative impacts caused by increased residential development, particularly with respect to transportation operations, utilities, public services, and other City infrastructure. As a Responsible Agency under CEQA, the City is responsible for considering whether further BRT approvals with unstudied land use impacts in City rights of way need additional environmental review.

On January 30, 2026, the City communicated to Metro that, as a Responsible Agency under CEQA, it could not issue permits for the BRT unless subsequent environmental review was conducted (Attachment 7). On February 17, 2026, the City reiterated this in its 100 percent project plan comments (Attachment 8). Metro responded to both communications indicating their disagreement (Attachment 9 and Attachment 10).

City and Metro Attempt Dispute Resolution

The City's recent concern about BRT stations triggering SB 79 has compounded its longstanding, preexisting concern about Metro's preferred configuration of dedicated bus lanes on Olive Avenue between Buena Vista and Lake and the likelihood of spillover traffic into adjoining neighborhoods due to increased congestion at intersections along Olive Avenue. The Cooperative Agreement includes a dispute resolution process when disagreements arise in the development of the Project. To attempt to resolve both the SB 79 concern and the Olive Avenue configuration conflict, the City requested a "level 2 dispute resolution" meeting (Attachment 11), which was held on April 2, 2026. On April 22, 2026 the City proposed terms to Metro to resolve conflicts and allow the Project to move forward (Attachment 12).

BRT Project Changes Could Substantially Lessen SB 79 Impacts

Several small physical modifications to the BRT Project could substantially lessen the impacts caused by increased SB 79 residential densities and honor the City's previous request for mixed-flow operations on Olive Avenue between Buena Vista and Lake. Metro could modify the BRT as proposed which allows the BRT to move forward to construction, begin operating, and provide improved regional transit service to the public. Specifically, the City proposed the following:

- Address the City’s long-standing request to construct the Project as mixed-flow on Olive Avenue between Buena Vista and Lake. Relevant BRT stations are already designed to be served by either mixed-flow or bus lane service. This would result in two stations not meeting the operational criteria for SB 79 TOD stop designation.
- Make minor modifications to bus lane striping near the Olive/Hollywood and San Fernando/Olive stations where bus lanes currently transition to mixed-flow, including removing up to 200 feet of bus lane striping to ensure that bus lanes transition to mixed-flow at least 200 feet from entrance to the station area. This would result in two additional stations not meeting the operational criteria for SB 79 TOD stop designation.
- Maintain the BRT mixed-flow design at the Buena Vista/Alameda station currently included in Metro’s 100 percent plans, so that it remains ineligible from being classified as a SB 79 TOD stop.

By making design changes around four stations and maintaining the current design at a fifth, staff believes that SB 79 would not apply to five of six BRT stations in Burbank. Only the Glenoaks/Alameda station would remain an SB 79 TOD stop because it is served by an extensive, full-time dedicated bus lane in the median of Glenoaks Boulevard that extends from Providencia Avenue in Burbank to Central Avenue in Glendale. That station is located on the boundary with Glendale and its SB 79 TOD stop radius of eligibility is only half in Burbank (half in Glendale). The half radius is located in an area that already contains primarily higher density multifamily and commercial zoning that is closer to the densities prescribed by SB 79, and would be located closer to the transit-rich neighborhoods. Eliminating SB 79 density from five stations while strategically accepting it at one would lessen the overall cumulative environmental Land Use and Planning impacts caused by the BRT.

Alternative Approach to Lessen SB 79 Impacts – Peak Period Bus Lanes

The City’s current proposal requires modifications to the bus lane limits to reduce their proximity to stations. An alternative option could be an agreement that dedicated bus lanes in Burbank only operate during peak periods instead of full time, because SB 79 only applies to TOD stops served by full-time bus lanes. Changing bus lanes to peak-period operation could similarly result in five of six BRT stations no longer being classified as SB 79 TOD stops; however, this approach would not address the City’s original concerns about vehicle congestion on Olive Avenue and neighborhood spillover traffic in adjacent residential neighborhoods during peak hours. Installing peak-period bus lanes on the BRT at Olive may still cause congestion during the four peak hours (two AM and two PM) daily during weekday travel, but would not affect traffic conditions at any other day or time. The City and Metro could also agree to make a combination of changes.

SCAG SB 79 Map Approval and Metro Cooperation

SB 79 tasks SCAG with drawing maps around eligible TOD stops to identify where SB 79 densities apply. SCAG has indicated that it intends to present final maps for approval by the SCAG Regional Council in June 2026 (<https://scag.ca.gov/housing>). Staff believes that SCAG's approval of SB 79 maps that impart new residential densities with the potential for environmental impacts is an action subject to CEQA, and communicated this position via letter sent March 3, 2026 (Attachment 13). The City's proposal to Metro could substantially lessen the land use impacts caused by SB 79's application to the BRT.

Analyzing SB 79 densities and application around the BRT is complex because it is unbuilt, but the law will nonetheless consider and designate qualifying TOD stops July 1, 2026. For unbuilt projects, SB 79 states that SCAG should identify TOD stops based on the preferred alternative selected by the transit agency's governing board (e.g. Metro Board of Directors), or the project description that is included in a regional transportation plan. There is uncertainty on how SCAG will designate TOD stops along the BRT, especially if the final design plans are updated as described above, but the preferred alternative adopted by the Metro Board in 2022 contains designated lanes on Olive Avenue and at stations. If the City and Metro agree to changes described above, the City should request Metro's cooperation informing SCAG of project changes.

Next Steps

As of the date of this report, the City and Metro continue to disagree on two issues related to BRT:

- 1) dedicated versus mixed flow operations on Olive Avenue between Buena Vista Street and Lake Street and
- 2) the ability of the City to issue permits for the Project without Metro's subsequent environmental review.

The City has continued to collaborate with Metro on project design and has timely reviewed all other elements of Metro's 60, 85, and 100 percent plans to ensure they meet City standards for construction. Metro has indicated that it will allocate full construction funding for the project in late May 2026, would like to break ground on construction in Burbank in July, and complete the project in 2027.

COMMUNITY OUTREACH

Metro conducted extensive community outreach and engagement throughout the development of the BRT, during both conceptual project development as well as through the CEQA analysis and related EIR process. This outreach helped Council develop its formal position supporting the project with mixed-flow on Olive Avenue between Buena Vista Street and Lake Street. Metro has conducted no outreach regarding SB 79 and BRT. The City Council received a presentation on SB 79, including its relation to the BRT, on January 27, 2026.

ENVIRONMENTAL REVIEW

Metro as the lead agency for the Project conducted environmental review pursuant to CEQA and an EIR was prepared pursuant to 14 Cal. Code Regs. § 15080 et seq., which was certified by the Metro Board of Directors on April 28, 2022. On January 30, 2026 the City, as Responsible Agency, informed Metro that the EIR is now inadequate because the adoption of SB 79 and its potential application to five of six BRT stations is new information that changes the circumstances under which the BRT was analyzed, and therefore the City cannot issue permits without subsequent environmental analysis.

FISCAL IMPACT

There is no fiscal impact with this update, however, implementation of the BRT's design which triggers SB 79 densities around five of six stations could have significant fiscal impacts due to unanticipated and unplanned increased demands on City infrastructure.

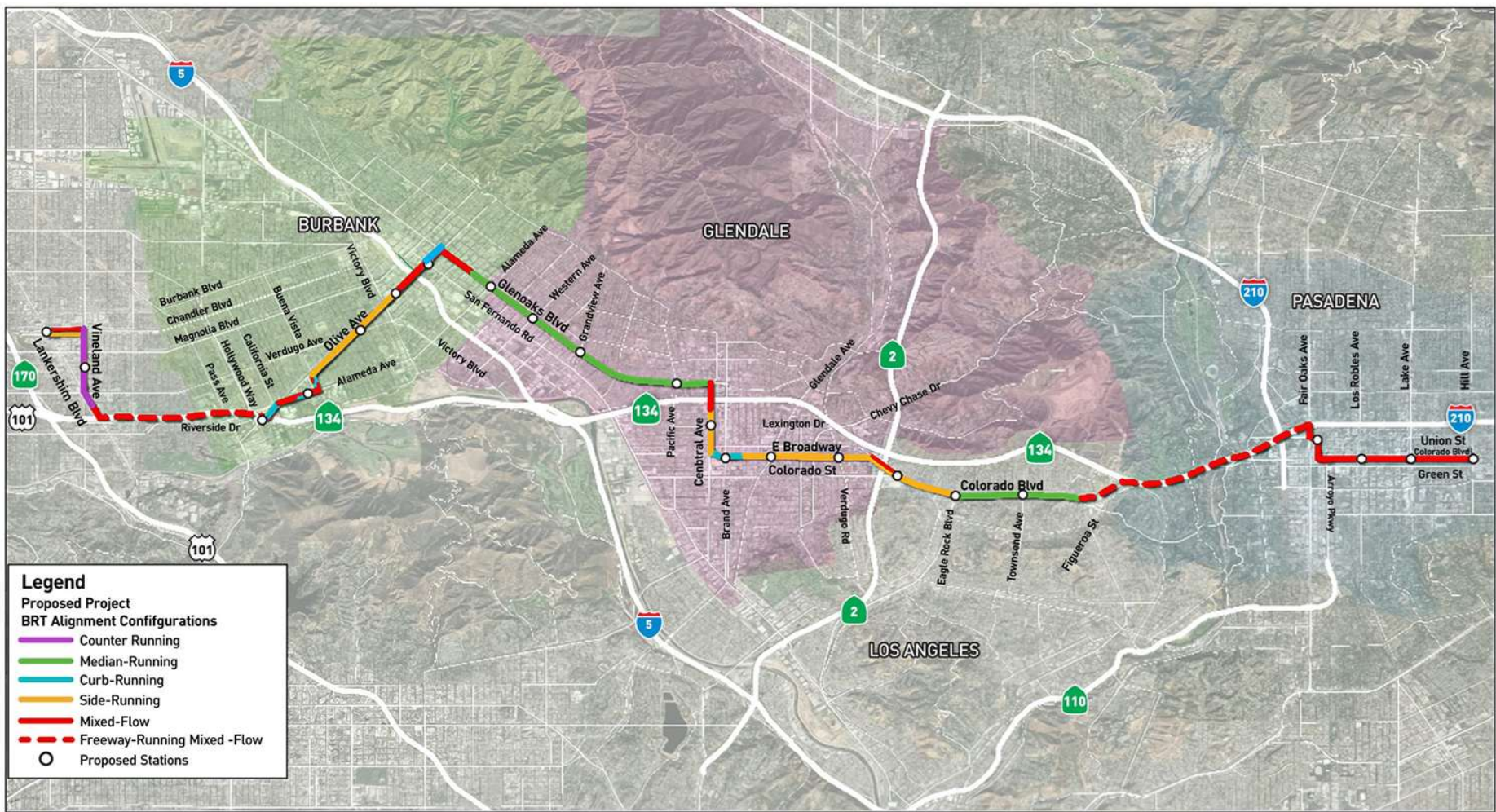
CONCLUSION

The City has continued to collaborate with Metro to deliver the BRT Project, while continuing to assert the Council's request for mixed-flow operations on Olive Avenue between Buena Vista Street and Lake Street. The adoption of SB 79 has now introduced the potential for higher densities around five of six BRT stations, depending on how the Project is designed and constructed. The City has communicated that SB 79 requires Metro to conduct subsequent environmental review for the Project if its design triggers increased residential densities around proposed BRT stations due to SB 79. Metro has declined and continues to reiterate its preference to designate Olive Avenue with dedicated bus lanes between Buena Vista Street and Lake Street. Staff from both agencies have conducted administrative dispute resolution, and the City's proposal offers a solution that would allow the project to move forward.

ATTACHMENTS

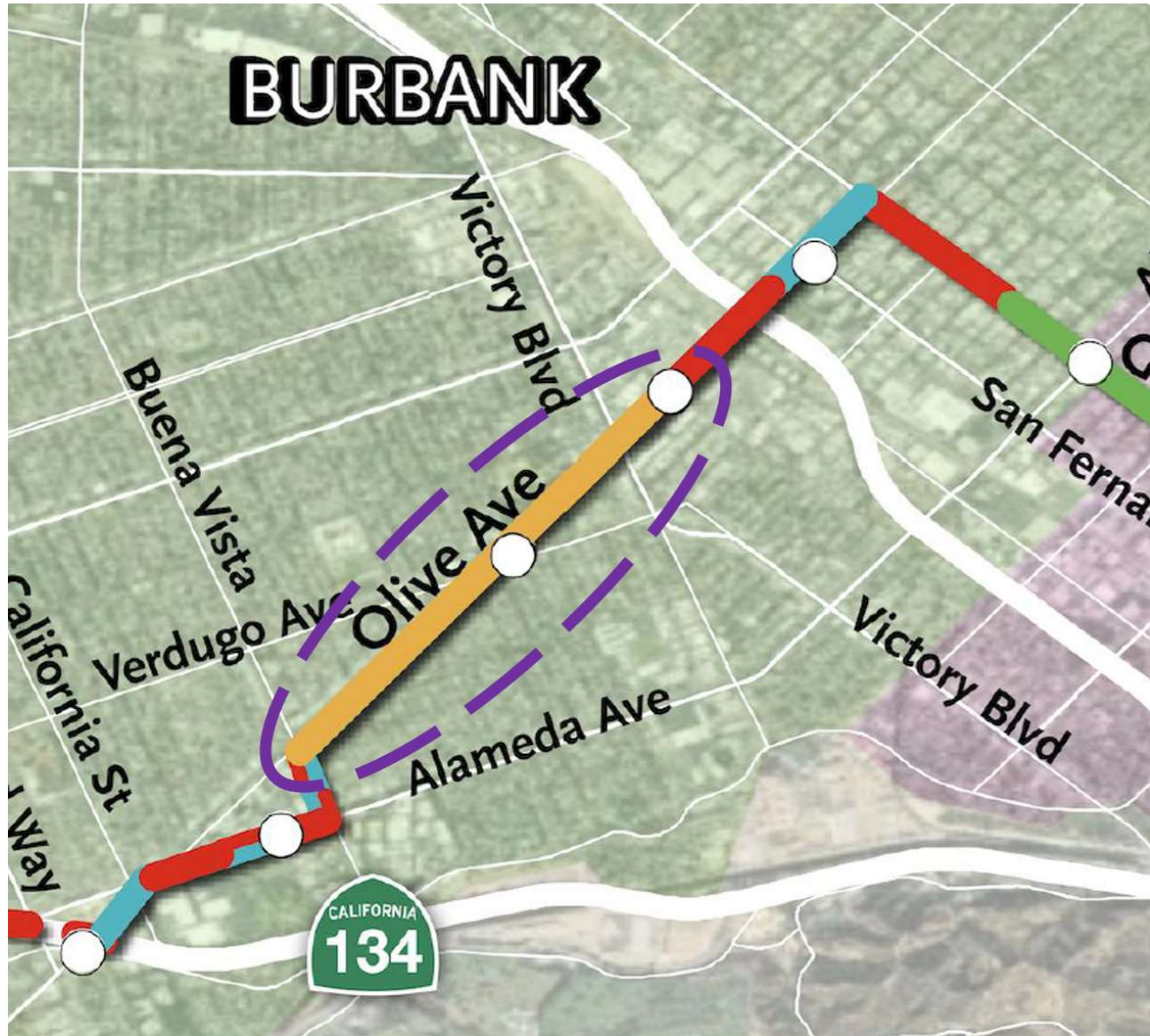
- Attachment 1 – Project Alignment
- Attachment 2 – April 12, 2022 City Council Staff Report and Final EIR Comment Letter
- Attachment 3 – March 26, 2024 City Council Staff Report and Cooperative Agreement
- Attachment 4 – January 27, 2026 SB 79 City Council Staff Report
- Attachment 5 – California Housing and Community Development Dept. SB 79 Guidance
- Attachment 6 – Metro BRT TOD Stops and SB 79 Development Areas
- Attachment 7 – Letter to Metro Requesting SB 79 Subsequent Environmental Review
- Attachment 8 – Letter to Metro Regarding BRT 100 Percent Plans
- Attachment 9 – Metro Response to Request for Subsequent Environmental Review
- Attachment 10 – Metro Response to Letter Regarding 100 Percent Plans
- Attachment 11 – City Request for Level 2 Dispute Resolution
- Attachment 12 – City Response and Offer to Metro RE: Level 2 Dispute Resolution
- Attachment 13 – Letter to SCAG (and Response) regarding SB 79 TOD Stop Designations and CEQA Obligations

Project Alignment



ATTACHMENT 1-1

Project Alignment – Detailed Burbank View



- Bus Lane Next to Curb / Parking Removal
- Bus Lane in Median / 6 to 4 car lane Reconfiguration
- Buses in Mixed Flow w/ Cars
- Buses in Mixed Flow w/ Cars (Burbank City Council)
- Station

ATTACHMENT 1-2

California Department of Housing and Community Development

SB 79 Advisory Clarifications on Definitions for Metropolitan Planning Organizations

On the Implementation of Senate Bill 79 (Chapter 512, Statutes of 2025)



Housing Policy Development Division
March 20, 2026

Introduction

The Association of Bay Area Governments (ABAG), Sacramento Area Council of Governments (SACOG), San Diego Association of Governments (SANDAG), and Southern California Association of Governments (SCAG) requested early consultation with the California Department of Housing and Community Development (HCD) on the implementation of SB 79, including clarification of certain definitions to facilitate the metropolitan planning organizations' (MPO) ability to complete their statutory mapping role in a consistent manner across the state. In response, HCD facilitated several meetings with MPOs, in consultation with Caltrans, with the goal of arriving on definitions of key terms in the statute.

MPOs also requested that HCD issue a memo in advance of the statute's July 1, 2026 operative date to assist MPOs with consistent implementation of SB 79 mapping across the regions. This memo is advisory and consolidates definitions discussed with MPOs, in consultation with Caltrans, which HCD has compiled at the MPOs' request to support carrying out their duties under Government Code section 65912.160, subdivision (f).

Executive Summary of SB 79

SB 79 makes qualified transit-oriented housing developments an allowed use on sites zoned for residential, mixed-use, or commercial development that are located near specified transit stops in urban transit counties with more than 15 passenger rail stations. Governor Newsom signed SB 79 into law on October 10, 2025, and the law is codified in Government Code Chapter 4.1.5 (Transit-Oriented Development), which includes sections 65912.155 through 65912.162.

HCD is tasked with overseeing compliance with SB 79,¹ including reviewing enacted SB 79 ordinances² and Transit-Oriented Development (TOD) Alternative Plans³ and determining their compliance with state law. HCD is also required to promulgate standards for inclusion of SB 79 sites in the housing element sites inventory.⁴ In addition, SB 79 requires that each MPO must create a map of TOD stops and zones within its region by tier, and the maps carry a rebuttable presumption of validity for use by project applicants and local governments.⁵

¹ Gov. Code, § 65912.160, subd. (a).

² Gov. Code, § 65912.160, subd. (d).

³ Gov. Code, § 65912.161, subd. (d).

⁴ Gov. Code, § 65912.160, subd. (b).

⁵ Gov. Code, § 65912.160, subd. (f).

Clarifications on Definitions

Based on discussions with ABAG/MTC, SACOG, SANDAG, and SCAG, and in consultation with Caltrans, the following key definitions are intended to facilitate consistent implementation of SB 79. The left-hand column is the definition or reference in the statute, while the right-hand column provides advisory clarifications informed by input from MPOs and Caltrans.

Adjacent

“Adjacent” means within 200 feet of any pedestrian access point to a transit-oriented development stop.

Gov. Code, § 65912.156, subd. (a)

The edge of the parcel(s) associated with the proposed housing development project is within 200 feet of any pedestrian access point to a TOD stop.

Bus Service

...[B]us service meeting the standards of paragraph (1) of subdivision (a) of Section 21060.2 of the Public Resources Code.

Gov. Code, § 65912.156, subd. (o)

Full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

Public Resources Code, § 21060.2, subd. (a)(1)

A public mass transit service that includes full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

A qualifying bus service TOD stop is a location where the bus stop is adjacent to a full-time dedicated transit lane and the average bus service intervals across the combined morning and afternoon peak periods is 15 minutes or less.

Commuter Rail

“Commuter rail” means a public rail transit service not meeting the standards for heavy rail or light rail, excluding California High-Speed Rail and Amtrak Long Distance Service.

Gov. Code, § 65912.156, subd. (b)

A public rail transit service that is not any of the following: heavy or light rail, California High-Speed Rail, Amtrak Long Distance Service, or privately operated passenger rail service. A commuter rail can include planned high or very high frequency commuter rail public rail transit service, including those managed by state-supported Joint Powers Authorities (e.g., Gold Runner, Capitol Corridor, Pacific Surfliner).

Commuter Rail, High-Frequency

“High-frequency commuter rail” means a commuter rail service operating a total of at least 48 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years.

Gov. Code, § 65912.156, subd. (e)

A commuter rail service operating an average of at least 48 trains per weekday across all directions at any point in the past three years, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail. The average is the sum of the number of scheduled stops at a station for a commuter rail service for all weekdays, divided by five weekdays.

In assessing whether a station meets this threshold, frequency is based on the total number of trains serving the station, including trains operated by multiple commuter rail services where applicable. This approach reflects the overall level of transit access and frequency experienced by riders at a given stop.

Commuter Rail, Very High Frequency

“Very high frequency commuter rail” means a commuter rail service with a total of at least 72 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions, at any point in the past three years.

Gov. Code, § 65912.156, subd. (r)

A commuter rail service operating an average of at least 72 trains per weekday across all directions at any point in the past three years, not including temporary service changes of less than one month or unplanned disruptions. The average is the sum of the number of scheduled stops at a station for a commuter rail service for all weekdays, divided by five weekdays.

In assessing whether a station meets this threshold, frequency is based on the total number of trains serving the station, including trains operated by multiple commuter rail services where applicable. This approach reflects the overall level of transit access and frequency experienced by riders at a given stop.

Heavy Rail Transit

“Heavy rail transit” means a public electric railway line with the capacity for a heavy volume of traffic using high-speed and rapid acceleration passenger rail cars operating singly or in multicar trains on fixed rails, separate rights-of-way from which all other vehicular and foot traffic are excluded, and high platform loading. “Heavy rail transit” does not include California High-Speed Rail.

Gov. Code, § 65912.156, subd. (d)

A public electric railway line that includes all the following:

- Has capacity for a heavy volume of traffic,
- Uses high-speed and rapid acceleration passenger rail cars,
- Operates singly or in multicar trains on fixed rails,
- Operates in a separate right-of-way from which all other vehicular and foot traffic are excluded, and
- Stops at stations with high platform loading (i.e., where the platforms are built at the same height as the train floor).

Heavy rail transit lines typically use a third rail power source. Heavy rail transit does not include California High-Speed Rail.

Light Rail Transit

“Light rail transit” includes streetcar, trolley, and tramway service. “Light rail transit” does not include airport people movers.

Gov. Code, § 65912.156, subd. (h)

An electric railway line that is not a “heavy rail transit” line which typically draws power from overhead wires. Includes, but is not limited to, streetcar, trolley, and tramway service. Does not include airport people movers or cable cars.

Passenger Rail Station

[Undefined]

“Urban transit county” means a county with more than 15 passenger rail stations.

Gov. Code, § 65912.156, subd. (q)

A passenger rail station includes all forms of public heavy rail, light rail, or commuter rail stations that are in active operation and provide regular service. A passenger rail station does not include planned rail stations that are not yet in service. A passenger rail station occupying one physical location counts as a single station, even if multiple rail services utilize the station.

Pedestrian Access Point

[Undefined]

“Adjacent” means within 200 feet of any pedestrian access point to a transit-oriented development stop.

Gov. Code, § 65912.156, subd. (a)

For purposes of this chapter, the distance of a transit-oriented housing development project from a transit-oriented development stop shall be measured in a straight line from the nearest edge of the parcel containing the proposed project to a pedestrian access point for the transit-oriented development stop.

Gov. Code, § 65912.157, subd. (b)

A pedestrian access point is any applicable station entrance, boarding platform access point, or location of a transit stop as defined and depicted on the applicable MPO SB 79 map. MPOs may rely on General Transit Feed Specification (GTFS) data, if provided by individual transit providers within each region, and may add additional pedestrian access points for TOD stops with multiple entrances.

Project Site

[Undefined]

A housing development project shall be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development within one-half or one-quarter mile of a transit-oriented development stop, if the development complies with the applicable of all of the following requirements:

Gov. Code, § 65912.157, subd. (a)

For purposes of this chapter, the distance of a transit-oriented housing development project from a transit-oriented development stop shall be measured in a straight line from the nearest edge of the parcel containing the proposed project to a pedestrian access point for the transit-oriented development stop.

Gov. Code, § 65912.157, subd. (b)

Parcel(s) containing the proposed housing development project.

Rail Transit

“Rail transit” has the same meaning as defined in Section 99602 of the Public Utilities Code.

Gov. Code, § 65912.156, subd. (k)

[No clarification]

Same meaning as defined in Section 99602 of the Public Utilities Code, which is a rail mass transportation operation usually within an urban area, generally characterized by more frequent service over shorter distances than normally provided by commuter rail service or intercity rail service, and operating on a rail line without any or with very limited rail freight service.

Transit-Oriented Development (TOD) Stop

“Transit-oriented development stop” means a major transit stop, as defined by Section 21064.3 of the Public Resources Code, and also including stops on a route for which a preferred alternative has been selected or which are identified in a regional transportation improvement program, that is served by heavy rail transit, very high frequency commuter rail, high frequency commuter rail, light rail transit, or bus service within an urban transit county meeting the standards of paragraph (1) of subdivision (a) of Section 21060.2 of the Public Resources Code. When a new transit route or extension is planned that was not identified in the applicable regional transportation plan on or before January 1, 2026, those stops shall not be eligible as transit-oriented development stops unless they would be eligible as Tier 1 transit-oriented development stops. If a county becomes an urban transit county subsequent to July 1, 2026, then bus service in that county shall remain ineligible for designation of a transit-oriented development stop.

Gov. Code, § 65912.156, subd. (p)

A TOD stop is any of the following:

- An existing or planned transit station or stop identified in a region’s federally or state-mandated transportation improvement program (TIP) that is served by any of the following: light rail or heavy rail, high-frequency or very high-frequency commuter rail, or eligible bus service (see also “Bus Service”). Planned TOD stops in a region’s TIP may be limited to include only those with any amount of committed construction funding.
- Selected preferred alternative route stops from an adopted CEQA/NEPA document, an adopted locally preferred alternative (LPA), or other local implementing document as determined by the MPO, regardless of their status in a federally or state mandated TIP.

TOD Stop, Tier 1

“Tier 1 transit-oriented development stop” means a transit-oriented development stop within an urban transit county served by heavy rail transit or very high frequency commuter rail.

Gov. Code, § 65912.156, subd. (n)

An existing or planned TOD stop within an urban transit county that is served by heavy rail transit or very high-frequency commuter rail.

TOD Stop, Tier 2

“Tier 2 transit-oriented development stop” means a transit-oriented development stop within an urban transit county, excluding a Tier 1 transit-oriented development stop, served by light rail transit, by high-frequency commuter rail, or by bus service meeting the standards of paragraph (1) of subdivision (a) of Section 21060.2 of the Public Resources Code.

Gov. Code, § 65912.156, subd. (o); Public Resources Code, § 21060.2, subd. (a)(1)

An existing or planned TOD stop within an urban transit county (excluding a Tier 1 TOD Stop) that is served by light rail transit, high-frequency commuter rail, or qualifying bus service. See also “Bus Service.”

TOD Zone

“Transit-oriented development zone” means the area within one-half mile of a transit-oriented development stop.

Gov. Code, § 65912.156, subd. (m)

[No clarification]

The area within one-half mile of a TOD stop.

Unincorporated Area of a County

[Undefined]

This section shall not apply to a local agency until July 1, 2026, unless the local agency adopts an ordinance or local transit-oriented development alternative plan deemed compliant by the department before July 1, 2026. It shall not apply within an unincorporated area of a county until the 7th regional housing needs allocation cycle.

Gov. Code, § 65912.157, subd. (n)

An area that does not have its own local government and is governed as part of a larger administrative division, such as a county.

SB 79 does not apply to an unincorporated area of a county until the date that its 7th cycle housing element is due (i.e., at the beginning of the eight-year planning period), although the portion within the TOD Zone of a qualifying jurisdiction is eligible for provisions under SB 79,

even where the TOD Stop is located in an unincorporated jurisdiction.

Urban Transit County

“Urban transit county” means a county with more than 15 passenger rail stations. Gov. Code, § 65912.156, subd. (q)

[No clarification]
A county with more than 15 passenger rail stations.

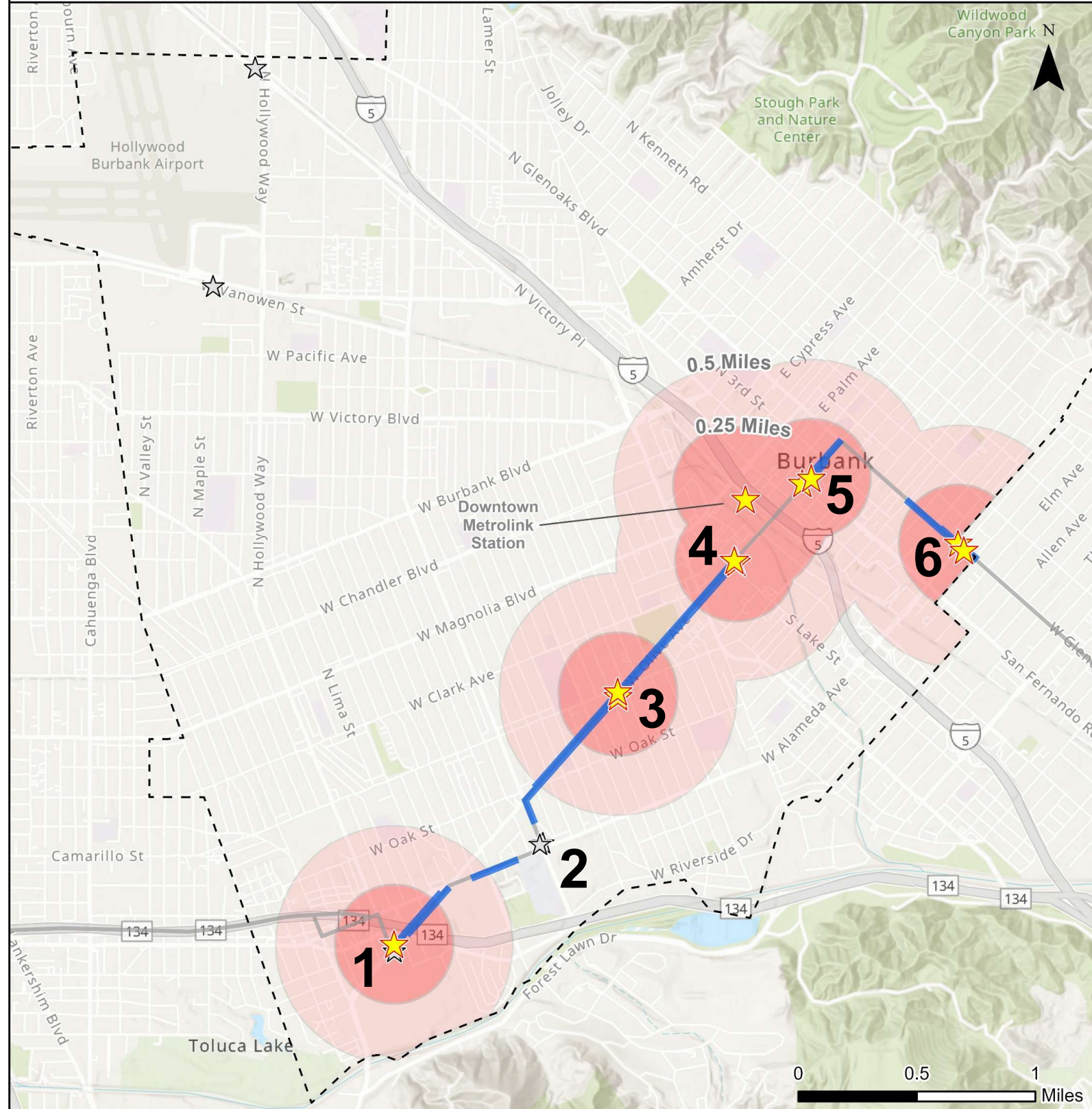
Existing Rail Typologies

Based on the advisory clarifications of statutory definitions, and in response to MPO requests, the following classifications for existing rail typologies for the purpose of SB 79 implementation are provided in the table below. This table does not reflect rail typologies for rail services that have yet to be constructed or enter into operation. Note: Not all commuter rail stops and stations are necessarily TOD stops; to be a TOD stop, it must meet the definitions in the statute as clarified above.

Heavy Rail	Light Rail	Commuter Rail
<ul style="list-style-type: none"> ▪ Bay Area Rapid Transit (BART): All except eBART Pittsburg Center, Antioch stations ▪ Los Angeles (LA) Metro Rail: B, D Lines 	<ul style="list-style-type: none"> ▪ LA Metro Rail (A, C, E, K Lines) ▪ Sacramento Regional Transit (SacRT) ▪ San Diego Metropolitan Transit System (MTS) Trolley ▪ San Francisco Municipal Railway (Muni) Metro and Streetcar ▪ Santa Clara Valley Transportation Authority (VTA) Light Rail 	<ul style="list-style-type: none"> ▪ Altamont Corridor Express (ACE) ▪ Arrow ▪ BART (eBART Pittsburg Center, Antioch stations only) ▪ Caltrain ▪ Capitol Corridor ▪ Coaster ▪ Metrolink ▪ Pacific Surfliner ▪ San Joaquins (Gold Runner) ▪ Sonoma-Marín Area Rail Transit (SMART) ▪ Sprinter

Pursuant to these classifications, SB 79’s upzoning provisions (Gov. Code, § 65912.157) will take effect on July 1, 2026, in Alameda, Los Angeles, Sacramento, San Francisco, San Mateo, Santa Clara, and San Diego Counties. Under the statute, applicability is tied to the presence of qualifying transit infrastructure within a county. Accordingly, the geographic scope of SB 79 is dynamic and will modify over time, including when additional qualifying rail or transit projects are completed and placed into service.

Metro Preferred BRT Alignment and SB 79 TOD Areas



Legend

- ★ Qualifying SB TOD Stop (Tier 2)
- ☆ Non-qualifying BRT/MetroLink Stop
- Metro Dedicated Bus Lane
- BRT Route
- Qualifying SB 79 TOD Areas 1/4 Mile
- Qualifying SB 79 TOD Areas 1/2 Mile
- City Boundaries

This map illustrates the North Hollywood to Pasadena Bus Rapid Transit (BRT) System route through the City of Burbank, MetroLink Stations, and respective stops in relation to Senate Bill 79 (SB 79).

The shaded buffer zones measure 1/4- and 1/2-mile distances around these transit facilities within the City of Burbank and their status as potential transit-oriented development (TOD) stops consistent with the provisions of SB 79.

In March 2026, California's Department of Housing and Community Development (HCD) issued guidelines to assist Metropolitan Planning Organizations (MPOs) in producing official SB 79 regional maps. The guidelines define qualifying SB 79 TOD stops as transit facilities where a full-time dedicated bus lane is within 200 feet of pedestrian access points.

Based on HCD's guidelines, and under Metro's preferred BRT alignment to operate in full time dedicated lanes throughout most of the City, the majority of BRT stops, and the Downtown Burbank MetroLink Station, would qualify as SB 79 TOD stops.

SB 79 Current Bill Version: 10/10/2025

Disclaimer: SB 79 requires that the Southern California Association of Governments (SCAG) create a map of the City's transit-oriented development (TOD) stops and zones by tier, as designated by SB 79, and in accordance with any guidance prepared by the Department of Housing and Community Development. The Burbank Community Development Department has developed this map based on the Department's initial analysis of the language contained in Senate Bill 79 and subsequent California Department of Housing and Community Development's published guidelines. The map is in draft format and is intended for exploratory purposes only. Updated SB 79 maps will be released as new information becomes available and if any changes to potential TOD stops are identified.



May 2026



COMMUNITY DEVELOPMENT

March 3, 2026

Mr. Kome Ajise, Executive Director
Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700
Los Angeles, CA 90017

Re: SB 79 Transit-Oriented Development Stop Designations and CEQA Obligations

Dear Mr. Ajise:

The City of Burbank is providing input regarding SCAG's responsibilities under Senate Bill 79 (SB 79) to identify Transit-Oriented Development (TOD) stops around which increased residential development capacity must be permitted.

SB 79 vests SCAG with the responsibility to identify qualifying transit stops and to prepare corresponding TOD maps that will trigger mandatory increases in residential development capacity within specified radii. Given the significant land use, infrastructure, and environmental implications of these designations, the City requests SCAG identify TOD stops for the unbuilt Bus Rapid Transit (BRT) projects in a manner that is consistent with both SB 79 and the California Environmental Quality Act, prior to publishing the TOD maps required under SB 79.

Inability for SCAG to Apply SB 79 TOD Stop Criteria to Unbuilt BRT Transit Projects

The application of the criteria identified in SB 79 for designating TOD stops around unconstructed BRT projects is unclear. This is because the level of project detail needed to apply SB 79 TOD stop criteria for BRT projects is not included in the Regional Transportation Plan's project descriptions and is often not even included in the project description adopted by its lead agency.

In the case of the Metro North Hollywood to Pasadena BRT Project, neither the SCAG Connect SoCal 2020, SCAG Connect SoCal 2024, Metro Long Range Transportation Plan, nor Metro Short Range Transportation Improvement Program, provide the granular, project-level characteristics necessary to confirm whether stops along the project alignment are TOD stops under SB 79. Specifically, SB 79 requires detailed description and limits of a BRT project's full-time dedicated lanes, or locations where BRT projects operate in exclusive right-of-way. The law also requires knowledge of peak service frequencies. None of these project characteristics are known at a project's conceptual or design phase. Furthermore, in the case of the Metro North Hollywood to Pasadena BRT Project, as of the date of this letter these important details are still being determined as

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ATTACHMENT 13-1

part of the design process, and may further change between now and the July 1, 2026 deadline for SCAG to identify TOD stops for the project. The City does not believe that SCAG can identify TOD stops along the Metro North Hollywood to Pasadena BRT Corridor project in accordance with the criteria established in SB 79.

Identifying SB 79 TOD Stops is a Project Subject to CEQA Review

The City of Burbank's adopted Housing Element and associated specific plan environmental reviews already identify and evaluate the impacts of projected housing growth consistent with our Regional Housing Needs Allocation (RHNA). Those analyses disclose significant and unavoidable impacts in certain resource areas, even under locally planned growth scenarios.

If SB 79 TOD designations require additional residential density beyond what was assumed and evaluated in those CEQA documents, the resulting development intensity will exacerbate identified impacts, including but not limited to land use, transportation, infrastructure capacity, public services, and utilities.

Creating SB 79 TOD stop maps would function as a regulatory trigger requiring increased residential development capacity, therefore SCAG's designation of these TOD stops constitutes a discretionary action with reasonably foreseeable environmental consequences. Accordingly, SCAG must conduct appropriate CEQA review of the land use intensification resulting from SB 79 designations prior to adoption of any TOD stop maps. Because the Connect SoCal 2024 Plan includes similar transit maps that have development implications under other state laws, the City recommends that creation of the SB 79 maps be conducted as part of a formal amendment to the Connect SoCal Plan, which would be subject to CEQA review and include opportunities for public comment.

City of Burbank Request

Given the above, the City of Burbank respectfully requests that SCAG:

1. Not designate SB 79 TOD stops for the Metro North Hollywood to Pasadena BRT Corridor Project until the project has been permitted for construction, because project design elements necessary to apply SB 79 criteria are not known until that time.
2. Conduct comprehensive CEQA review that evaluates the environmental impacts associated with the increased residential densities required by SB 79 TOD stop designation prior to map adoption, potentially via an amendment to Connect SoCal 2024 that would be reviewed under CEQA and approved by the SCAG Regional Council.
3. Provide affected jurisdictions an opportunity to review and comment on both the eligibility determinations and the associated environmental analysis.

The City of Burbank remains committed to meeting its housing obligations and advancing sustainable, transit-supportive growth. However, implementation of SB 79 must occur in a manner that is legally sound, environmentally responsible, and transparent to local jurisdictions that will bear the primary responsibility for infrastructure, public safety, and community impacts.

We look forward to continued coordination with SCAG staff on this matter and appreciate your attention to these important concerns.

Sincerely,



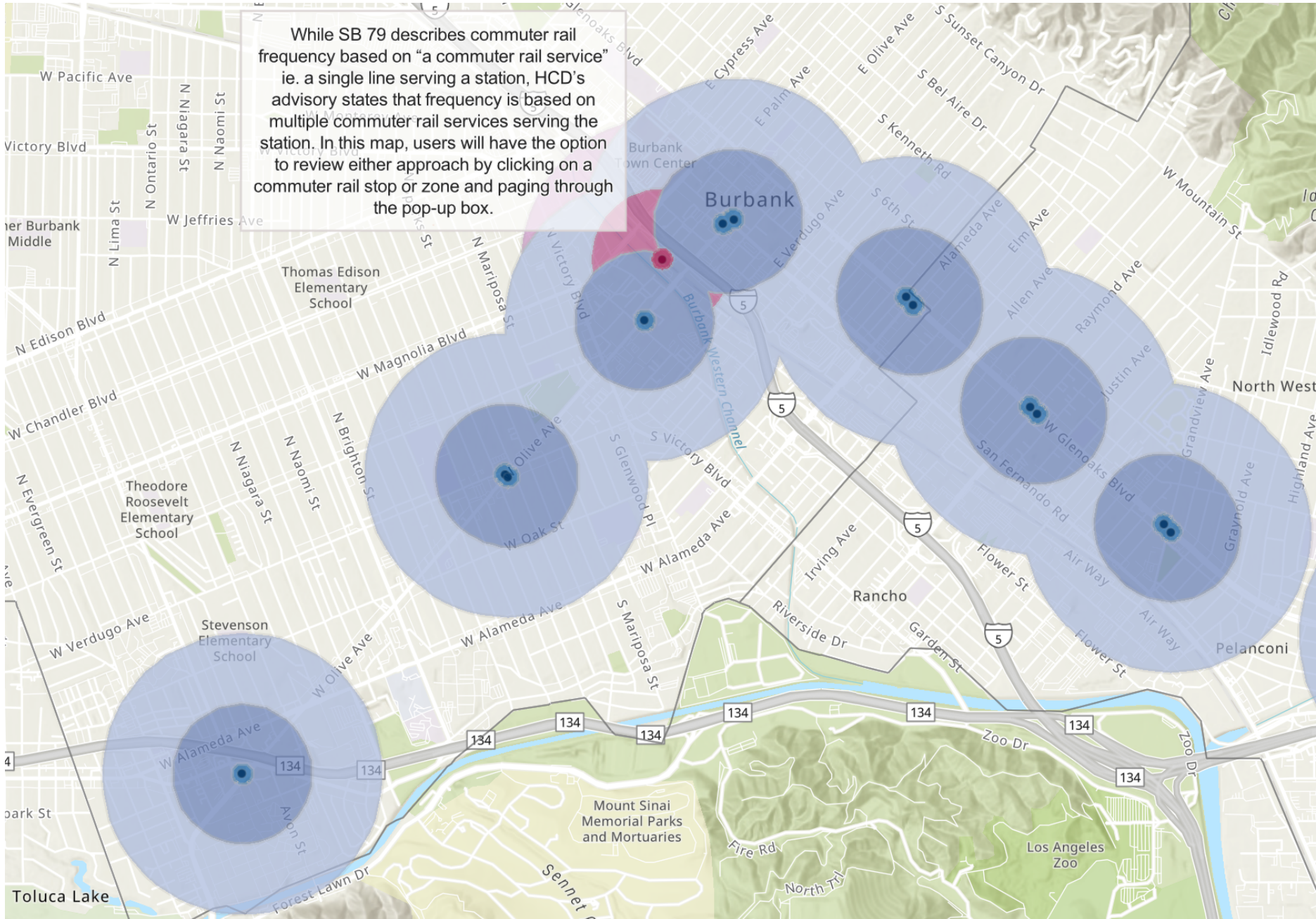
Patrick Prescott
Community Development Director
City of Burbank

Cc: Justin Hess, City Manager
Joseph McDougall, City Attorney
Burbank City Council

Sara Jepson, Chief Planning Officer, SCAG

Declaration of Michael McKenna

EXHIBIT W



While SB 79 describes commuter rail frequency based on “a commuter rail service” ie. a single line serving a station, HCD’s advisory states that frequency is based on multiple commuter rail services serving the station. In this map, users will have the option to review either approach by clicking on a commuter rail stop or zone and paging through the pop-up box.