[Exempt From Filing Fee
Government Code § 6103]

JOSEPH MCDOUGALL, State Bar No. 197689
CITY ATTORNEY
JILL A. VANDER BORGHT, State Bar No. 240004
CHIEF. ASST. CITY ATTY.
275 E. Olive Avenue
Burbank, CA 91502
Tel.: (818) 238-5707
Email: *JVanderBorght@burbankca.gov*

ALESHIRE & WYNDER, LLP
PAM K. LEE, State Bar No. 246369
plee@awattorneys.com
NORMAN A. DUPONT, State Bar No. 85008
ndupont@awattorneys.com
JOHN E. BAUMAN, State Bar No. 315667
jbauman@awattorneys.com
SHUKAN A. PATEL, State Bar No. 347017
spatel@awattorneys.com
CODY S. PARKER, State Bar No. 359372
cparker@awattorneys.com
1 Park Plaza, Suite 1000
Irvine, California 92614
Telephone: (949) 223-1170

Attorneys for Respondent and
Defendant CITY OF BURBANK

SUPERIOR COURT OF THE STATE OF CALIFORNIA

COUNTY OF LOS ANGELES, CENTRAL DISTRICT

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, a public entity,

Petitioner and Plaintiff,

v.

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

Respondents & Defendants.

Case No. 26STCP01904

CITY OF BURBANK'S COMPENDIUM OF EXHIBITS IN SUPPORT OF OPPOSITION TO PETITIONER'S MOTION FOR PRELIMINARY INJUNCTION

Filed concurrently with City of Burbank's Opposition to Petitioner's Motion for Preliminary Injunction; Evidentiary Objections to M. McKenna's Decl.; and Decl. of David Kriske

Hearing Date: July 16, 2026
Time: 1:30 pm
Dept 416

TO ALL PARTIES AND THEIR ATTORNEYS OF RECORD:

Defendant City of Burbank respectfully submits the following Compendium of Exhibits ("Comp."), in support of the City's Opposition to Petitioner's Motion for Preliminary Injunction. The Declaration of David Kriske, which is separately filed, authenticates the Exhibits listed below with the exception of Ex. 14, which is a self-authenticating Metro Staff Report to its Board of Directors.

Exhibit	Description
1	2025-01-24 Burbank LA Metro Master Cooperative Agreement
2	2020-12-08 City Council Meeting Minutes
3	2022-04-20 Metro Board Report
4	2024-03-26 Staff Report with 3 attachments, PPT and Video to City Council
5	2024-03-26 City Council Meeting Minutes
6	2026-01-30 City Planning Department Letter To Metro
7	2026-02-17 City Letter to Metro
8	City Comments on 25% Conceptual Plan
9	City Comments on 30% Conceptual Plan
10	85 percent CRM Line 195-199
11	2026-05-18 City Letter to Metro
12	2026-05-20 City Staff Report To City Council
13	2026-01-27 City Council Staff Report
14	2026-05-21 Metro Staff Report to Board
15	2026-06-01 SCAG Draft of SB 79 TOD Map
16	2026-04-30 Email and Attachment re Schedule

DATED: July 2, 2026

Respectfully submitted,

ALESHIRE & WYNDER, LLP
PAM K. LEE
NORMAN A. DUPONT
JOHN E. BAUMAN
SHUKAN A. PATEL
CODY S. PARKER

By: _____
NORMAN A. DUPONT
Attorneys for Respondent and
Defendant CITY OF BURBANK

EXHIBIT 1

EXECUTION VERSION

COOPERATIVE AGREEMENT FOR THE DESIGN AND CONSTRUCTION OF THE NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT CORRIDOR PROJECT

BETWEEN

THE CITY OF BURBANK

AND

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

1/24/2025 ~~2024~~
FC

EFFECTIVE DATE

EXECUTION VERSION

CONTENTS

ARTICLE		PAGE
ARTICLE 1.	SCOPE AND DURATION	1
ARTICLE 2.	GENERAL OBLIGATIONS	2
ARTICLE 3.	DESIGN	8
ARTICLE 4.	CONSTRUCTION	11
ARTICLE 5.	BETTERMENTS	12
ARTICLE 6.	OPERATION AND MAINTENANCE	13
ARTICLE 7.	REIMBURSEMENT AND CREDITS	14
ARTICLE 8.	INDEMNITY, WARRANTIES AND INSURANCE	16
ARTICLE 9.	RESOLUTION OF DISPUTES	17
ARTICLE 10.	MISCELLANEOUS	18
ARTICLE 11.	DEFINITIONS AND INTERPRETATION	21
EXHIBIT 1 – PROJECT DESCRIPTION		31
EXHIBIT 2 – PROJECT PHASES AND PROJECT SCHEDULE		32
EXHIBIT 3 – PROJECT SITE		34
EXHIBIT 4 – ROLES AND RESPONSIBILITIES		35
EXHIBIT 5 – UTILITY ADJUSTMENT PROCEDURES		39
EXHIBIT 6 – DESIGN REQUIREMENTS		43
EXHIBIT 7 – LACMTA SUBMITTAL REVIEW PROCEDURE		45
EXHIBIT 8 – CONSTRUCTION REQUIREMENTS		47
EXHIBIT 9 – INSPECTION AND ACCEPTANCE PROCEDURE		52
EXHIBIT 10 - OPERATION AND MAINTENANCE PRINCIPLES		55
EXHIBIT 11 –FORMS		56
EXHIBIT 12 – CITY-PERFORMED PROJECT WORK		63

This Agreement is entered into by and between the City of Burbank (the **"City"**), and the Los Angeles County Metropolitan Transportation Authority (**"LACMTA"**).

RECITALS

(A) LACMTA proposes to develop and open a new bus rapid transit line known as the North Hollywood to Pasadena Transit Corridor Project (as more fully defined in Article 11 (*Definitions and Interpretation*), the **"NoHo to Pasadena Project"**). The Final Environmental Impact Report was certified and the NoHo to Pasadena Project was approved, by the LACMTA Board of Directors on April 28, 2022 (https://www.dropbox.com/sh/jt5s5l784pml8cf/AAAK4TgdarNwfM1iBAmF7xWXa?dl=0).

(B) The NoHo to Pasadena Project will serve various cities and communities including the City and the City intends, by this Agreement, to facilitate the development and implementation of the NoHo to Pasadena Project and in particular the City Portion of the NoHo to Pasadena Project.

(C) This Agreement does not address, and is not intended to address any terms and conditions with respect to any first/last mile projects. Any terms and conditions with respect to any first/last mile projects will be discussed, negotiated and agreed by LACMTA and the City under a separate agreement. Further, this Agreement does not address, and is not intended to address any terms and conditions with respect to LACMTA Board's Land Bank Pilot Partnership with Los Angeles County Motion (June 2022 and any other relevant dates). Any City participation in, and the terms and conditions with respect to any City participation in, any such programs and initiatives would be discussed, negotiated and agreed to by responsible parties under a separate agreement. The City disclaims any liability arising out of or related to the Land Bank Pilot Partnership Motion (June 2022) under this Agreement.

(D) LACMTA and the City wish to enter into this Agreement in order to identify the rights and obligations between them in connection with the development and implementation of the NoHo to Pasadena Project.

In consideration of the mutual covenants of the Parties as set out below, the Parties hereby agree as follows:

ARTICLE 1. SCOPE AND DURATION

1.1 **Scope of Agreement**

(a) The City acknowledges the NoHo to Pasadena Project is a high priority public works project and will provide LACMTA with expedited review and approval procedures in connection with design, design reviews, permitting, and other authority to be exercised by the City relating to the NoHo to Pasadena Project in accordance with the terms of this Agreement.

(b) The Parties have entered into this Agreement to:

(i) acknowledge the intended scope, schedule and site for the NoHo to Pasadena Project as set out in EXHIBIT 1 (*Project Description*), EXHIBIT 2 (*Project Phases and Project Schedule*) and EXHIBIT 3 (*Project Site*) respectively; and

(ii) define the applicable procedures, manage the interfaces and regulate the roles and responsibilities and allocation of costs between LACMTA and the City, in respect of the design, construction, operation, and maintenance of the NoHo to Pasadena Project as it relates to the City Portion and any Rearrangements.

(c) LACMTA may procure the Design, Construction, operation, and maintenance of the NoHo to Pasadena Project, including the City Portion, under multiple procurements and contract packages and may self-perform parts of the design, construction, operation, and maintenance of the NoHo to Pasadena Project, including the City Portion. As at the date of this Agreement, LACMTA:

(i) has procured the development of the Design for the NoHo to Pasadena Project to approved-for-construction status by a LACMTA Contractor under one contractual package; and

(ii) is procuring the performance of Design reviews, preconstruction services, and Construction work under a construction manager/general contractor agreement.

(d) The City acknowledges and agrees that LACMTA may: (i) engage LACMTA Contractor(s) to carry out Design, Construction, operation and/or maintenance work with respect to the City Portion including the Design and/or Construction of Rearrangements; and (ii) in each LACMTA Contract, require the applicable LACMTA Contractor to comply with certain of LACMTA's obligations under this Agreement provided that nothing in this Agreement will create any contractual relationship between the City and any LACMTA Contractor and in accordance with Section 10.11 (*Limitation on Third Party Beneficiaries*), nothing contained in this Agreement is intended or will be construed as creating or conferring any rights, benefits or remedies upon, or creating any obligations of the City toward, any LACMTA Contractor.

(e) The City acknowledges and agrees that LACMTA may change the contracting and procurement strategy and plan for the NoHo to Pasadena Project, including the City Portion, described in Section 1.1(c) in its sole discretion. The City further acknowledges that as at the date of this Agreement, the NoHo to Pasadena Project is in the early stages of the Design Phase and LACMTA may elect: (i) not to proceed with the NoHo to Pasadena Project; or (ii) to amend the scope of the NoHo to Pasadena Project as set out in EXHIBIT 1 (*Project Description*), each in its sole discretion subject to the FEIR and any required board approvals.

(f) LACMTA shall promptly notify the City of any changes to its contracting and procurement strategy or to the scope of the NoHo to Pasadena Project made in accordance with Section 1.1(e) that has or is reasonably likely to have an impact on the scope, schedule or roles and responsibilities for the City Portion or the provisions and procedures set out under this Agreement. The Parties shall use good faith efforts to agree any amendments or supplements to this Agreement necessary to be made as a result of any such change notified by LACMTA to the City. If agreement cannot be reached, the matter will be escalated by the Parties for resolution in accordance with the issue resolution ladder set out in EXHIBIT 4 (*Roles and Responsibilities*).

(g) The terms and conditions of this Agreement shall be applicable to the rights and obligations of a City-owned utility company with respect to the NoHo to Pasadena Project and LACMTA acknowledges and agrees to coordinate with any City-owned utility with regard to the NoHo to Pasadena Project.

1.2 **Duration of Agreement**

This Agreement (and all of the rights and obligations under this Agreement) will come into effect on the Effective Date and continue until the first day on which passenger service on the NoHo to Pasadena Project commences, unless terminated earlier in accordance with the provisions of this Agreement or extended in accordance with Article 6 (*Operation and Maintenance*) (the **"Term"**).

ARTICLE 2. GENERAL OBLIGATIONS

2.1 **Governance**

(a) The roles and responsibilities of the City and LACMTA are set out in EXHIBIT 4 (*Roles and Responsibilities*). The Parties agree to use good faith efforts to resolve any issues that arise under this Agreement. Issues that arise under this Agreement that cannot be resolved at the working-level will be escalated by the Parties for resolution in accordance with the issue resolution ladder set out in EXHIBIT 4 (*Roles and Responsibilities*).

(b) The City and LACMTA shall each designate an individual or individuals who will be authorized to make decisions and bind the Parties on matters relating to this Agreement (the **"City Representative"** and **"LACMTA Representative"**, respectively). EXHIBIT 4 (*Roles and Responsibilities*) provides initial designations. Either Party may change its designated representative by providing seven days' prior Notice to the other Party.

(c) Where a meeting of multiple cities involved in the NoHo to Pasadena Project may be helpful to discuss issues, or potential issues, and/or solutions that may impact multiple cities or to give an update on the overall status or progress on the NoHo to Pasadena Project, LACMTA may invite the City to attend meetings together with other cities impacted by the NoHo to Pasadena Project. On LACMTA's written request, the City shall endeavor to secure the attendance (in person or via videoconference or teleconference) of the City Representative (or a delegate) at any such meeting held with respect to the City Portion during normal business hours and upon reasonable notice.

(d) LACMTA may convene Project Meetings in relation to the NoHo to Pasadena Project or particular aspects of the NoHo to Pasadena Project for the purposes of providing a non-binding forum for LACMTA, the LACMTA Contractors and other attendees to monitor the progress of the NoHo to Pasadena Project, to consider issues, or potential issues, and to present, understand and discuss proposed solutions with respect to the NoHo to Pasadena Project. On LACMTA's written request, the City shall endeavor to secure the attendance (in person or via videoconference or teleconference) of the City Representative (or a delegate) at any Project Meeting held with respect to the City Portion during normal business hours and upon reasonable notice. Any Project Meeting attended by the City Representative (or a delegate) is consultative and advisory only and nothing which occurs during any such Project Meeting and no information that is presented during any such Project Meeting will:

(i) affect the rights or obligations of either Party under this Agreement;

(ii) entitle a Party to make any claim against the other;

(iii) relieve a Party from, or alter or affect, a Party's liabilities or responsibilities whether under this Agreement or otherwise according to Applicable Law;

(iv) prejudice a Party's rights against the other Party whether under this Agreement or otherwise according to Applicable Law; or

(v) be construed as a direction by a Party to do or not do anything.

2.2 **Annual Work Plan**

(a) At the beginning of each LACMTA Fiscal Year, the Parties will review the Project Schedule and the 'life of project' resourcing needs to facilitate the efficient, timely, and safe delivery of each Subject Transportation Project through its Design Phase and Construction Phase and will commence the Annual Work Plan process for the next LACMTA Fiscal Year. LACMTA and the City will cooperate to develop an agreed Annual Work Plan for each LACMTA Fiscal Year during the Term, in accordance with the following provisions:

(i) not later than July 31 (or in the case of the first partial LACMTA Fiscal Year during the Term, no later than 30 days after the date of this Agreement), LACMTA shall provide the City with information with respect to anticipated Work Orders, including a list of each item of work or scope of activities or services that LACMTA anticipates to request or require from the City during the next LACMTA Fiscal Year, and the estimated start and finish dates for the item of work or scope of activities or services that LACMTA anticipates to request or require from the City;

(ii) within 60 days after the City's receipt of the required information from LACMTA pursuant to Section 2.2(a)(i), the City shall submit a preliminary annual work plan to LACMTA for the next LACMTA Fiscal Year, which will include an estimate of the Costs under the anticipated Work Orders for which the City shall require reimbursement;

(iii) promptly and in any event within 30 days' after LACMTA receives the preliminary annual work plan from the City pursuant to Section 2.2(a)(ii), the City and LACMTA will meet to review the preliminary work plan and negotiate in good faith such issues as are necessary in order to finalize and agree the annual work plan for the next LACMTA Fiscal Year; and

(iv) not later than May 1 of the then current LACMTA Fiscal Year, LACMTA shall notify the City of the agreed annual work plan for the next LACMTA Fiscal Year (each such agreed annual work plan, an **"Annual Work Plan"**).

(b) Section 2.3(e) (*Work Orders*) shall apply notwithstanding that the Parties may agree an Annual Work Plan setting out the schedule of anticipated Work Orders.

2.3 **Work Orders**

(a) If the City is required to perform work and/or provide support and/or services under the provisions of this Agreement or LACMTA requests that the City perform work and/or provide support and/or services under the provisions of this Agreement, the City shall submit a Form 60 to LACMTA to estimate the total effort and Costs for which the City shall require reimbursement with respect to that scope of work.

(b) If LACMTA approves a Form 60 submitted to it by the City with respect to a scope of work under Section 2.3(a) without requiring any changes or additions, LACMTA will issue a Work Order to the City for such scope of work and following receipt of that Work Order, the City must promptly commence the work authorized under that Work Order.

(c) Each Work Order issued by LACMTA to the City in accordance with this Agreement shall specify the work authorized to be performed and any materials or equipment to be acquired, the amount of money that the City will be reimbursed for the authorized work as agreed under the applicable Form 60, and a schedule, including the estimated starting and finishing dates for the authorized work.

(d) If LACMTA requests changes or additions (including any additional or supplemental provisions) to a Form 60 submitted to it by the City with respect to a scope of work under Section 2.3(a) prior to issuing a Work Order, the Parties shall negotiate in good faith such changes or additions. Upon agreement of any such changes or additions (and any necessary City council approval for such changes or additions), LACMTA will issue a Work Order to the City for the applicable scope of work, with the agreed changes or additions and following receipt of that Work Order, the City must promptly and without delay (and in any case within 10 days of issuance by LACMTA) accept any agreed changes or additions to the applicable Form 60 by counter-signing the Work Order or otherwise by written acceptance by the City Representative, in each case followed by prompt commencement of the work authorized under that Work Order. Nothing in this Section 2.3(d) shall prohibit LACMTA from approving a Form 60 under Section 2.3(b) in part and authorizing the City to commence the approved part of the scope of work in accordance with that Form 60.

(e) The City shall not be authorized to do any work and shall not be paid, credited or reimbursed for costs or expenses associated with any work performed in connection with a Rearrangement or the City Portion or otherwise under the provisions of this Agreement, that is not expressly authorized by a Work Order, as may be amended pursuant to Section 2.3(f).

(f) Except in the case of a change required due to an emergency (which notification may be given orally and any emergency work commenced before being confirmed in writing to LACMTA within three days), the City may submit proposed changes to a Work Order in writing to LACMTA for approval, such approval to not be unreasonably withheld or delayed. If approved, the City may perform the work in accordance with the authorized change.

(g) LACMTA may terminate any Work Order at any time at its sole discretion, provided that the City will be entitled to reimbursement in accordance with this Agreement for Costs, if any, already incurred. To the extent the City (or City Contractor) has commenced Construction in the Public Rights-of-Way pursuant to a Work Order agreed under this Section 2.3 that is subsequently terminated by LACMTA, LACMTA shall reimburse the City for Costs properly incurred pursuant to a Work Order agreed under this Section 2.3 or otherwise under Section 8.1 (*Indemnity*) of this Agreement to perform clean-up and restoration activities to return the site to the condition prior to commencement of Construction.

The restorative activities shall be consistent with the City Standards in effect at the time the restoration work is performed.

(h) The City shall promptly notify LACMTA if at any time it anticipates:

(i) exceeding 75% of the total estimated Costs under any Work Order within the next 60 days;

(ii) that the total Costs under any Work Order will be in excess of 10% greater than previously estimated Costs; or

(iii) that the estimated finishing date will be later than the date stated in the Work Order,

and shall request an amendment to such Work Order pursuant to Section 2.3(f).

(i) LACMTA shall reimburse the City for services and activities performed in accordance with EXHIBIT 9 (*Inspection and Acceptance Procedure*). LACMTA shall not unreasonably withhold issuance of a Work Order authorizing the City to perform inspection, acceptance, and closeout activities with respect to the NoHo to Pasadena Project required in accordance with EXHIBIT 9 (*Inspection and Acceptance Procedure*).

2.4 **Project Schedule**

(a) The City agrees to cooperate and coordinate with LACMTA in accordance with the provisions of this Agreement in order for LACMTA to achieve the Project Schedule and subject to LACMTA agreeing to the reimbursement of the cost of the applicable resources in accordance with Section 2.3 (*Work Orders*) and 7.1 (*Reimbursements to the City*), to allocate sufficient staff and other resources necessary to provide the level of service required to meet the scope of work and work schedules, review periods and timelines identified in this Agreement and any Work Orders. If the City determines that, notwithstanding its compliance with its obligations under this Section 2.4(a), additional personnel or other resources (including through the use of City Contractors) are required to mitigate the risk of delay in performing the scope of work within the defined schedule, the City may submit a proposed change to a Work Order in accordance with Section 2.3(f) (*Work Orders*).

(b) To the extent the City fails to carry out any work or obligations for which it is responsible under the provisions of this Agreement and/or any Work Order in accordance with the work schedules, review periods and timelines identified in this Agreement and the applicable Work Order (in each case, as may be extended under Section 2.4(d)), and such failure is attributable to the City, then, solely to the extent such delay directly causes: (i) LACMTA to incur additional costs; or (ii) a delay to the NoHo to Pasadena Project, the City must reimburse LACMTA for all actual and documented costs and expenses incurred by LACMTA or arising out of such delay. The City shall pay such costs to LACMTA within 90 days of receiving an invoice from LACMTA. If the Parties agree, LACMTA may deduct the amount due from the City to LACMTA pursuant to this Section 2.4(b) from payment(s) due to the City.

(c) Without limiting any other rights under this Section 2.4, if the City fails to carry out any work or obligations for which it is responsible under the provisions of this Agreement in accordance with the work schedules, review periods and timelines identified in this Agreement and the applicable Work Order (in each case, as may be extended under Section 2.4(d)), LACMTA (or a LACMTA Contractor) will issue a Notice to the City referencing the relevant work or obligation (including any anticipated delay and cost impacts to the NoHo to Pasadena Project) and requesting the City's immediate attention (or, if the Project Schedule allows without causing LACMTA to incur additional costs or a delay to the NoHo to Pasadena Project, providing an extension of time) and if the delay remains unresolved, LACMTA shall escalate the delay utilizing the issue resolution ladder set out in EXHIBIT 4 (*Roles and Responsibilities*). Where the delayed obligation relates to Design or Construction work that the City has agreed to perform under the terms of this Agreement or where LACMTA reasonably determines that the City will be unable to timely complete any Design or Construction work that the City has agreed to perform under the terms of this Agreement, LACMTA may by Notice to the City suspend the affected element of the City's work and LACMTA may perform the remaining work. If

LACMTA takes over work in accordance with this Section 2.4(c), the City shall cooperate and assist LACMTA in accordance with the provisions of this Agreement.

(d) To the extent:

(i) a failure by LACMTA to perform its work and obligations in accordance with the work schedules, review periods and timelines identified in this Agreement and/or any Work Order; or

(ii) the rejection by LACMTA of a reasonable request by the City for additional resources under Section 2.4(a),

results in a delay to the performance of the City's work under a Work Order, the City will be entitled to an equivalent extension to the affected deadline and any other relief expressly contemplated under the provisions of the applicable Work Order (including, where the City is performing Design or Construction work, any costs associated with such delay).

2.5 **Permits**

(a) Under Applicable Law, LACMTA is not subject to certain local ordinances when constructing the City Portion. Notwithstanding this, LACMTA shall obtain all necessary City permits and approvals and comply with City Standards relating to the Design and Construction of the City Portion, in each case to the extent required under and in accordance with, the terms of this Agreement.

(b) Without prejudice to Section 2.5(a) or the requirements set out in EXHIBIT 8 (*Construction Requirements*):

(i) within 45 days of the Effective Date, the City and LACMTA will coordinate to: identify any permits required for the City Portion; agree on any applicable permit fees required to be paid by LACMTA with respect to the City Portion; and agree on any services that will not require reimbursement by LACMTA through a Work Order to avoid double counting;

(ii) LACMTA or LACMTA Contractor shall pay any permit fees agreed by the Parties under Section 2.5(b)(i); and

(iii) the City will cooperate with LACMTA to ensure any processing procedures or timelines for permits shall be consistent with the terms and conditions set out in this Agreement and endeavor to reasonably streamline the permit process so far as reasonably practicable to support the timely delivery of the Noho to Pasadena Project in accordance with the Project Schedule.

(c) If requested by LACMTA, the City will provide reasonable assistance to LACMTA and the LACMTA Contractors in relation to any application by LACMTA or a LACMTA Contractor for a Governmental Approval or other Governmental Entity or third-party approval relating to or arising from, the Design, Construction, operation or maintenance of the City Portion.

2.6 **Coordination of Work**

(a) Except in the case of Adjacent Work required as a result of an emergency (which notification and coordination may occur as soon as reasonably practicable after the occurrence of the emergency), the City will promptly notify LACMTA upon becoming aware of any proposed or planned Adjacent Work and will take all reasonable actions within its powers, to coordinate the design and performance of any Adjacent Work with LACMTA so that such Adjacent Work shall not pose a safety hazard or interfere with, disrupt or delay the Design and Construction, or threaten the integrity of the City Portion including by:

(i) complying with the provisions of this Section 2.6 and LACMTA's standard procedures for Adjacent Works;

(ii) to the extent requested by LACMTA following its initial screening taking into account proximity of the Adjacent Work to the City Portion, adjacency conditions, and the potential to impact the City Portion and otherwise conducted in accordance with LACMTA's standard procedures for Adjacent Works, delivering copies of designs and plans for the Adjacent Work to LACMTA and giving LACMTA the right to review and comment on the designs and plans for the Adjacent Work and to approve the final designs and plans for the Adjacent Work to determine if elements of the Adjacent Work would impact the safe Construction of the NoHo to Pasadena Project; and

(iii) to the extent LACMTA reasonably determines and notifies the City that the Adjacent Work will, in whole or in part, pose a safety hazard or interfere with, disrupt or delay the Design, Construction, operation or maintenance of, or threaten the integrity of, the City Portion, LACMTA and City agree to coordinating the Adjacent Work or suspending the Adjacent Work or the relevant part of the Adjacent Work (as applicable).

(b) The City will, and will take all reasonable actions within its powers to ensure that any City Contractor or third party performing any Adjacent Work, City Construction Work or City Maintenance Work is obligated under contract and/or a permit process to:

(i) fully co-operate and coordinate with LACMTA and the LACMTA Contractors including:

(A) attending interface definition and coordination meetings upon reasonable request; and

(B) providing any other interface data reasonably requested by LACMTA or the relevant LACMTA Contractor and necessary to complete interface coordination;

(ii) perform the Adjacent Work, City Construction Work or City Maintenance Work (as applicable) so as to minimize any interference with or disruption or delay to construction of the City Portion or any other part of the NoHo to Pasadena Project;

(iii) to the extent applicable, comply with LACMTA or the relevant LACMTA Contractor's worksite health and safety policies and procedures; and

(iv) promptly advise LACMTA of all matters arising out of the Adjacent Work or City Construction Work or City Maintenance Work (as applicable) that may interfere with, disrupt, delay or otherwise have an adverse effect upon the City Portion or any other part of the NoHo to Pasadena Project.

2.7 **Utility Adjustments**

(a) In accordance with Section 1.1 (*Scope of Agreement*), LACMTA and the City will cooperate and coordinate in performing the steps necessary to ensure that applicable Utility owners implement the Utility Adjustments necessary to address Utility Conflicts that will impact the City Portion of a Project in a timely manner, including LACMTA and the City each exchanging information, participating in coordination meetings, coordinating in the issuance of notices to Utility owners requesting a Utility Adjustment, and performing the other steps and activities set out in EXHIBIT 5 (*Utility Adjustment Procedures*).

(b) LACMTA and the City shall cooperate and coordinate in executing the necessary documents for each step set out in EXHIBIT 5 (*Utility Adjustment Procedures*).

(c) The services performed by the City under the provisions of this Section 2.7, are eligible for reimbursement under Sections 2.2 (*Annual Work Plan*), 2.3 (*Work Orders*) and 7.1 (*Reimbursements to the City*).

2.8 **Governmental and Lender Requirements**

If the NoHo to Pasadena Project is subject to financial assistance provided by loan agreements with the U.S. Department of Transportation, Federal Transit Administration, other federal, state and local Governmental Entities, and/or financial institutions providing grants, funding or financing, the Parties will comply with any prescribed governmental and lender requirements set out in a Work Order or otherwise under the applicable grant, funding or financing agreements notified to the City provided that LACMTA notifies the City of the requirements prior to issuing the Work Order.

2.9 **Access**

If, prior to LACMTA's scheduled date of commencement of Construction work in a part of the City Portion, any Rearrangement is necessary to eliminate a conflict, the City may grant to LACMTA and/or its designee sufficient rights, if necessary, to allow LACMTA to proceed with investigation of existing conditions and the Construction of that part (limited to Public Rights-of-Way and City-owned properties only, and not including any privately-owned properties) of the City Portion in accordance with the Project Schedule; provided, however, that such grant does not unreasonably and adversely interfere with the provision of City's services to the public, or affect public health and safety; and provided further, that the City is permitted under Applicable Law to grant such right.

2.10 **Discretions**

Except as otherwise expressly provided in this Agreement, all determinations, consents, waivers, or approvals of a Party under this Agreement must not be unreasonably withheld, conditioned, or delayed.

ARTICLE 3. DESIGN

3.1 **Design Responsibilities**

(a) Except to the extent of any Design work requested to be performed by the City under Section 3.1(b), LACMTA will (directly or through LACMTA Contractors) Design all Rearrangements and produce all Design Documentation relevant to those works in accordance with the provisions of this Agreement. LACMTA shall be responsible for any errors and omissions in the Design Documentation prepared by LACMTA or a LACMTA Contractor.

(b) LACMTA may request and authorize the City to perform:

(i) Design work and/or provide support services with respect to the Design of a Rearrangement pursuant to the procedures set out under Section 2.3 (*Work Orders*); and

(ii) additional Design work with respect to the City Portion that is not part of any Rearrangement pursuant to the procedures and subject to the requirements set out under EXHIBIT 12 (*City-Performed Project Work*).

The City shall diligently perform and shall ensure that any City Contractor diligently performs, such Design-related activities in accordance with the provisions of the applicable Work Order and this Agreement. The City shall be responsible for any errors and omissions in any Design Documentation prepared by the City or a City Contractor.

3.2 **Design Requirements**

The Designs of the Rearrangements shall comply with the requirements set out in EXHIBIT 6 (*Design Requirements*).

3.3 **Design Review Procedure**

(a) LACMTA will submit, and will require that the LACMTA Contractors submit, the Designs for any Rearrangements to the City for review in accordance with the procedures set out in EXHIBIT 7 (*LACMTA Submittal Review Procedure*) and otherwise in accordance with the provisions of this Agreement and any applicable Work Orders.

(b) The City will carry out the review and approval of the Designs for the Rearrangements in accordance with the procedures and the review periods set out in EXHIBIT 7 (*LACMTA Submittal Review Procedure*) and otherwise in accordance with the provisions of this Agreement and any applicable Work Orders.

(c) For the avoidance of doubt, LACMTA is not required to submit any Design for Construction work for the NoHo to Pasadena Project that is not part of the Rearrangements to the City for City's review and approval, including where:

(i) LACMTA, a LACMTA Contractor, or a tenant or licensee of LACMTA owns and maintains (or will own and maintain) the applicable structure or physical element; or

(ii) the work is related to utility trenching and shoring within OSHA guidelines and the relevant LACMTA Contractor is OSHA certified.

As between the City and LACMTA, LACMTA will be responsible for ensuring that the Design for the Construction work for the NoHo to Pasadena Project complies with Applicable Law and the FEIR. The City further acknowledges that as between LACMTA and the City, LACMTA has sole discretion to determine whether, and which, features or facilities are required in order for LACMTA to comply with its obligations under Applicable Law in connection with the NoHo to Pasadena Project (whether or not situated within the Public Rights-of-Way) including the ADA and in the case of its obligations under the ADA LACMTA will to determine whether matters are technically infeasible; provided, however, in making such determination, LACMTA shall utilize current rules and regulations promulgated under the ADA, and guidelines issued by federal agencies in accordance with the ADA, including but not limited to The ADA Best Practices Tool Kit for State and Local Governments published by Civil Rights Division of the U.S. Department of Justice. As described in Part C (*Physical Limits of the Project Work*) of EXHIBIT 3 (*Project Site*), LACMTA and the City will agree the physical limits of the structures and elements of the NoHo to Pasadena Project that: (a) LACMTA owns and maintains or will own or maintain; or (b) that are part of, or will become part of (under a Rearrangement), a City Facility.

3.4 **Design Development**

The Parties acknowledge and agree that:

(a) the Basis of Design will establish the scope, limits of work, specifications and requirements applicable to the Designs for any Rearrangements for the purposes of issuance of the Procurement Documents for the construction of the NoHo to Pasadena Project; and

(b) the Design Documentation for any Rearrangements will be submitted for review progressively in Packages and LACMTA and the applicable LACMTA Contractor will retain responsibility for defining the scope and timing of delivery of the Packages at each stage of Design.

3.5 **City Standards**

(a) The City agrees that it shall not adopt any new City Standards or otherwise amend or supplement any existing City Standards or its interpretation or application of any existing City Standards, for the sole or primary purpose of affecting the NoHo to Pasadena Project. For the avoidance of doubt, this Agreement and the provisions in this Section 3.5 do not restrict the City from exercising its legal authority and legislative power to adopt new City Standards.

(b) Subject to Sections 3.5(a) and 3.5(c), the Parties acknowledge that the City may adopt new City Standards not listed in EXHIBIT 6 (*Design Requirements*) or amend or supplement existing City Standards listed in EXHIBIT 6 (*Design Requirements*) during the Term, provided that the City shall promptly (and in any case within 15 days' of adoption) notify LACMTA of any changes or additions to the City Standards adopted during the Term.

(c) Any changes or additions to the City Standards applicable to a Rearrangement after the establishment of the Basis of Design for that Rearrangement or any adoption, amendment, supplement, or interpretation of City Standards for the sole purpose of effecting the NoHo to Pasadena Project in contravention of Section3.5(a) shall be considered a "Betterment" for the purposes of this Agreement (except to the extent an exclusion under that definition applies).

3.6 **Changes to Design**

(a) If LACMTA wishes to amend the Final Design for a Rearrangement for which it is responsible prior to completion of Construction of that Rearrangement, it must submit the amended Design Documentation to the City and EXHIBIT 7 (*LACMTA Submittal Review Procedure*) will apply as if the Design Documentation is for the Final Design.

(b) LACMTA may use or may allow the relevant LACMTA Contractor to use, the amended Final Design for Construction prior to approval by the City if and only if LACMTA, in consultation with the City Inspector, determines that the amendment to the Final Design is: (i) minor; (ii) does not adversely impact the relevant Rearrangement; and (iii) is necessary to overcome an issue which has arisen or become evident since the Final Design was initially approved.

3.7 **Value Engineering**

LACMTA and the City will cooperate with each other to identify efficiencies to reduce the overall cost of the NoHo to Pasadena Project in order to maximize the value of public funds. The City will exercise sound engineering judgment to cooperate and coordinate with LACMTA to identify efficient approaches to the Design of Rearrangements for the NoHo to Pasadena Project when:

(a) performing Design reviews under Section 3.3 (*Design Review Procedure*), including as part of the resolution of City comments made to Designs; and

(b) reviewing any requests for deviations to the City Standards and/or the Design and Construction requirements.

The Parties acknowledge and agree that this will include identifying, and reviewing LACMTA Contractor-identified, recommendations for potential innovations and value engineering opportunities with respect to the Rearrangements that offer value in terms of a reduced capital cost for the NoHo to Pasadena Project and/or that will offer value in terms of schedule savings, and/or quality benefits and adopting and applying those recommendations that, following evaluation by the Parties, will reduce the capital cost of the NoHo to Pasadena Project and/or that will offer value in terms of schedule savings, and/or quality benefits. Any innovation or value engineering recommendations will be evaluated on the basis that any such recommendation should satisfy the required function of the Rearrangement at the lowest total cost (capital, operating, and maintenance) consistent with the requirements of performance, reliability, maintainability, and safety and the FEIR project objectives. For the avoidance of doubt, following evaluation of potential innovations and value engineering opportunities in accordance with this Section 3.7, the City retains final decision-making authority to determine whether to approve a deviation from City Standards and/or the Design and Construction Requirements.

ARTICLE 4. CONSTRUCTION

4.1 Construction Responsibilities

(a) Except to the extent of any Construction work requested to be performed by the City under Section 4.1(b), LACMTA (directly or through the LACMTA Contractors) will be responsible for the Construction of all Rearrangements and shall diligently perform and shall ensure that any LACMTA Contractor diligently performs, all such Construction in accordance with the provisions of this Agreement.

(b) LACMTA may request and authorize the City to perform:

(i) Construction work with respect to a Rearrangement and/or provide Construction support services pursuant to the procedures set out under Section 2.3 (*Work Orders*); and

(ii) additional Construction work with respect to the City Portion that is not part of any Rearrangement pursuant to the procedures and subject to the requirements set out under EXHIBIT 12 (*City-Performed Project Work*).

The City shall diligently perform and shall ensure that any City Contractor diligently performs, all such Construction work and/or support services in accordance with the provisions of the applicable Work Order and this Agreement.

4.2 Construction Requirements

The Construction of the Rearrangements and any other Construction work performed in the Public Rights-of-Way in connection with the NoHo to Pasadena Project shall comply with the requirements set out in EXHIBIT 8 (*Construction Requirements*).

4.3 Rights-of-Way

(a) Notwithstanding any LACMTA rights to use the Public Rights-of-Way under Applicable Law, LACMTA shall obtain all necessary City permits and approvals and comply with all City Standards relating to use of the Public Rights-of-Way, in each case to the extent required under and in accordance with, the terms of this Agreement.

(b) The location and type of replacement rights-of-way for the relocation of Conflicting Facilities as part of a Rearrangement shall be mutually agreed by the Parties during the Design Phase. When reasonably possible and where the City Facilities being replaced are located in a public right-of-way, a Rearrangement of those City Facilities shall be located in existing public rights-of-way. If it is not possible for a Rearrangement of a City Facility to be located in a Public Rights-of-Way: (i) the required replacement rights-of-way for the relocation of Conflicting Facilities shall be acquired by LACMTA or the City (as mutually agreed) at LACMTA's cost in accordance with the Project Schedule; and (ii) If LACMTA acquires the replacement rights-of-way, LACMTA shall provide the City with an easement, in a form reasonably acceptable to the City, to operate, maintain, and/or remove such City Facility. Upon acceptance of the applicable Replacement Facility, the City shall convey or relinquish to LACMTA or its designee, if permitted by Applicable Law and agreement, at no cost, any City real property interests not part of the Public Rights-of-Way being taken out of service by the Rearrangement, and for which replacement real property interests are provided in accordance with this Section 4.3(b). LACMTA reserves the right to convey replacement rights-of-way in fee to the City.

(c) Subject to Section 4.3(b), in the case of any Rearrangements, the Parties acknowledge that LACMTA is responsible for the acquisition of any private rights-of-way necessary to construct and/or operate the NoHo to Pasadena Project on the Project Right-of-Way and LACMTA (or the LACMTA Contractors) shall be responsible for the acquisition of any temporary construction easements necessary for the Construction of the NoHo to Pasadena Project. Upon reasonable request by LACMTA, the City shall provide reasonable assistance as may be required for LACMTA to obtain

rights-of-way necessary to construct the City Portion including considering reasonable requests by LACMTA to convey to LACMTA, at no cost to LACMTA, any City-owned temporary construction easements that may be required for Construction of the NoHo to Pasadena Project without requiring LACMTA to go through the appraisal, negotiations, offer, closing and transfer process. Following any such reasonable request, LACMTA will prepare or cause to be prepared, the title documents and documents of conveyance and shall transmit such documents to the City Representative who shall process them through the required departments for execution and return them to LACMTA within 90 days after receipt, but in any event in accordance with the Project Schedule.

(d) The City agrees and acknowledges that this Agreement satisfies any LACMTA obligations to the City and otherwise relating to the certification of rights-of-way as may be required by the California Public Utilities Commission or any other regulatory authority, and that the City shall cooperate with LACMTA, and assist LACMTA, with any right-of-way certification processes involving other entities or agencies such as the California Public Utilities Commission or any other regulatory authority.

4.4 **Hazardous Materials**

LACMTA (or its LACMTA Contractors) will be responsible for any environmental site assessments and any remediation of hazardous materials to be performed on the Project Site for the purposes of the NoHo to Pasadena Project. LACMTA will not be responsible for any costs relating to the presence or existence of any environmental hazard on, in, under or about any City Facility, including but not limited to, any **"hazardous substance"** as that term is defined under the Comprehensive Environmental Response, Compensation, and Liability Act (42 U.S.C. § 9601 et seq.), unless LACMTA or any LACMTA Contractor caused the environmental hazard through its actions or remediation of hazardous materials is required to be performed on the Project Site for the purposes of the NoHo to Pasadena Project in accordance with the environmental site assessments.

4.5 **Inspection and Acceptance**

The Parties agree that inspection and acceptance of the Construction of Rearrangements performed under this Agreement will be carried out in accordance with the procedure set out in EXHIBIT 9 (*Inspection and Acceptance Procedure*).

ARTICLE 5. BETTERMENTS

5.1 **Notice of Betterments**

(a) The City shall inform LACMTA what Betterments, if any, the City requests be implemented as a Rearrangement or a part of a Rearrangement by submitting a completed City Betterment Request for LACMTA's review and approval. The City shall submit any City Betterment Request to LACMTA promptly after identifying a potential Betterment and in any event shall, unless later delivery is otherwise agreed by LACMTA or acknowledged under this Article 5, deliver all City Betterment Requests to LACMTA prior to the establishment of the Basis of Design.

(b) Any Design furnished by the City under a Work Order shall specifically identify any Betterments included in such Design and where Betterments are identified that were not previously agreed under this Article 5, any such Design shall be accompanied by a completed City Betterment Request and submitted for LACMTA's review and approval in accordance with this Article 5.

(c) If a City comment to a LACMTA Submittal or any other form of City request with respect to the NoHo to Pasadena Project constitutes a Betterment, LACMTA will deliver a LACMTA Notice of Potential Betterment to the City and within 10 days of delivery of that Notice, the City will: (i) withdraw the relevant comment; (ii) submit a request for the applicable Betterment by submitting a completed City Betterment Request for LACMTA's review and approval; or (iii) dispute the basis of the LACMTA Notice of Potential Betterment by referring the matter to the issue resolution ladder set out in EXHIBIT 4 (*Roles and Responsibilities*). If the City fails to respond within 10 days of a Notice delivered by

LACMTA under this Section 5.1(c), LACMTA may refer the matter to the issue resolution ladder set out in EXHIBIT 4 (*Roles and Responsibilities*).

5.2 **Approval of Betterments**

If LACMTA approves a Betterment (with or without changes negotiated and agreed by LACMTA and the City):

(a) the LACMTA Representative shall counter-sign the City Betterment Request (updated to include any changes negotiated and agreed by LACMTA and the City); and

(b) the City will be responsible for the cost of the Betterment.

5.3 **Right to Refuse a Betterment**

No Betterment shall be constructed that is not approved by LACMTA pursuant to this Article 5. LACMTA shall have the right to refuse and withhold approval for any Betterment, that:

(a) is incompatible with the NoHo to Pasadena Project;

(b) cannot be performed within the constraints of Applicable Law, any applicable Governmental Approvals, and/or the Project Schedule; or

(c) is requested after the establishment of the Basis of Design.

5.4 **Cost of Betterments**

LACMTA shall not be responsible for the cost of any Betterment (whether or not the cost exceeds any estimates provided by LACMTA and including the cost of any additional mitigation measures included as a result of the Betterment if a supplemental environmental approval is required to accommodate that Betterment). Such cost will be paid to LACMTA or credited to LACMTA in accordance with Section 7.2 (*Reimbursement and Credits to LACMTA*).

ARTICLE 6. OPERATION AND MAINTENANCE

6.1 LACMTA and the City shall commence discussions regarding the Parties respective obligations regarding the operation and maintenance of the NoHo to Pasadena Project during the 60% Design Phase and shall use good faith efforts to agree on an amendment or supplement to this Agreement or to agree a new cooperative agreement to address the Parties respective obligations during the operation and maintenance of the NoHo to Pasadena Project and the procedures and cost reimbursement principles that shall apply to the coordination and performance of their respective obligations during the operation and maintenance of the NoHo to Pasadena Project by the Final Design.

6.2 The Parties agree that any amendment or supplement to this Agreement or any new agreement entered into in accordance with Section 6.1 shall be on terms that are substantially consistent with:

(a) the provisions set out in this Agreement (to the extent applicable and subject to any necessary amendments to reflect the different phase of the NoHo to Pasadena Project); and

(b) the agreed operation and maintenance principles set out in EXHIBIT 10 (*Operation and Maintenance Principles*).

6.3 Any amendment, or supplement or new agreement agreed by the Parties in accordance with Section 6.2 shall be finalized and documented in accordance with Section 10.7 (*Amendments*).

ARTICLE 7. REIMBURSEMENT AND CREDITS

7.1 Reimbursements to the City

(a) Except with respect to Betterments, LACMTA will reimburse the City for Costs incurred for work performed by the City or the City Contractors under a Work Order in accordance with this Section 7.1 and the provisions of the applicable Work Order.

(b) If a Rearrangement performed under a Work Order is limited to the removal or elimination of a City Facility because the City has determined the City Facility does not need to be relocated, LACMTA will only be responsible for any Costs incurred in Abandoning such City Facility in accordance with the City Standards and will not be required to replace or compensate the City for the replacement of that City Facility.

(c) The City shall use the following procedures for submission of its billings to LACMTA, on a progress basis, for work performed by the City under a Work Order:

(i) the City shall commence its monthly billing within no more than 60 days, following the commencement of work under a specific Work Order and shall bill monthly thereafter following the City's standard billing procedures;

(ii) the City shall provide supporting documents to demonstrate the Costs incurred by the City with respect to a Work Order, including City Contractor invoices, the names of individuals performing the relevant tasks and the time committed to those tasks, a description of the tasks performed by reference to the tasks described in the Work Order, and any other supporting information required under the terms of the Work Order or otherwise requested by LACMTA;

(iii) each billing statement shall: (A) be noted as either "progress" or "final"; (B) be addressed to the LACMTA Representative; (C) include a certification that the Costs identified in such billing were appropriate and necessary to the performance of the work under the Work Order and have not previously been billed or paid; and (D) reflect any applicable credits due to LACMTA under this Article 7;

(iv) the final billing under a Work Order, with a notation that all work covered by that Work Order has been performed, shall be submitted to LACMTA within 60 days after completion of the work under the applicable Work Order, and shall summarize prior progress billings, show inclusive dates upon which work was performed, and include a certification that the Costs identified in such billing were appropriate and necessary to the performance of the work under the Work Order and have not previously been billed or paid; and

(v) after the expiration of the 60 day period described in Section 7.1(c)(iv), LACMTA may notify the City in writing that the 60 day closing billing period has expired, and upon the City's receipt of such Notice from LACMTA, the City shall have 60 days to submit its final invoice.

(d) On completion of the Construction of the City Portion, LACMTA will issue a Notice of closeout to the City (including Final Acceptance of all Rearrangements for that City Portion). Within 90 days of receiving such Notice, the City must issue invoices to LACMTA for all services under a Work Order for the Design and Construction of the NoHo to Pasadena Project.

7.2 Reimbursements and Credits to LACMTA

(a) LACMTA shall receive a credit, or payment for:

(i) salvage for items recovered from existing City Facilities that the City intends to re-use in the performance of Construction work performed under the provisions of this Agreement where the amount of salvage credit or payment, if any, shall equal the depreciated value of like or similar materials as determined by agreement of the Parties, plus reasonable storage and

transportation costs of such materials salvaged for the City's use. The sum of credits and/or payments due to LACMTA for salvage shall be agreed by the Parties based on applicable books, records, documents and other data, and in addition, LACMTA and the City may conduct an inspection survey of a City Facility prior to or during Design Development. LACMTA may request and authorize the City to perform support services with respect to any such inspection survey pursuant to the procedures set out under Section 2.3 (*Work Orders*);

(ii) all Costs relating to Betterments upon acceptance of physical work where:

(A) the initial amount of the Betterment payment or credit shall be based upon the estimated Cost for the Design and Construction of the Rearrangement with the Betterment *less* the estimated Cost for Design and Construction of the Rearrangement without the Betterment, in each case as set out by LACMTA in its response and approval to the applicable City Betterment Request; and

(B) upon acceptance of the physical work for the Betterment, the initial Betterment payment or credit shall be reconciled by the Parties against the actual Costs of the Betterment; and

(iii) the Expired Service Life Value of each Conflicting Facility being replaced if the Replacement Facility will have an expected period of useful service greater than the period that the existing Conflicting Facility would have had, had it remained in service and the Rearrangement not been made, where:

(A) the **"Expired Service Life Value"** shall be an amount determined by the Parties during Design Development based upon estimates provided by the City of the depreciated value of the Conflicting Facility (calculated by multiplying the cost of the Replacement Facility by a fraction, the numerator of which is the age of the Conflicting Facility and the denominator of which is the estimated overall service life of the Conflicting Facility); and

(B) the Expired Service Life Value shall be determined by the Parties in accordance with Section 7.2(a)(iii)(A) prior to the commencement of the applicable Rearrangement work and documented in the applicable Work Order,

provided that LACMTA shall not receive a credit or payment for Expired Service Life Value for street pavement, curbs, gutters, sidewalks, traffic signals, traffic control devices, streetlights, sewers and storm drain facilities, and any other City-owned Utilities completed as part of the NoHo to Pasadena Project and in accordance with City Standards. Any street pavement work performed as part of a Betterment will be subject to Article 5 (*Betterments*).

(b) LACMTA shall receive:

(i) a credit (reflected on the applicable invoice(s) submitted by the City) for salvage, Betterments, and Expired Service Life Value of the City Facilities against work performed by the City, where the City performs the work under a Work Order; and

(ii) payment from the City for salvage, costs of Betterments, and Expired Service Life Value of the City Facilities where LACMTA performs the work invoiced and paid in accordance with this Article 7.

(c) Where LACMTA is due a payment under this Article 7:

(i) LACMTA shall commence its monthly billing within no more than 60 days, following the commencement of the applicable work and shall bill monthly thereafter following LACMTA's standard billing procedures;

(ii) LACMTA shall provide supporting documents to demonstrate the costs incurred by LACMTA, including LACMTA Contractor invoices, and other data, to the City upon request;

(iii) each billing statement for a salvage, Betterment, or Expired Service Life Value with respect to a City Facility shall: (A) be noted as either "progress" or "final"; (B) be addressed to the City Representative; and (C) include a certification that the Costs identified in such billing were appropriate and necessary to the performance of the applicable work and have not previously been billed or paid;

(iv) the final billing for a salvage, Betterment, or Expired Service Life Value with respect to a City Facility, with a notation that all applicable payments due to LACMTA for that salvage, Betterment, or Expired Service Life Value, shall be submitted to the City within 60 days after completion of the applicable work, and shall summarize prior progress billings, show inclusive dates upon which work was performed, and include a certification that the costs identified in such billing were calculated in accordance with this Article 7 and have not previously been billed or paid; and

(v) after the expiration of the 60 day period described in Section 7.1(c)(iv) (*Reimbursements to the City*), the City may notify LACMTA in writing that the 60 day closing billing period has expired, and upon LACMTA's receipt of such Notice from the City, LACMTA shall have 30 days to its submit final invoice.

7.3 **Payment of Billings**

Payment of each invoice properly submitted pursuant to Section 7.1 (*Reimbursements to the City*) or 7.2 (*Reimbursements and Credits to LACMTA*) shall be due within 60 days of receipt; provided that: (a) all such payments shall be conditional, subject to post-audit adjustments; (b) final payment for a Rearrangement shall be contingent upon final inspection (and acceptance) of the work by the Party billed for such work, which inspection (and acceptance, where applicable), will not be unreasonably withheld or delayed; and (c) LACMTA may withhold payments in the amount of any credit amounts due to LACMTA if the City has not posted such credits within 60 days after submittal of requests for the same by LACMTA.

ARTICLE 8. INDEMNITY, WARRANTIES AND INSURANCE

8.1 **Indemnity**

(a) Each Party shall release, defend, indemnify, and hold harmless the other Party and its respective officers, agents, contractors, representatives, and employees to the maximum extent allowed by law from and against all liabilities, expenses (including legal fees and costs), claims, losses, suits, and actions of any kind, and for damages of any nature, including but not limited to, bodily injury, death, personal injury, or property damage arising from or connected with its performance, or the performance of any of its officers, agents, contractors, representatives, and employees, of any of the obligations, work, authority, presence, or jurisdiction allocated or delegated to it under this Agreement (including, in the case of LACMTA, the performance of the Design and Construction of the NoHo to Pasadena Project).

(b) In contemplation of the provisions of Section 895.2 of the California Government Code imposing certain tort liability jointly upon public entities solely by reason of such entities being parties to an agreement as defined by Section 895 of the Government Code, the Parties, as between themselves, pursuant to Sections 895.4 and 895.6 of the Government Code, each assume the full liability imposed on them, or any of their officers, agents or employees, by law for injury caused by negligent or wrongful act or omission occurring in the performance of this Agreement to the same extent that such Party would be responsible under Section 8.1(a). The provisions of California Civil Code Section 2778 are made a part of this Agreement as if fully set out in this Agreement.

(c) Each Party agrees to notify the other promptly upon receipt of any third-party claim for which a Party is entitled to indemnity under this Agreement.

8.2 **Warranty**

(a) Solely with respect to Rearrangements performed by LACMTA or the LACMTA Contractors and any work performed by the City or the City Contractors, the City and LACMTA each warrant to the other for a period of one year from and after Substantial Completion of that Rearrangement or work (or at such earlier date on which responsibility for the maintenance, loss or damage for that Rearrangement or work passes to the other Party) that such Rearrangement or work performed by them shall be free from defect, provided that in the case of any Punch List Items recorded at Substantial Completion (or such earlier date on which the Parties agree responsibility for maintenance, loss or damage passes), the warranty period shall be for one year from and after completion of that Punch List item. The limited warranty given under this Section 8.2(a) is the sole warranty given by the City and/or LACMTA, and, pursuant to this warranty, and for the warranty period only, the City or LACMTA, as the case may be, shall remedy any such discovered defect at its sole expense.

(b) In connection with Rearrangements performed by LACMTA or the LACMTA Contractors and any work performed by the City or the City Contractors, warranties supplied by the LACMTA Contractors and City Contractors to LACMTA or the City (as applicable) shall be made for the benefit of both LACMTA and the City.

8.3 **Insurance**

(a) The Parties must ensure that any contract entered into in connection with performance of the work under this Agreement contains:

(i) a provision requiring the general contractor, as part of the liability insurance requirements, to provide an endorsement to each policy of general liability insurance naming the City and LACMTA as additional insureds and explicitly waiving subrogation rights against LACMTA and the City; and

(ii) unless otherwise mutually agreed by the Parties, the requirement for: (A) construction general contractors to provide evidence of insurance in the following amounts: $5,000,000 in general liability; $1,000,000 in workers' compensation/employer's liability; and $1,000,000 in combined single limit (CSL) in auto liability; and (B) design contractors to provide evidence of insurance in the following amounts: $5,000,000 in general liability; $1,000,000 in workers' compensation/employer's liability; $1,000,000 (CSL) in auto liability; and $1,000,000 in professional liability.

(b) Each Party must:

(i) give the other Party 20 days' Notice prior to any reduction in scope or cancellation or expiration of any insurance procured by it under this Section 8.3;

(ii) give the other Party 20 days' Notice prior to it agreeing to a reduction in scope or the cancellation or expiration of any insurance procured by a LACMTA Contractor or City Contractor (as applicable) under this Section 8.3; and

(iii) notify the other Party within five days if it receives a Notice from a LACMTA Contractor or City Contractor (as applicable) of the expiration of any insurance procured under this Section 8.3.

ARTICLE 9. RESOLUTION OF DISPUTES

In the event of dispute or difference arising under, out of or in connection with or relating to this Agreement, including any question regarding its existence, validity or termination (**"Dispute"**), the Parties shall make good faith efforts to resolve the Dispute through negotiation and the issue resolution ladder under EXHIBIT 4 (*Roles and Responsibilities*) of this Agreement.

ARTICLE 10. MISCELLANEOUS

10.1 **Force Majeure**

No Party may bring a claim for a breach of obligations under this Agreement by the other Party or incur any liability to the other Party for any losses or damages incurred by that other Party if a Force Majeure Event occurs and the affected Party is prevented from carrying out its obligations by that Force Majeure Event. During the continuation of any Force Majeure Event, the affected Party shall be excused from performing those of its obligations directly affected by such Force Majeure Event provided that the occurrence or continuation of any Force Majeure Event shall not excuse any Party from performing any payment obligations contemplated under this Agreement. If a Force Majeure Event occurs, the City agrees, if requested by LACMTA pursuant to Section 2.3 (*Work Orders*), and if deemed possible and feasible by the City (acting reasonably), to accelerate the performance of its obligations under this Agreement and any Work Order to mitigate any delay arising from the Force Majeure Event provided that LACMTA agrees to reimburse the City for the incremental actual costs of such acceleration.

10.2 **Existing Agreements**

This Agreement does not negate or otherwise modify any existing easements, licenses or other use and/or occupancy agreements between the City and LACMTA or to which LACMTA has become or does become a successor either by assignment or by operation of law.

10.3 **Audit and Inspection; Maintenance of Records**

(a) **Audit and Inspection**. For the period commencing on the Effective Date and ending on the date falling three years after the end of the Term, each Party will have such rights to review and audit the other Party and its books, records and documents as may be deemed necessary for the purposes of verifying compliance with this Agreement, Applicable Law and the City Standards at all times during normal business hours, without charge. Each Party represents and warrants the completeness and accuracy in all material respects of all information it or its agents provides in connection with any audit by the other Party. If an audit shows that a financial adjustment is required, the Parties will use good faith efforts to agree such adjustment. Examination of a document or record during one review and audit shall not preclude further re-examination of such document or record in a subsequent review and audit. The Parties must ensure that any contract entered into in connection with performance of the work under this Agreement contains provisions acknowledging the rights of the City or LACMTA (as applicable) under this Section 10.3(a).

(b) **Maintenance of Records**. The City shall (and shall ensure that any City Contractor will) keep and maintain its books, records, and documents related to performance of the work under this Agreement (including all Costs incurred) for three years after the end of the Term; except that, all records that relate to Disputes being processed or actions brought under this Agreement must be retained and made available until any later date that such Disputes and actions are finally resolved. The City reserves the right to assert exemptions from disclosure of information that would be exempt under Applicable Law from disclosure or introduction into evidence in legal actions.

10.4 **Notices**

(a) Each Notice under this Agreement must be in writing and: (i) delivered personally; (ii) sent by certified mail, return receipt requested; (iii) sent by a recognized overnight mail or courier service, with delivery receipt requested; or (iv) sent by email communication followed by a hard copy, to the following addresses (or to such other address as may from time to time be specified in writing by such person):

To the City:

City Manager (or designee)
the City of Burbank
275 E. Olive Avenue
Burbank, CA 91502
jhess@burbankca.gov
Attn: Justin Hess

With a copy to:

City Attorney's Office
the City of Burbank
275 E. Olive Avenue
Burbank, CA 91502
LKurihara@burbankca.gov
Attn: Lisa Kurihara, Senior Assistant City Attorney

With a copy to:

Director of Public Works (and/or the City Engineer)
the City of Burbank
275 E. Olive Avenue
Burbank, CA 91502
kberkman@burbankca.gov
Attn: Ken Berkman, Public Works Director

Community Development
the City of Burbank
Community Services Building
150 N. Third Street
Burbank, CA 91502
krisked@burbankca.gov
Attn: David Kriske, Assistant Community Development Director

To LACMTA:

Chief Program Management Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 16th Floor
Los Angeles, CA 90012
Facsimile No.: (213) 922-7382
CervantesE@metro.net
Attn: Eduardo Cervantes or Ferdinand Chan, Third Party Administration

With a copy to:

Office of Program Management
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
Facsimile No.: (213) 922-7447
VanGesselM@metro.net
Attn: Mark Van Gessel, Deputy Executive Officer

With a copy to:

County Counsel
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 24th Floor
Los Angeles, CA 90012
Facsimile No.: (213) 922-7447
lowt@metro.net
Attn: Teddy Low, Senior Deputy County Counsel

With a copy to:

Metro Real Estate
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 22nd Floor – Real Estate
Los Angeles, CA 90012
Facsimile No.: (213) 922-7447
pottsj@metro.net
Attn: John Potts, Executive Officer

(b) Any Notice sent personally will be deemed delivered upon receipt, and any notice sent by mail or courier service will be deemed delivered on the date of receipt or on the date receipt at the appropriate address is refused, as shown on the records of the U.S. Postal Service, courier service or other person making the delivery, and any notice sent by email communication will be deemed delivered on the date of receipt as shown on the received email transmission (provided the hard copy is also delivered pursuant to Section 10.4(a)). All Notices (including by email communication) delivered after **5:00 p.m. PST** will be deemed delivered on the first day following delivery that is not a Saturday, a Sunday, or a federal public holiday.

10.5 **Assignment; Successors and Assigns**

A Party cannot assign, novate, or otherwise transfer any of its rights or obligations under this Agreement without the prior consent of the other Party unless this Agreement expressly provides otherwise. This Agreement is binding upon and will inure to the benefit of LACMTA and the City and their respective successors and permitted assigns.

10.6 **Waiver**

(a) No waiver of any term, covenant, or condition of this Agreement will be valid unless in writing and executed by the obligee Party.

(b) Either Party's waiver of any breach or failure to enforce any of the terms, covenants, conditions, or other provisions of this Agreement at any time will not in any way limit or waive that Party's right to subsequently enforce or compel strict compliance with every term, covenant, condition, or other provision of this Agreement, despite any course of dealing or custom of the trade (other than the waived breach or failure in accordance with the provisions of such waivers).

10.7 **Amendments**

This Agreement can only be amended or replaced by a written instrument duly executed by the Parties.

10.8 **Governing Law and Jurisdiction**

This Agreement shall be governed by and construed and enforced in accordance with the laws of the State of California. The rights and remedies of LACMTA and the City for default in performance of this Agreement or any Work Order are in addition to any other rights or remedies provided by law.

10.9 **Severability**

If any provision of this Agreement is ruled invalid by a court having proper jurisdiction, such invalidity or unenforceability will not affect the validity or enforceability of the balance of this Agreement, which will be construed and enforced as if this Agreement did not contain such invalid or unenforceable clause, provision, Article, Section, subsection or part.

10.10 **Counterparts**

This Agreement may be executed in counterparts, each of which will be deemed an original, but all of which together will constitute one and the same instrument.

10.11 **Limitation on Third Party Beneficiaries**

Nothing contained in this Agreement is intended or will be construed as creating or conferring any rights, benefits or remedies upon, or creating any obligations of the Parties toward, any person not a party to this Agreement.

10.12 **Survival**

The representations, warranties, indemnities, waivers and any express obligations of the Parties following termination, set out in this Agreement shall survive the expiration or termination, for any reason, of this Agreement.

10.13 **Approvals; Further Documents and Actions**

Any acceptance, approval, consent, permission, satisfaction, agreement, authorization or any other like action (collectively, **"Approval"**) required or permitted to be given by any Party pursuant to this Agreement or any Work Order:

(a) must be in writing to be effective (except if deemed granted pursuant to this Agreement);

(b) shall not be unreasonably withheld, conditioned or delayed; and if Approval is withheld, such withholding shall be in writing and shall state with specificity the reasons for withholding such Approval, and every effort shall be made to identify with as much detail as possible the changes that are required for Approval; and

(c) shall be deemed granted if no response is provided to the Party requesting an Approval within the time period prescribed by this Agreement or the applicable Work Order or if no time is prescribed by this Agreement or the applicable Work Order, within 30 days, in each case commencing upon actual receipt by the Party from which an Approval is requested or required, of a request for Approval from the requesting Party. Notwithstanding the foregoing, an approval shall not be deemed granted if the approval requires an action by City Council and the City Council has not acted.

The Parties agree to execute such further documents, agreements, instruments and notices, and to take such further actions, as may be reasonably necessary or appropriate to effectuate the transactions contemplated by this Agreement.

ARTICLE 11. DEFINITIONS AND INTERPRETATION

11.1 **Definitions**

Unless the context otherwise requires, capitalized terms and acronyms used in this Agreement have the meanings given in this Section 11.1.

"Approval" has the meaning given in Section 10.13 (*Approvals; Further Documents, and Actions*).

"Abandon" means the permanent termination of service, or the removal of an existing City Facility or portion of it.

"ADA" means the Americans with Disabilities Act, 42 U.S.C. § 12101 et seq.

"Adjacent Work" means any removal, demolition, repair, restoration, relocation or reconstruction of existing facilities and/or construction of new facilities and/or other physical works by the City or a third party: (a) that is performed or to be performed within, or within 100 feet of, the Project Site; or the performance of which is otherwise reasonably likely to conflict with the Design and Construction and (b) in the case of works performed or to be performed by a third party, of which the City is aware or ought to be aware.

"Advanced Conceptual Engineering" means the phase of the Design process that advances the project scope from a conceptual state to a level of schematic design that describes the project technical and architectural approach in order to address environmental and community impacts, significant interfaces and operational characteristics to support environmental approvals. The plan percentage complete ranges generally from the initiation of Design (0%) to 15%.

"Agreement" means this agreement and any schedules, exhibits, attachments and annexures to it.

"Annual Work Plan" means an annual work plan prepared and agreed by LACMTA and the City in accordance with Section 2.2 (*Annual Work Plan*).

"Applicable Law" means any statute, law, code, regulation, ordinance, rule, common law, judgment, judicial or administrative order, decree, directive, or other requirement having the force of law or other governmental restriction (including those resulting from the initiative or referendum process) or any similar form of decision of or determination by, or any interpretation or administration of any of the foregoing by, any Governmental Entity which is applicable to the City Portion, Rearrangements, any work performed under this Agreement or any relevant person, whether taking effect before or after the date of this Agreement. Applicable Law excludes Governmental Approvals, customs, duties and tariffs.

"Basis of Design" means, with respect to any Rearrangements, the scope, criteria, specifications and requirements (including requirements of the FEIR) for those Rearrangements agreed by LACMTA and the City as at the date of issuance by LACMTA of the procurement documents for a construction manager/general contractor for the NoHo to Pasadena Project, as described in Section 1.1(c)(ii) (Scope of Agreement).

"Betterment" means work performed in connection with any Rearrangement or as part of a Rearrangement:

(a) comprising an upgrade, change or addition to a City Facility (or a part of a City Facility) requested by the City that provides for greater capacity, capability, durability, appearance, efficiency or function or other betterments of that City Facility over that which was provided by the City Facility prior to the Rearrangement; or

(b) for which the City Standards applicable to that Rearrangement are changed or added to after the establishment of the Basis of Design for that Rearrangement,

provided that the term "Betterment" shall exclude:

(i) an upgrade, which the Parties agree, will be of direct and principal benefit to the construction, operation and/or maintenance of the NoHo to Pasadena Project;

(ii) an upgrade resulting from Design or Construction in accordance with the applicable City Standards as set out in EXHIBIT 6 (*Design Requirements*) and any changes or additions to those City Standards notified to LACMTA prior to the establishment of the Basis of Design for the Rearrangement and that have not been adopted by the City in breach of Section 3.5(a) (*City Standards*);

(iii) measures to mitigate environmental impacts identified in the NoHo to Pasadena Project's Final Environmental Impact Report and any supplemental environmental reports for the NoHo to Pasadena Project;

(iv) replacement of devices or materials no longer regularly manufactured with the next highest grade or size; and

(v) an upgrade that is the consequence of changes made by LACMTA or a LACMTA Contractor after the establishment of the Basis of Design.

"City" is defined in the Preamble. "City" shall also refer to any City owned or operated **"water"** and/or **"power"** departments.

"City Betterment Request" means a Notice from the City to LACMTA requesting a Betterment in accordance with Article 5 (*Betterments*) and in the form set out in Part B of EXHIBIT 11 (*Forms*).

"City Construction Work" means any Construction work and activities performed or to be performed by the City or a City Contractor pursuant to a Work Order.

"City Contractor" means any contractor, consultant, tradesperson, supplier or other person engaged or authorized by the City to perform any Adjacent Work, City Design Work, City Construction Work or any other work to be performed by the City under the provisions of this Agreement or otherwise on or about the Project Site but excluding LACMTA and the LACMTA Contractors.

"City Design Work" means any Design work and activities performed or to be performed by the City or a City Contractor pursuant to a Work Order.

"City Facility" means real or personal property located within or near the City Portion, such as structures, improvements, and other properties, which are under the ownership or operating jurisdiction of the City, and shall include, but not be limited to, public streets (any classification), highways, bridges, retaining walls, pedestrian/utility tunnels, alleys, storm drains, sanitary sewers, survey monuments, parking lots, parks, public landscaping and trees, traffic control devices, lighting and communications equipment (cameras, sensors, LTE, microwave receivers, etc.) and public buildings, police and fire department related improvements, as well as any dams or water storage tanks, systems, and appurtenances. City-owned airport and harbor facilities are not included in this definition.

"City Maintenance Work" means any maintenance work and activities performed or to be performed by the City or a City Contractor pursuant to a Work Order or under the provisions of this Agreement.

"City Municipal Code" means the Burbank Municipal Code and the Burbank City Charter.

"City Portion" means that portion of the NoHo to Pasadena Project that will pass in, on, under, over or along public streets, highways, bridges, parks and other public right-of-way within the City, as shown in Part B of EXHIBIT 3 (*Project Site*).

"City Representative" is defined in Section 2.1(b) (*Governance*).

"City Standards" means the City's design standards and ordinances and City-owned Utility rules and regulations which govern the design of all Rearrangements, as specified in EXHIBIT 6 (*Design Requirements*) or adopted by the City and notified to LACMTA in accordance with Section 3.5 (*City Standards*) of this Agreement.

"Compliance Comment" means a comment on, objection to or the withholding of approval to a LACMTA Submittal on the basis of one or more of the following:

(a) the LACMTA Submittal or Design work or Construction work that is the subject of the LACMTA Submittal fails to comply with (or is reasonably likely to fail to comply if implemented in accordance

with the LACMTA Submittal) any applicable covenant, condition, requirement, term or provision of this Agreement; or

(b) LACMTA (or the relevant LACMTA Contractor (as applicable)) has not provided all content or information required with respect to the LACMTA Submittal.

"Conflicting Facility" means an existing City Facility, which the Parties determine requires Rearrangement in order to construct, operate or maintain the NoHo to Pasadena Project.

"Construction" means all construction activities related to the City Portion that are necessary to complete and operate and maintain the NoHo to Pasadena Project including the removal, demolition, replacement, restoration, alteration or realignment of existing facilities and the procurement, installation, inspection, and testing of new facilities including temporary and permanent materials, equipment, systems, software, and any components of such permanent materials, systems and software.

"Construction Phase" means the phase of the NoHo to Pasadena Project identified as such in EXHIBIT 2 (*Project Phases and Project Schedule*).

"Construction Staging Plan" has the meaning given in EXHIBIT 8 (*Construction Requirements*).

"Cost" means all eligible direct and indirect costs actually incurred for activities or work performed or materials acquired in accordance with the provisions of this Agreement, less (in respect of the City) credits to LACMTA as provided in Article 7 (*Reimbursement and Credits*) where:

(a) eligible direct costs include allowable direct labor costs, materials costs, and storage and transportation costs of materials salvaged for the City's use in performing the applicable work;

(b) eligible indirect costs shall be computed based upon the indirect cost rates approved annually for the City by its cognizant agency, and as noted on the Form 60, for allocation to federally funded or state funded contracts; and

(c) unless the Internal Revenue Service and the CPUC issue regulations or rulings to the contrary, the eligible direct and indirect costs shall not include taxes purportedly arising or resulting from LACMTA's payments to the City under this Agreement.

"days" means, unless otherwise stated and whether or not capitalized, calendar days.

"Design" means all activities related to the design, redesign, engineering or architecture of any Construction work.

"Design Development" means the phase of the Design process that occurs after Advanced Conceptual Engineering and that develops, on a progressive basis, a clear indication of the design solutions for the applicable requirements and the major features of the architectural and structural design and third-party interfaces that are intended to form the basis for the Final Design.

"Design Documentation" means all drawings (including plans, profiles, cross-sections, notes, elevations, typical sections, details and diagrams), specifications, reports, studies, working drawings, shop drawings, calculations, electronic files, records and submittals necessary for, or related to, the design of the Rearrangements.

"Design Phase" means the phase of the NoHo to Pasadena Project identified as such in EXHIBIT 2 (*Project Phases and Project Schedule*).

"Dispute" is defined in Article 9 (*Resolution of Disputes*).

"Effective Date" means the date stated as such on the first page of this Agreement, which shall be the date when this Agreement has been fully executed on behalf of the City and LACMTA.

"Engineer of Record" means the individual, firm or entity that performs the Design, that imprints the engineer's/architect's seal on the drawings, and is responsible and liable for the Final Design.

"Expired Service Life Value" is defined in Section 7.2(a)(iii)(A) (*Reimbursements and Credits to LACMTA*).

"Final Acceptance" has the meaning given in EXHIBIT 9 (*Inspection and Acceptance Procedure*).

"Final Design" means the phase of the Design process which provides the detailed design for all temporary and permanent project facilities and addresses and resolves all Design review Compliance Comments and finalizes all engineering, architectural and systems designs necessary for Construction. It ends with an approved-for-construction plan status and with the Design being signed and sealed by the 'Engineer of Record'.

"Final Environmental Impact Report" or **"FEIR"** means the final environmental impact report for the NoHo to Pasadena Project completed pursuant to the California Environmental Quality Act and certified by the LACMTA Board of Directors on April 28, 2022.

"Force Majeure Event" means the occurrence of any of the following events after the date of this Agreement that directly causes either Party (the "affected Party") to be unable to comply with all or a material part of its obligations under this Agreement:

(a) war, civil war, invasion, violent act of foreign enemy or armed conflict or any act of terrorism;

(b) nuclear, chemical or biological contamination unless the source or cause of the contamination is brought to or near the Project Site by affected Party;

(c) ionizing radiation unless the source or cause of the ionizing radiation is brought to or near the Project Site by the affected Party;

(d) any fire, explosion, unusually adverse weather, flood or earthquakes;

(e) any named windstorm and ensuing storm surges, including the direct action of wind originating from a named windstorm;

(f) any riot or civil commotion;

(g) any blockade or embargo;

(h) epidemic, pandemic or quarantine; or

(i) any official or unofficial strike, lockout, go-slow or other dispute, generally affecting the construction industry or a significant sector of it,

except, in each case, to the extent attributable to any breach of this Agreement or Applicable Law by, or any negligent act or negligent omission of, the affected Party.

"Form 60" means Form 60 (Professional Services Cost/Price Summary) in the form attached as Part A of EXHIBIT 11 (*Forms*).

"Good Industry Practice" means the exercise of the degree of skill, diligence, prudence, and foresight which would reasonably and ordinarily be expected from time to time from a skilled and experienced designer or constructor (as applicable) seeking in good faith to comply with its contractual obligations, complying with all Applicable Laws and Governmental Approvals, using accepted construction standards and criteria normally used on similar projects in the State of California, and engaged in the same type of undertaking in the United States under similar circumstances and conditions.

"Governmental Approval" means any approval, authorization, certification, consent, license, permit, registration or ruling, issued by any Governmental Entity required to carry out the Rearrangements, the City Portion or any other work to be performed under the provisions of this Agreement.

"Governmental Entity" means any federal, state, or local government and any political subdivision or any governmental, quasi-governmental, judicial, public or statutory instrumentality, administrative agency, authority, body or entity (including the California Department of Transportation, CPUC and United States Army Corps of Engineers) other than LACMTA and the City.

"LACMTA" is defined in the Preamble.

"LACMTA Contract" means any contract, subcontract or other form of agreement between LACMTA and a LACMTA Contractor or between a LACMTA Contractor and its lower tier subcontractor.

"LACMTA Contractor" means any contractor, consultant, tradesperson, supplier, private developer, employee, member of staff, engineer, architect, agent, operator, or other person engaged or authorized by LACMTA to carry out works with respect to the City Portion, any Rearrangement or otherwise contemplated under the provisions of this Agreement and any other person with whom any LACMTA Contractor has further subcontracted part of such works.

"LACMTA Fiscal Year" means each one-year period commencing on July 1 of a calendar year and terminating on June 30 of the following calendar year.

"LACMTA Notice of Potential Betterment" means a Notice from LACMTA to the City notifying the City of a potential Betterment in accordance with Article 5 (*Betterments*) and in the form set out in Part C of EXHIBIT 11 (*Forms*).

"LACMTA Representative" is defined in Section 2.1(b) (*Governance*).

"LACMTA Submittal Review Period" means, for each LACMTA Submittal, a period of 30 days from the date of delivery of the LACMTA Submittal to the City under the provisions of this Agreement or such other period as the Parties may agree under the applicable Work Order.

"LACMTA Submittals" means:

(a) Design Documentation for a Rearrangement (other than any Design Documentation for which the City is responsible under a Work Order);

(b) Construction Management Plans for Construction work performed by LACMTA or a LACMTA Contractor within the Public Rights-of-Way; and

(c) any other documents which LACMTA (or the LACMTA Contractors) must submit to the City in accordance with this Agreement.

"NoHo to Pasadena Project" means the design and construction of a new bus rapid transit line known as the North Hollywood to Pasadena Transit Corridor Project, as more fully described in EXHIBIT 1 (*Project Description*) and the FEIR.

"Notice" means any communication under this Agreement including any notice, consent, approval, request, and demand.

"Operation and Maintenance Phase" means the phase of the NoHo to Pasadena Project identified as such in EXHIBIT 2 (*Project Phases and Project Schedule*).

"Package" means each package of Design Documentation submitted by LACMTA or a LACMTA Contractor to the City in accordance with this Agreement.

"Parties" means collectively the City and LACMTA, and each a **"Party"**.

"Project Meeting" means any Project Meeting, meeting, working session, over the shoulder review meeting, or other workshop or meeting convened by LACMTA as described in Section 2.1(d) (*Governance*).

"Project Right-of-Way" means the physical limits for the Design and Construction of the NoHo to Pasadena Project, as identified in Part A of EXHIBIT 3 (*Project Site*), or as notified by LACMTA to the City and compliant with the FEIR and any supplemental environmental reports for the NoHo to Pasadena Project, during the Design and Construction Phases.

"Project Schedule" means the schedule for the NoHo to Pasadena Project including the City Portion set out in Part B of EXHIBIT 2 (*Project Phases and Project Schedule*), as may be amended by a notice from LACMTA to the City or otherwise by an amendment to this Agreement.

"Project Site" means, collectively, the Project Right-of-Way and each temporary construction easement for the NoHo to Pasadena Project, as identified in Part A of EXHIBIT 3 (*Project Site*).

"Public Rights-of-Way" means the public streets, highways, bridges, parks and other public rights-of-way within the City.

"Punch List" means, with respect to a Rearrangement (or the applicable part of a Rearrangement), the list of work items which remain to be completed after Substantial Completion as agreed by the Parties and listed in the applicable Statement of Substantial Completion, which shall be limited to minor incidental items of work necessary to correct imperfections which would not prevent the safe use or operation of the Rearrangement (or applicable part of the Rearrangement) in accordance with the requirements under this Agreement.

"Rearrangement" means the work of:

(a) removal, replacement, restoration, alteration, reconstruction, support, or relocation of all or a portion of a Conflicting Facility, whether permanent or temporary, which LACMTA determines in its sole discretion is necessary in order for the NoHo to Pasadena Project to comply with Applicable Law or otherwise which LACMTA and the City mutually agree is necessary in order to construct, operate or maintain the NoHo to Pasadena Project; or

(b) the installation of new and required City Facilities which LACMTA determines in its sole discretion is necessary in order for the NoHo to Pasadena Project to comply with Applicable Law or otherwise which LACMTA and the City mutually agree is necessary as a result of the impact of the construction of the NoHo to Pasadena Project.

"Replacement Facility" means a facility, which may be constructed or provided under this Agreement as a consequence of the Rearrangement of a Conflicting Facility or a part of it.

"Statement of Final Acceptance" has the meaning given in EXHIBIT 9 (*Inspection and Acceptance Procedure*).

"Statement of Substantial Completion" has the meaning given in EXHIBIT 9 (*Inspection and Acceptance Procedure*).

"Substantial Completion" has the meaning given in EXHIBIT 9 (*Inspection and Acceptance Procedure*).

"Substantial Completion Correction List" has the meaning given in EXHIBIT 9 (*Inspection and Acceptance Procedure*).

"Temporary Facilities" means a facility constructed for the purpose of ensuring continued service while a City Facility is taken out of full or partial service for permanent Rearrangement and/or any work on a City Facility, which will be removed or restored to its original condition after such Construction activities are completed.

"Term" is defined in Section 1.2 (*Duration of Agreement*).

"Traffic Control and Lighting Work" has the meaning given in EXHIBIT 6 (*Design Requirements*).

"Traffic Management Plan" means a plan that addresses traffic control requirements in construction areas through a worksite traffic control plan and along detour routes through a traffic circulation plan.

"Utility" means a privately, publicly, or cooperatively owned line, facility, or system (including municipal or government lines, facilities, and systems) for transmitting or distributing communications, cable television, power, electricity, gas, oil, crude products, water, steam, waste, or any other similar item, including any fire or police signal system as well as streetlights associated with any publicly-owned roadways.

"Utility Adjustment" means a relocation (temporary or permanent), abandonment, protection-in-place, removal (of previously abandoned Utilities as well as of newly abandoned Utilities), replacement, reinstallation, rearrangements, or modification of existing Utilities necessary to affect a condition equal to the existing Utility facilities and excluding any Betterments.

"Utility Conflict" means an existing Utility, which LACMTA determines requires a Utility Adjustment in order to construct, operate or maintain the NoHo to Pasadena Project in compliance with the FEIR and subject to Section 2.5(a) (*Permits*), Applicable Law.

"Work Order" means a work request submitted by LACMTA to the City authorizing the performance of any work associated with the NoHo to Pasadena Project and the associated purchase of required materials.

11.2 **Interpretation**

(a) In this Agreement unless otherwise expressly stated:

(i) headings are for convenience only and do not affect interpretation;

(ii) a reference to this Agreement or any other agreement, instrument, or document is to this Agreement or such other agreement, instrument, or document as amended or supplemented from time to time;

(iii) a reference to this Agreement or any other agreement includes all exhibits, schedules, forms, appendices, addenda, attachments, or other documents attached to or otherwise expressly incorporated in this Agreement or any such other agreement (as applicable);

(iv) subject to Section 11.2(a)(v) (*Interpretation*), a reference to an Article, Section, subsection, clause, Exhibit, schedule, form or appendix is to the Article, Section, subsection, clause, Exhibit, schedule, form, or appendix in or attached to this Agreement;

(v) a reference in the main body of this Agreement, or in an Exhibit, to an Article, Section, subsection, or clause is to the Article, Section, subsection, or clause of the main body of this Agreement, or of that Exhibit (as applicable);

(vi) a reference to a person includes such person's permitted successors and assigns;

(vii) a reference to a singular word includes the plural and vice versa (as the context may require);

(viii) the words "including", "includes" and "include" mean "including, without limitation", "includes, without limitation" and "include, without limitation", respectively and the word "or" is not exclusive;

(ix) an obligation to do something "promptly" means an obligation to do so as soon as the circumstances permit, avoiding any delay and "shall" when stated is to be considered mandatory; and

(x) in the computation of periods of time from a specified date to a later specified date, the word "from" means "from and including" and the words "to" and "until" mean "to and including".

(b) This Agreement is not to be interpreted or construed against the interests of a Party merely because that Party proposed this Agreement or some provision of it, or because that Party relies on a provision of this Agreement to protect itself.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed as of the Effective Date.

APPROVED AS TO FORM

DAWYN R HARRISON,
County Counsel

By: Teddy Low
Teddy Low
Senior Deputy County Counsel

"LACMTA"

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, a California county transportation authority existing under the Authority of §§ 130050.2 *et seq.* of the California Public Utilities Code

By: _____
Name: Stephanie Wiggins
Its: Chief Executive Officer

APPROVED AS TO FORM

Joseph McDougall
City Attorney

By: _____
Name: Lisa Kurihara
Sr. Assistant City Attorney

ATTEST

By: Kimberley Clark
Name: KIMBERLEY CLARK
City Clerk

"CITY"

CITY OF BURBANK,
a California municipal corporation

By: _____
Name: _____
Its: City Manager (or designee)

EXHIBIT 1 – PROJECT DESCRIPTION

The NoHo to Pasadena Project is a new bus rapid transit (BRT) system that will provide a BRT service connecting several cities and communities between the San Fernando and San Gabriel Valleys. From west to east, the route traverses the communities of North Hollywood (in the City of Los Angeles), Burbank, Glendale, Eagle Rock (in the City of Los Angeles) and Pasadena. The NoHo to Pasadena Project will operate along a combination of local roadways and freeway sections with various configurations of mixed-flow and dedicated bus lanes depending on location.

The 19-mile BRT corridor serves as a key regional connection between the San Fernando and San Gabriel Valleys. Each community has dense residential populations and many cultural, entertainment, shopping, and employment areas throughout, including the NoHo Arts District, Burbank Media District, Glendale Galleria, Americana at Brand, Eagle Rock Plaza, and Old Pasadena to be served by 22 stations included in the Project. The Project will offer a premium transit service connecting to these destinations with an estimated end-to-end travel time of approximately 70 minutes. This compares with an existing travel time of approximately 2 hours using a combination of existing bus lines such as 180, 92, 155, and 224. Additionally, the Project will greatly enhance service reliability by separating buses from the fluctuating traffic congestion, resulting in more consistent run times. The Project will also maintain its faster travel times and reliability even as traffic congestion continues to worsen over time. Further, the BRT will also include additional features that will enhance the customer experience. The NoHo to Pasadena Project will provide improved and reliable transit service to meet the mobility needs of residents, employees, and visitors who travel within the corridor. As a result, the Project is anticipated to attract approximately 30,000 daily riders when it opens.

In addition, to advancing the goals of LACMTA's Vision 2028 Strategic Plan, objectives of the NoHo to Pasadena Project include:

1. Advance a premium transit service that is more competitive with auto travel.
2. Improve accessibility for disadvantaged communities.
3. Improve transit access to major activity and employment centers.
4. Enhance connectivity to LACMTA and other regional transit services.
5. Provide improved passenger comfort and convenience.
6. Support community plans and transit-oriented community goal.

EXHIBIT 2 – PROJECT PHASES AND PROJECT SCHEDULE

Part A: Phases

As at the date of this Agreement, the phasing and time periods for the NoHo to Pasadena Project is anticipated to be as set out in this Part A. The phases described in this Part A may overlap and the time periods are subject to change.

PHASE	KEY ACTIVITIES
Planning & Advanced Conceptual Engineering Phase To Q3 2023	Key activities include: • Preparation of the draft environmental impact report and the FEIR (complete). • Certification of the FEIR (achieved on April 28, 2022). • Preparation of Advanced Conceptual Engineering.
Design Phase Q2 2023 to Q1 2025	Key activities include: • Agreement by the Parties of any Design work and/or Construction work to be performed by the City (including any City-Performed Project Work) in accordance with Sections 3.1(b) (*Design Responsibilities*) and 4.1(b) (*Construction Responsibilities*) of this Agreement. • Procurement of the LACMTA Contractor to perform the Design work. • Engineering and Design Development by LACMTA and the applicable LACMTA Contractor through to Final Design. • Design review and support services provided by the City in accordance with this Agreement. • Procurement of the LACMTA Contractor to perform Design review, preconstruction services, and the Construction work.
Construction Phase Q4 2024/ Q1 2025 to Q1 2027	Key activities include: • Construction of the NoHo to Pasadena Project (including any Rearrangements). • Inspection, Substantial Completion, and Final Acceptance.
Operation and Maintenance Phase From Q1 2027	Key activities include: • Operation of passenger service. • Maintenance of the NoHo to Pasadena Project.

Part B: Project Schedule

As at the date of this Agreement, the schedule for the NoHo to Pasadena Project is anticipated to be as set out in this Part B. However, this schedule is subject to change, with any changes as notified by LACMTA to the City or otherwise incorporated in an amendment of this Agreement.

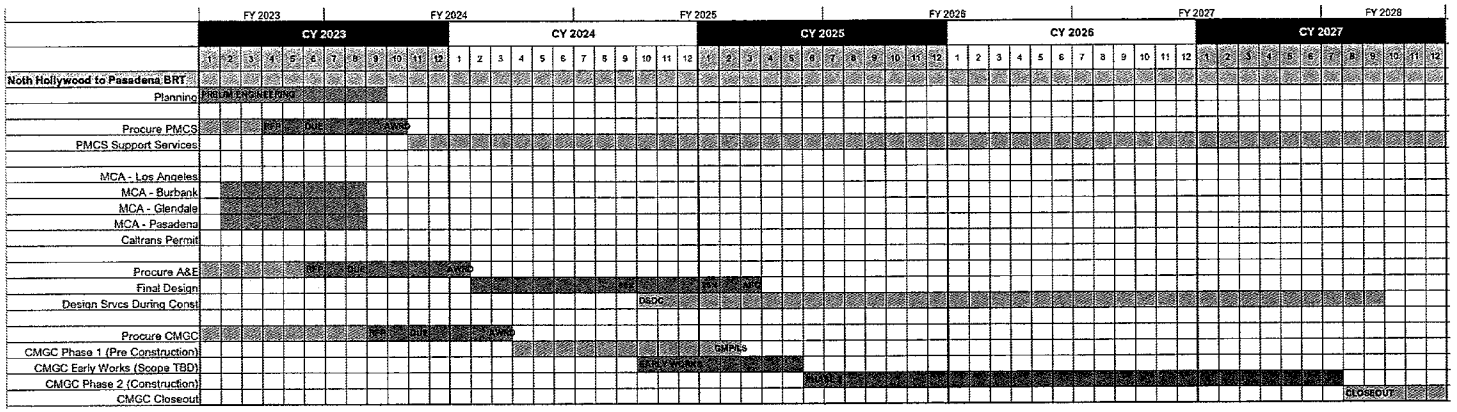
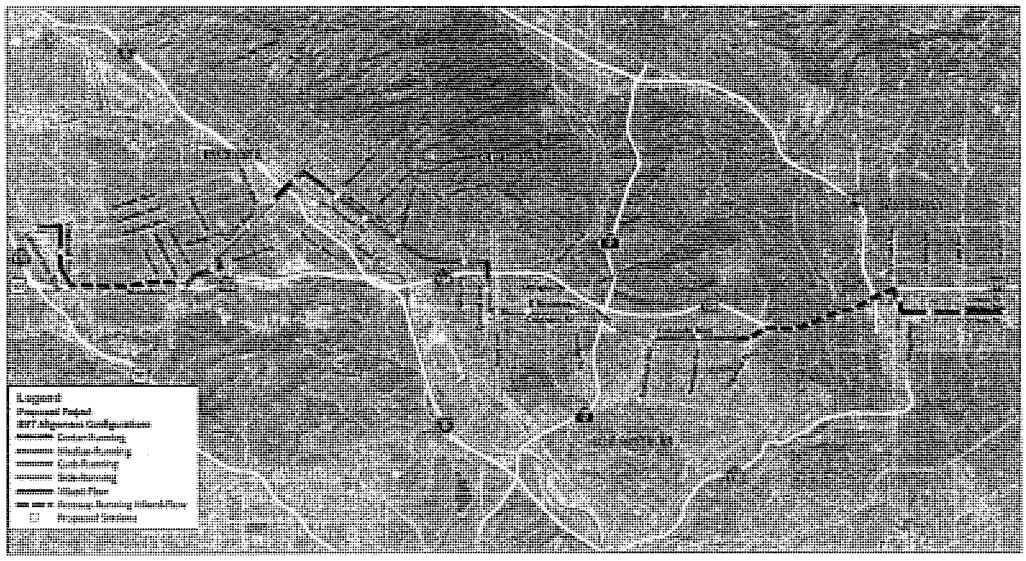


EXHIBIT 3– PROJECT SITE

Part A: NoHo to Pasadena Project Site



Part B: City Portion

The drawing depicting the City Portion will be as notified by LACMTA to the City or otherwise incorporated in an amendment of this Agreement.

Part C: Physical Limits of the Project Work

Prior to the establishment of the Basis of Design, LACMTA and the City will meet in good faith to define and agree the physical limits of the structures and elements of the NoHo to Pasadena Project Work (including with respect to bus charger masts and bus stops and canopies/shelters) that LACMTA owns and maintains, or will own or maintain.

In agreeing to such physical limits, LACMTA and the City will take into consideration the intended operation and maintenance roles and responsibilities, as described under EXHIBIT 10 (*Operation and Maintenance Principles*).

EXHIBIT 4 – ROLES AND RESPONSIBILITIES

Part A: LACMTA Representative and City Representative

The initial designations of the LACMTA Representative and City Representative are as follows:

LACMTA Representative	LACMTA Program Management or such other person, or the holder of a specified office or position, specified, from time to time, by LACMTA's Chief Executive Officer, or his/her designee
City Representative	City Manager or his/her designee

Part B: Summary of Key Roles and Responsibilities

Phase	LACMTA / LACMTA Contractors	City
General	Performing all of LACMTA's obligations under this Agreement and ensuring that the LACMTA Contractors comply with the provisions of this Agreement.	Performing all of City's obligations under this Agreement and ensuring that the City Contractors comply with the provisions of this Agreement.
Planning and Advanced Conceptual Engineering Phase	Managing the planning process and preparing all environmental documents including the FEIR. Preparing Advanced Conceptual Engineering for the NoHo to Pasadena Project.	Providing support and assistance to LACMTA in obtaining Governmental Approvals and in dealing with other third parties with respect to the City Portion.
Design Phase	Discussing and identifying any Design work and/or Construction work to be performed by the City (including any City-Performed Project Work) in accordance with Sections 3.1(b) (*Design Responsibilities*) and 4.1(b) (*Construction Responsibilities*) of this Agreement. Preparing the procurement documents and managing the procurement of the LACMTA Contractors for the Design work and the Construction work. In the case of the LACMTA Contractor responsible for the Design work: • defining its design management plan; and • preparing and submitting the Design for the NoHo to Pasadena Project to the City to the extent required by this Agreement, up to and including Final Design stage.	Discussing and identifying any Design work and/or Construction work to be performed by the City (including any City-Performed Project Work) in accordance with Sections 3.1(b) (*Design Responsibilities*) and 4.1(b) (*Construction Responsibilities*) of this Agreement. Continuing to provide support and assistance to LACMTA in obtaining Governmental Approvals and in dealing with other third parties with respect to the City Portion. Reviewing and approving Designs submitted to it in accordance with agreed procedures. Performing any other Design-related obligations under any Work Orders. Providing assistance to LACMTA in procuring any right-of-way necessary for the City Portion to the extent set out in this Agreement.

Phase	LACMTA / LACMTA Contractors	City
	Monitoring the performance of the LACMTA Contractors.	
Construction Phase	In the case of the LACMTA Contractor responsible for the Construction work, performing the Construction work in accordance with the Final Designs, the provisions of its LACMTA Contract and the provisions of this Agreement. Monitoring the performance of the LACMTA Contractors.	Performing its Construction-related obligations under any Work Orders. Coordinating Adjacent Work, City Construction Work and City Maintenance Work.
Operation and Maintenance Phase	Operating and maintaining the NoHo to Pasadena Project, including performing any operation and maintenance work allocated to LACMTA under the provisions of this Agreement (including any amendment or supplement or new agreement entered into under Article 6 (*Operation and Maintenance*)).	Performing any operation and maintenance work allocated to the City under the provisions of this Agreement (including any amendment or supplement or new agreement entered into under Article 6 (*Operation and Maintenance*)) and coordinating maintenance work and Adjacent Work with LACMTA and any LACMTA Contractor(s).

Part C: Issue Resolution and Decision-Making

The following City staff or its designees shall be responsible for coordinating among the applicable City departments and divisions as necessary to make the designated decision or approval.

City Team	Partial List of Key Functions for Decision or Approval	LACMTA Team
City Manager, Director of Public Works, Director of Community Development	Spearhead council approvals. **Level 2** decision makers for the purposes of the issue resolution ladder described below.	LACMTA Deputy Chief Program Management.
Director of Public Works, City Engineer, Director of Community Development, Assistant CD Director, Transportation	Approve all final Construction plans and related documents as required by this Agreement. Provide overall leadership in timely resolution of Design, Construction, plan review, and related administrative matters. CA Professional Engineer Registration **Level 1** decision makers for the purposes of the issue resolution ladder described below.	LACMTA Senior Executive Officer or designated LACMTA Project Manager.
City Engineer or City designated Project Manager or equivalent designated representative(s)	Provide Construction support as specified in this Agreement. Manage assigned resources and coordinate interactions between the City and LACMTA and the LACMTA Contractors as it relates to Construction support. Provide independent quality assurance (IQA) functions.	LACMTA designated Project Manager (Executive Officer or Deputy Executive Officer) or designated Construction Manager (Deputy Executive

City Team	Partial List of Key Functions for Decision or Approval	LACMTA Team
		Officer or Senior Director).
City Public Works Permit Division Head or equivalent designated representative(s)	Oversee and coordinate all plan reviews as specified in this Agreement. Manage and coordinate interaction of the City with LACMTA and the LACMTA Contractors as it relates to Design review and comment resolution. Provide the necessary coordination in planning, engineering, technical, analytical and administrative support services with respect to design approval including fire/life safety, police/public security, access, transportation engineering, civil and structural engineering, street lighting engineering, drainage, sanitation, landscaping, and related maintenance requirements. Skilled in change management and expedited approvals.	LACMTA Designated Project Engineer (Deputy Executive Officer or Senior Director levels), consultant construction manager, and LACMTA Third Party Admin Dept Project Lead (Civil).
City Traffic Engineer or equivalent designated representative(s)	Approve all worksite traffic control plans and any final design documents pertaining to both permanent and temporary traffic controls (signals, striping, WATCH lane closures, MUTCD restrictions, etc.).	LACMTA designated Project Engineer (Deputy Executive Officer or Senior Director levels), consultant construction manager, LACMTA Third Party Admin Dept Project Lead (Civil) and traffic engineering consultants.

Issues between the Parties that arise with respect to the NoHo to Pasadena Project under this Agreement that cannot be resolved at the working level will be escalated by the Parties for resolution as follows:

1. If the issue is unresolved at the working level for 20 days (or such other period as is expressly set out in this Agreement with respect to the relevant issue) commencing on the date when LACMTA or the City first identifies the issue to the other in a meeting (as documented in meeting minutes) or in an email notification to the other marked "Issue for Resolution" and describing the issue or difference and the background to it (together with any supporting information), then on the 21st day (or the first day after the applicable period as is expressly set out in this Agreement with respect to the relevant issue):

    a. the applicable LACMTA team member described in the table above will escalate the issue to the LACMTA level 1 decision maker identified in the table above; and

    b. the applicable City team member described in the table above will escalate the issue to the City level 1 decision maker identified in the table above,

    in each case describing the issue and the background to the issue in a position paper (together with any supporting materials). The level 1 decision maker from LACMTA and the City will then meet within ten days of being notified of the issue to attempt in good faith to resolve the issue.

2. If the level 1 decision makers are unable to resolve the issue within ten days of being notified of the issue:

    a. the LACMTA level 1 decision maker will escalate the issue to LACMTA's level 2 decision maker identified in the table above; and

b. the City level 1 decision maker will escalate the issue to the City's level 2 decision maker identified in the table above,

in each case describing the issue and the background to the issue in a position paper (together with any supporting materials). The level 2 decision makers from LACMTA and the City will then meet within ten days of being notified of the issue to attempt in good faith to resolve the issue.

3. If the level 2 decision makers are unable to resolve the issue within 20 days of being notified of the issue, then either Party may refer the issue to the dispute resolution procedures under Article 9 (*Resolution of Disputes*).

Any meetings of the level 1 or level 2 decision makers may be held in person or via videoconference or teleconference. Any resolution of an issue agreed by the Parties will be documented by the Parties in writing and any amendments to this Agreement agreed by the Parties as part of the resolution will be documented in accordance with Section 10.7 (*Amendments*) of this Agreement. To the extent that the LACMTA Representative or City Representative is not also a level 1 or level 2 decision maker, each Party is responsible for ensuring that its representative is notified of any issue escalation and of any resolution reached.

EXHIBIT 5 – UTILITY ADJUSTMENT PROCEDURES

LACMTA and the City will perform the following actions and activities with Utilities that conflict with the City Portion:

1. **Identification of Utility Conflicts**

1.1 The City will coordinate and cooperate with LACMTA in providing any locational data or other information already in its possession regarding the location of Utilities within the City Portion.

1.2 LACMTA will identify Utility Conflicts within the City Portion and deliver a list of the identified Utility Conflicts to the City, including:

(a) City-owned Utilities; and

(b) private Utilities.

The list of identified Utility Conflicts will include the anticipated Utility Adjustment to address each Utility Conflict and a schedule defining when such Utility Adjustments should be completed. The City acknowledges and agrees that identification of Utility Conflicts within the City Portion will be an iterative process and that LACMTA may deliver more than one list of identified Utility Conflicts for each Project and may update the list of identified Utility Conflicts, during all phases of the NoHo to Pasadena Project.

2. **Interface with City-owned Utility Owner**

2.1 The Parties agree to cooperate and coordinate on the Rearrangement of City-owned Utilities within the Public Rights-of-Way. Except to the extent of any Utility Design or Construction work requested to be performed by LACMTA, the City-owned power Utility shall be responsible for the Design and Construction of power Utility Adjustments for City-owned Utilities.

2.2 Unless otherwise agreed, LACMTA will be responsible for the Design and Construction of water Utility Adjustments for the City-owned water Utility.

2.3 Within 20 days of delivery of a Utility Conflict identification list under Section 1.2(a) (*Identification of Utility Conflicts*) of this EXHIBIT 5 (or such longer time period as may be agreed to by the Parties), the Parties will meet to:

(a) verify that all City-owned Utility conflicts have been identified;

(b) discuss any additional locational data and other information required regarding the Utility;

(c) identify the LACMTA and City points-of-contact for each conflicting Utility;

(d) agree on timing for the Utility Adjustments, the applicable City Standards and coordination of the schedule for Construction with LACMTA's Project Schedule; and

(e) discuss the Design Documentation that the City-owned Utility shall prepare for the 65%, 85% and 100% Designs (including horizontal design, profiles, shoring, and worksite traffic control plans) for the Utility Adjustments to ensure the Design for the Utility Adjustment does not interfere with, disrupt or delay the Design, Construction, operation or maintenance of the NoHo to Pasadena Project.

2.4 LACMTA shall reimburse the City-owned Utility for agreed upon Costs to perform any Utility Adjustments, Design, Design support, other Design-related activities and/or Construction work in accordance with the terms of this Agreement. A Form 60 submitted by the City-owned Utility for the Utility Adjustments or any work related to the Utility Adjustments shall estimate the total effort required for the City-owned Utility to perform the Design, Design support, other Design-related activities and/or Construction work and shall attach the schedule prepared in accordance with this Agreement and agreed by the Parties for the performance of the

Design, Design support, other Design-related activities and/or Construction work under a Work Order in accordance with the terms of that Work Order and this Agreement.

3. **Interface with Private Utility Owner**

3.1 Promptly following delivery of a Utility Conflict identification list under Section 1.2 (*Identification of Utility Conflicts*) of this EXHIBIT 5 (and in the case of Section 3.2(a) below, within 10 days of delivery of a Utility Conflict identification list under Section 1.2 (*Identification of Utility Conflicts*) of this EXHIBIT 5 (or such longer time period as may be agreed by the Parties)), for each Utility Conflict that has been identified, the City will:

(a) review any applicable franchise agreement and identify in a Notice to LACMTA (attaching any applicable franchise agreements and any other supporting documentation) the following terms under any applicable franchise agreement:

(i) the process to have the Utility owner perform the required Utility Adjustment (including any notices to be delivered);

(ii) procedures to obtain further locational data or other information regarding the Utilities;

(iii) responsibility for costs for the required Utility Adjustment;

(iv) timeframes for the required Utility Adjustment; and

(v) constraints or limitations on the City's ability to exercise its franchise rights for the purposes of Utility Adjustments to address a Utility Conflict within the City Portion; and

(b) exercise any rights under any applicable franchise agreement or Applicable Law to obtain locational data and other information regarding the Utilities within the City Portion and shall provide any and all such information received from the Utility owner to LACMTA.

3.2 Within 20 days of delivery of a Utility Conflict identification list under Section 1.2 (*Identification of Utility Conflicts*) of this EXHIBIT 5 (or such longer time period as may be agreed to by the Parties), LACMTA and the City will meet to:

(a) review the information provided by the City under Section 3.1 (*Interface with Private Utility Owner*) of this EXHIBIT 5 and any comments or questions from LACMTA regarding the terms of each applicable franchise agreement;

(b) consider any real property rights held by LACMTA in the City Portion to be raised and addressed with the Utility owner;

(c) identify the LACMTA and City points-of-contact for each other and the applicable Utility owners with conflicting Utilities; and

(d) where a Utility Conflict has been identified, discuss and agree timing and approach and roles and responsibilities under this Exhibit including identifying:

(i) whether the City will be requested to exercise franchise rights; and

(ii) if the City will not be requested to exercise its franchise rights, any other cooperation and coordination activities to be performed by the City in accordance with this Agreement.

3.3 Following each such meeting, LACMTA and the City will document the agreed timing, approach and roles and responsibilities to be taken in accordance with this EXHIBIT 5 in minutes signed by each Party. Following identification of Utility Conflicts within the City Portion under Section 1 (*Identification of Utility Conflicts*) of this EXHIBIT 5 and agreement of the activities, roles and responsibilities under Section 3.2 (*Interface with Private Utility Owner*) of this EXHIBIT 5:

(a) for any Utility Conflicts where the Parties have agreed that the City will exercise its rights under the applicable franchise agreement:

(i) within 10 days of receipt of a written request from LACMTA (or such longer time period as may be agreed to by the Parties) the City will exercise its franchise rights under the franchise agreement with the applicable Utility owner by sending written notice to the applicable Utility owner instructing it to relocate or remove the conflicting Utility or perform any other Utility Adjustment at that Utility owner's expense;

(ii) LACMTA with the support of the City as necessary, will request a meeting with each applicable Utility owner, to be attended by LACMTA and the City and at each such meeting with an applicable Utility owner, the City point-of-contact will lead the Utility Conflict and Utility Adjustment discussions (including schedule expectations in accordance with the Project Schedule for the City Portion and cost reimbursement expectations), with the assistance of LACMTA;

(iii) within the time periods required under the applicable franchise agreement or Applicable Law, the City will coordinate with LACMTA to send any other written notices to the applicable Utility owner, as required under the applicable franchise agreement or Applicable Law in order for the City to exercise its franchise rights or other rights under Applicable Law with respect to the Utility Conflict(s) and required Utility Adjustment(s);

(iv) within the time periods required under the applicable local, state and/or federal government codes, the City will send all such notices as are required to be submitted for each of the processing steps required by local, state, and federal government codes in order for the City to exercise its franchise rights or other rights under Applicable Law with respect to the Utility Conflict(s) and required Utility Adjustment(s) (including any utility claim letters, record of investigations, draft utility agreements and/or utility certifications);

(v) LACMTA, with the support of the City as necessary, will submit any required project plans, Designs, and other relevant documents for the City Portion prepared by LACMTA to each applicable Utility owner, for that Utility owner's review;

(vi) all responses to reviews, comments and other correspondence relating to a Utility Conflict or the exercise of franchise or other City rights in accordance with this Exhibit from Utility owners shall be delivered to the City in accordance with the time periods required under the applicable franchise agreement or under Applicable Law or any more stringent schedule agreed with the Utility owner for the NoHo to Pasadena Project, with a copy to LACMTA. If a Utility owner fails to provide a copy to LACMTA, the City agrees to forward a copy of such responses, comments or other correspondence to LACMTA promptly (and in any case within 5 days of receipt);

(vii) LACMTA will address any comments received from Utility owners and will submit responses to the Utility owner, with a copy to the City. If LACMTA is not permitted to submit responses directly to the Utility owner under the terms of the franchise agreement or otherwise under Applicable Law, the City agrees to transmit LACMTA's response to the Utility owner;

(viii) LACMTA with the support of the City as necessary, shall request that each applicable Utility owner prepare 65%, 85% and 100% Designs (including horizontal design, profiles, shoring, and worksite traffic control plans) for the Utility Adjustments to be performed by that Utility owner;

(ix) the City shall exercise its rights under the terms of the franchise agreement or otherwise under Applicable Law to coordinate the Design of the Utility Adjustment with the Design for the City Portion and ensure that the Design for the Utility Adjustment does not interfere with, disrupt or delay the Design, Construction, operation or maintenance of the City Portion, including ensuring that the Utility owner delivers or the City shall otherwise deliver promptly

upon receipt from the Utility owner, copies of all Designs and plans for the Utility Adjustment work to LACMTA and shall give LACMTA the right to review and comment on the Designs (including the final Designs) and plans for the Utility Adjustment work. Any LACMTA comments to or acceptance or approval of a Utility owner's Design under this EXHIBIT 5 will not relieve the relevant Utility owner or its contractors from professional liability (errors and omissions) as the Design Engineer of Record for any Utility Adjustment performed by the Utility owner or its contractors and

(x) with respect to Design and Construction work for Utility Adjustments that are to be performed by a Utility owner, LACMTA with the support of the City as necessary (including exercising its rights under the terms of the franchise agreement or otherwise under Applicable Law shall) shall:

(A) enforce the Utility owner's schedule for Design and Construction in accordance with any timelines set out under the terms of the City franchise agreement, Applicable Law or any more stringent schedule agreed with the Utility owner for the NoHo to Pasadena Project;

(B) assist in coordinating the Utility owner's schedule for Construction with LACMTA's Project Schedule and shall otherwise require that the Utility owner comply with Section 2.6 (*Coordination of Work*) of this Agreement with respect to the coordination of the Utility Adjustment work;

(C) ensure all costs for that Design and Construction work are incurred solely in conformance with the terms of any applicable franchise agreement or Applicable Law;

(D) undertake inspections (including surveys) to ensure that all such Utility Adjustments are constructed in accordance with the approved Designs;

(E) invite LACMTA to inspect all such Utility Adjustments together with the City; and

(F) if requested by LACMTA, the City will undertake subsequent enforcement actions to enforce its franchise rights with respect to a required Utility Adjustment in the event no action is taken by the applicable Utility owner in response to a notice issued by the City under this EXHIBIT 5 provided that Section 2.7 (*Utility Adjustments*) of this Agreement will apply with respect to the City's Costs incurred in taking such enforcement actions; and further provided that to the extent that the applicable Utility owner disputes the City's right to exercise its franchise rights or other rights under Applicable Law with respect to a Utility Adjustment for the City Portion and/or commences any actions or legal proceedings with regard to the same, LACMTA's indemnity in favor of the City under Section 8.1 (*Indemnity*) of this Agreement will apply. If requested by LACMTA, the City will suspend or withdraw any enforcement or defense of its franchise rights or rights under Applicable Law to require a Utility Adjustment in the City Portion; or

(b) for any other Utility Conflict, the City will cooperate with and assist LACMTA in performing the necessary steps to ensure that applicable Utility owners implement the Utility Adjustments necessary to address conflicting Utilities that will impact the City Portion in a timely manner including:

(i) If requested by LACMTA, attending meetings with the Utility owners;

(ii) notifying LACMTA of any other Utility works requested by the City for City projects unrelated to the City Portion and coordinating any such other Utility adjustments with LACMTA; and

(iii) providing LACMTA with all information available to the City regarding Utility Conflicts or potential Utility Conflicts.

EXHIBIT 6– DESIGN REQUIREMENTS

1. GENERAL DESIGN CRITERIA

Any Design work for any Rearrangements shall be performed in accordance with:

(a) the Design requirements set out in this EXHIBIT 6 or otherwise under the provisions of this Agreement and the relevant Work Order (if applicable); and

(b) all Governmental Approvals, Applicable Law and, subject to Section 3.5 (*City Standards*) of this Agreement, the City Standards.

2. CITY STANDARDS

The Parties agree that for the purposes of this Agreement, the **"City Standards"** will be those City design standards and ordinances, City-owned Utility rules and regulations, notified by the City to LACMTA, or otherwise incorporated in an amendment of this Agreement in accordance with Section 3.5 (*City Standards*) of this Agreement. The City Standards include, in each case subject to and in accordance with Section 3.5 (*City Standards*) of this Agreement:

(a) Complete Streets Objective Design Standards;

(b) Burbank Water and Power Rules and Regulations;

(c) City of Burbank Public Works Standard Plans;

(d) Objective standards codified in the City Municipal Code;

(e) Standard Specifications for Public Works Construction 2012 Edition (Greenbook), 2012 Edition (unless otherwise specified by the City) and related Standard Plans;

(f) California Manual on Uniform Traffic Control Devices – latest edition (unless otherwise specified by the City); and

(g) Caltrans Standard Plans and Specifications (for traffic signal design only) - latest edition (unless otherwise specified by the City).

3. SPECIFIC DESIGN REQUIREMENTS FOR REARRANGEMENTS

3.1 **Surface Openings**. To the extent operationally and fiscally practical, LACMTA shall locate surface openings, if any to mitigate: (a) the effect on existing features of landscape and improvements; and (b) public disruption; in each case after taking account of health and safety concerns. Placement of gratings in sidewalks will be avoided to the extent reasonably practicable; however, all other openings, such as mechanical access openings, shall be regularly permitted in sidewalks, provided such openings are enclosed.

3.2 **Landscaping**. Trees and landscaped areas under ownership or daily control of the City shall be preserved whenever practical. Trees in the Project Site, which are not being removed by LACMTA, shall be adequately protected. Trees that must be removed due to Rearrangements shall be replaced by LACMTA, if the City elects and right-of-way is available. All landscaping changes shall be coordinated with the City's Urban Forestry Section. Replacement work shall be in accordance with applicable City Standards and shall be coordinated with the City. Landscaped areas removed due to Rearrangements shall be restored to the original condition to the extent practical as agreed to by the City and LACMTA. LACMTA shall prepare the Landscape Replacement Study in accordance with the FEIR Mitigation Monitoring and Reporting Program. Recycled water shall be used for landscaping to the furthest extent reasonably practicable.

3.3 **Traffic Control Devices and Lighting Systems**. If a Rearrangement requires the removal and reinstallation, or modification of existing or installation of new traffic control devices or lighting systems (**"Traffic Control and Lighting Work"**), then LACMTA must obtain the City's approval of LACMTA's Design for the Traffic Control and Lighting Work (which consent may not be unreasonably delayed or withheld).

3.4 **Private Projections in Public Ways.** If LACMTA determines that a private projection in, over or under any City Facilities or the Public Rights-of-Way must be removed to accommodate the NoHo to Pasadena Project, LACMTA will issue a Work Order to the City and the City shall take all reasonable actions within its powers to require the elimination of such projections by the time specified in the Work Order. If the City is not empowered to affect the removal of such projections, or if LACMTA otherwise elects, LACMTA will make its own arrangements for removal of such projections. The City will cooperate with LACMTA to minimize the cost to eliminate, move, remove or otherwise terminate projections.

3.5 **City Communications Facilities**. The relocation of any conflicting underground City communications facilities shall be done by employing intercept-style manholes at both ends of every conflicting communications conduit segment in question, directly on the alignment of existing conduit segment(s), and beyond the area of the conflicting communications facilities.

4. **PREPARATION AND SUBMISSION OF DESIGN DOCUMENTATION**

For those Rearrangements where LACMTA is responsible for the Design work under the provisions of this Agreement, LACMTA will, and will ensure that the LACMTA Contractors will:

(a) prepare and submit all Design Documentation to the City:

(i) in Packages in accordance with the schedule under the applicable design management plan defined by LACMTA and/or the applicable LACMTA Contractor and notified to the City (as may be updated and notified to the City from time to time); and

(ii) in a manner and at a rate which, having regard to the quantum of Design Documentation submitted, will give the City a reasonable opportunity to review the submitted Design Documentation;

(b) ensure that the Design Documentation submitted for the Final Design is of a level of detail which is sufficient to permit the City to determine whether the Design Documentation complies with this Agreement and the Construction work which will be performed in accordance with the Design Documentation will comply with this Agreement and highlights any material amendments made since any earlier submittal of that Design Documentation;

(c) invite the City to attend any pre-submittal workshops held where Design Documentation for a Rearrangement is to be presented; and

(d) if reasonably requested by the City, make available the appropriate design personnel to participate in design review meetings after submittal of any Design Documentation for a Rearrangement to explain the Design Documentation or a particular element of it and provide such information regarding the Design Documentation as the City may reasonably request.

EXHIBIT 7 – LACMTA SUBMITTAL REVIEW PROCEDURE

1. GENERAL

1.1 The Parties agree that individuals undertaking Design review on behalf of the City under this Agreement shall, where reasonably possible, be consistent throughout the Design Phase. The City will ensure that any individual undertaking Design review on behalf of the City under this agreement has the appropriate qualifications, capability and experience to perform the review.

1.2 The procedures set out in this EXHIBIT 7 will govern all LACMTA Submittals to the City pursuant to this Agreement.

2. REVIEW PROCEDURE

2.1 The City shall notify LACMTA and the relevant LACMTA Contractor (if applicable) within 10 days of receipt of a LACMTA Submittal from LACMTA or a LACMTA Contractor if it considers (acting reasonably based on the preliminary review) that the LACMTA Submittal submitted is incomplete or deficient for the City's review purposes and requires re-submission, together with a detailed description of the information that it deems to be missing or deficient. If no such Notice is delivered by the City within such ten-day period, the LACMTA Submittal shall be deemed complete and acceptable for review purposes.

2.2 The City shall (or must require that the relevant City Contractor) within the LACMTA Submittal Review Period:

(a) review the LACMTA Submittal; and

(b) notify LACMTA and the relevant LACMTA Contractor (if applicable) that it:

(i) approves the LACMTA Submittal; or

(ii) rejects the LACMTA Submittal with detailed reasons including all Compliance Comments.

2.3 All Compliance Comments shall be transmitted in the form of a comment matrix, through the LACMTA 'Quality Management Oversight' database or through another equivalent format (in each case, as notified and provided by LACMTA) and shall be accompanied by an annotated LACMTA Submittal (if applicable). Where a database is used for transmission of comments, LACMTA will provide the City (and the relevant City Contractors) with user accounts and training for this purpose.

2.4 If no comments are received within the LACMTA Submittal Review Period (or such longer time period as may be agreed to by the Parties), the LACMTA Submittal shall be deemed complete and approved by the City.

2.5 The Parties acknowledge that the LACMTA Submittal review process set out in this EXHIBIT 7 is intended to facilitate the LACMTA Submittal review process and be consistent (with necessary changes) with the LACMTA Guidelines on Enhanced Partnered Coordination and shall supersede the submittal / shop drawing review schedules specified in any standards referenced in this Agreement.

3. GROUNDS FOR OBJECTION OR COMMENT

3.1 The City will only be entitled to reject a LACMTA Submittal under Article 2 (*Review Procedure*) of this EXHIBIT 7 if such LACMTA Submittal fails to comply with the requirements set out in this Agreement, as specified in the City's Compliance Comments.

3.2 If the City rejects a LACMTA Submittal in accordance with Article 2 (*Review Procedure*) of this EXHIBIT 7, LACMTA must (or must require that the relevant LACMTA Contractor):

(a) address the Compliance Comments and re-submit the LACMTA Submittal for review; or

(b) notify the City that it does not agree with the grounds for rejection. If LACMTA does not agree with the grounds for rejection on the basis that such grounds would constitute a Betterment, Article 5 (*Betterments*) of this Agreement shall apply.

3.3 The City agrees that during the Final Design stage, it shall not raise any new issues, or make any comments, which are inconsistent with its comments on earlier submittals, or with any changes already agreed to by the City.

3.4 The City's approval of the Final Design for any Rearrangement will not be withheld if the submittal is consistent with the most recent earlier submittal for such Rearrangement, modified as appropriate to respond to the City's Compliance Comments on such earlier submittal (to the extent such comments were made in accordance with the provisions of this Agreement) and to reflect any subsequent changes agreed to by the City and LACMTA.

4. **NO COMMENCEMENT OF CONSTRUCTION WORK**

LACMTA and the City must not commence or permit the commencement of any Construction work that is the subject of, governed by or dependent upon a LACMTA Submittal until LACMTA (or a LACMTA Contractor) has submitted the relevant LACMTA Submittal to the City in accordance with this EXHIBIT 7 and:

(a) within ten days of receiving a Notice from LACMTA (or the relevant LACMTA Contractor (as applicable)) that the City failed to respond to a LACMTA Submittal within the relevant LACMTA Submittal Review Period (or any such longer time period agreed to by the Parties), the City fails to respond to such LACMTA Submittal; or

(b) the City has notified LACMTA (and the relevant LACMTA Contractor (as applicable)) that it approves such LACMTA Submittal.

EXHIBIT 8 – CONSTRUCTION REQUIREMENTS

1. GENERAL REQUIREMENTS

(a) Any Construction work for any Rearrangements or the City Portion to be performed within the Public Rights-of-Way shall be performed in accordance with:

(i) in the case of any Rearrangements, the approved Final Design (including any changes agreed under Section 3.6 (*Changes to Design*) of this Agreement);

(ii) all Governmental Approvals, Applicable Law and, subject to Section 3.5 (*City Standards*) of this Agreement, the City Standards;

(iii) the schedule for such Construction work agreed under the relevant Work Order (if applicable) or otherwise under the Project Schedule; and

(iv) all other Construction requirements set out in this EXHIBIT 8 or otherwise under the provisions of this Agreement and any relevant Work Order (if applicable).

(b) In conjunction with its contractors, LACMTA will be responsible for conducting public outreach to provide proper notifications to the affected communities prior to and during Construction complying with the FEIR. LACMTA will coordinate its outreach with the City's Public Information Office, as needed.

(c) LACMTA is responsible for ensuring that any LACMTA Contractors performing Construction work for the Rearrangements, in the Public Rights-of-Way, or on City-owned property have obtained all performance and payment bonds required under Applicable Law.

2. WORKING HOURS

Construction hours shall comply with the City Municipal Code and the holiday moratorium shall be observed in accordance with the City Municipal Code. Notwithstanding, the Parties acknowledge that extended working hours may be necessary to facilitate Construction of the City Portion. If a change is required to the working hours, the Parties will discuss in good faith extended working hours following joint review of the schedule and activities to be carried out by LACMTA and the LACMTA Contractors and agree to such change as appropriate.

3. HAUL ROUTES

The Parties will agree haul routes reasonably necessary to facilitate Construction, operation and maintenance of the City Portion. If a change is required to an agreed haul route, the Parties will negotiate in good faith to agree such change. The City Permits issued to LACMTA or LACMTA Contractor will include provisions for maintenance and cleaning of the haul routes.

4. INTERRUPTIONS

(a) The Parties acknowledge that certain components of the work in the City Portion will require interruption of the City services. The Parties will agree a plan for any such interruptions and, subject to City approval of the plan, the City consents to scheduled interruption of services deemed necessary by LACMTA. LACMTA must provide the City prior Notice before the City services are interrupted.

(b) LACMTA will notify affected parties, including residents, businesses, Council office, and other elected officials in advance of scheduled interruptions and will cooperate with the City to minimize interruption of the City services and resulting disruptions, provided that notification may be delayed where LACMTA is required to interrupt services in the event of emergency. Where the City determines that Temporary Facilities are necessary and appropriate, LACMTA shall accommodate this request.

5. CONSTRUCTION STAGING PLANS

5.1 General Requirements

(a) LACMTA or the LACMTA Contractors shall develop a construction staging plan (**"Construction Staging Plan"**) for any Construction work to be performed within the Public Rights-of-Way. The Staging Plan shall be reviewed and approved by the City.

(b) The City acknowledges that the Construction work to be performed by LACMTA or the LACMTA Contractors within the Public Rights-of-Way is intended to be performed progressively under multiple contractual packages and the Construction Staging Plans described in this EXHIBIT 8 may, therefore, be prepared for each contractual package or for a portion of such Construction work.

(c) A Construction Staging Plan shall provide, among other things, for:

(i) the handling of vehicular, bicycle, pedestrian and transit traffic on streets adjacent to the Construction with the Construction phasing showing street closures, detours, warning devices and other pertinent information specified on the plan (worksite traffic control plans);

(ii) actions to maintain access to businesses adjacent to the Construction areas, as possible, and actions to ensure safe access and circulation for pedestrians, bicyclists and vehicular and transit traffic as described in the worksite traffic control plans; and

(iii) elements of public awareness as well as mechanisms to assist affected parties in complaint resolutions.

(d) The City understands that LACMTA requires flexibility in the execution of Construction phasing and traffic management planning during Construction, and agrees to impose only the minimum requirements for traffic management planning and Construction sequencing that are necessary in order to provide for public health and safety (including pedestrian, vehicular, transit, and bicycle safety), and functionality (including public and business access and circulation).

5.2 Specific Requirements – Street Lighting Systems

LACMTA or the LACMTA Contractors shall develop street lighting Construction Staging Plans, which shall provide, among other things, for:

(a) the safety and security at nighttime of vehicular, pedestrian, transit, and bicycle traffic on streets adjacent to Construction, with the street lighting Construction Staging Plans showing street closures, detours, lighting devices, circuit and power service connections, and other pertinent information; and

(b) lighting levels to maintain safe access to businesses adjacent to the Construction areas, and to ensure safe circulation for pedestrian and vehicular traffic.

5.3 Specific Requirements – Traffic Management Plan

(a) LACMTA and the City may agree that a street, highway, bridge or the other Public Rights-of-Way shall be temporarily closed for the necessity and convenience of the Construction of the NoHo to Pasadena Project. If agreed to, a Traffic Management Plan must be developed and submitted by LACMTA or the LACMTA Contractors, which shall provide, among other things, for worksite traffic control plans, traffic circulation plans, and temporary traffic signal plans.

(b) A traffic control plan developed using the California Manual on Uniform Traffic Control Devices shall be provided for all traffic control plans and submittal.

(c) The City's Publics Works Traffic Division staff involved in the review and approval process shall facilitate the City's internal approvals regarding peak hour exemptions, holiday moratoriums, changes to existing parking restrictions in the work zone, night work, and noise variances.

(d) Any Traffic Management Plan must include a requirement that LACMTA or LACMTA Contractor shall be responsible for notifying all transit providers of any street closure that affects transit routes or Construction that affects transit stops.

5.4 **Review and Implementation of Construction Staging Plans**

(a) LACMTA (or the relevant LACMTA Contractor (as applicable)) must submit each Construction Staging Plan to the City for review in accordance with EXHIBIT 7 (*LACMTA Submittal Review Procedure*).

(b) LACMTA (or the relevant LACMTA Contractor (as applicable)) may update a Construction Staging Plan after it has been approved by the City and must promptly submit each updated Construction Staging Plan to the City for review in accordance with EXHIBIT 7 (*LACMTA Submittal Review Procedure*).

(c) LACMTA must, and must ensure that the LACMTA Contractors, implement and comply with each Construction Staging Plan which has been submitted to the City and which has been either approved (or deemed approved) under EXHIBIT 7 (*LACMTA Submittal Review Procedure*).

6. WORK IN STREETS

6.1 **General Requirements**

(a) The Parties acknowledge that the City has the duties of supervising, maintaining and controlling streets, highways, and the other Public Rights-of-Way. Accordingly, LACMTA shall give the City 14 days' advance written Notice where Construction work is to be performed in the Public Rights-of-Way. All full or directional street closures shall require a minimum 14-day notification.

(b) LACMTA and the LACMTA Contractors shall take all appropriate actions to ensure safe performance of the Construction work within the Public Rights-of-Way. The City reserves the right to stop work if public health and safety is or will be comprised by such work.

(c) If LACMTA or a LACMTA Contractor fails to perform any Construction work within the Public Rights-of-Way in accordance with the Final Design and/or Construction Staging Plans approved (or deemed approved) by the City under this Agreement then upon written Notice of the non-compliance from the City, LACMTA must cure or must ensure that the LACMTA Contractor cures, the non-compliance.

6.2 **Traffic Control and Lighting**

LACMTA must provide the City prior Notice before conducting the Traffic Control and Lighting Work that will result in an interruption to service of traffic control devices or lighting systems and LACMTA shall cooperate with the City to minimize such interruption.

6.3 **City Communication Facilities**

Construction of replacement conduit segments, inner ducts, and manholes that bypass the conflicting conduit segments shall be done prior to relocation of the communications cables. In addition, relocation/installation work of communications cables that carry live production traffic shall be scheduled during a maintenance window, in order to minimize system downtime and minimize the City network traffic disruption.

7. TEMPORARY STREET CLOSURES

Upon notification of a proposed temporary street closure, the City, as requested by LACMTA, shall initiate the appropriate proceedings and shall establish the necessary conditions for the closures. LACMTA shall be responsible for any reasonable Costs associated with a requested street closure.

8. TEMPORARY FACILITIES

8.1 LACMTA Facilities

Temporary Facilities may be necessary to facilitate Construction of the NoHo to Pasadena Project (including Rearrangements). In accordance with Section4.3(c) (*Rights-of-Way*) of this Agreement, the City shall provide reasonable assistance as may be required for LACMTA to obtain rights-of-way necessary to construct the City Portion. This shall include considering reasonable requests by LACMTA for LACMTA or its designee to use lands owned or controlled by the City for, the erection and use of Temporary Facilities thereon; provided that, the City shall first approve in writing the availability, location and duration of the Temporary Facilities, with the City's approval not to be unreasonably withheld. Upon completion of the related Construction and LACMTA's determination that the Temporary Facilities no longer are needed, LACMTA shall remove all Temporary Facilities and restore the area as nearly as practicable to its original condition unless LACMTA and the City agree to some other arrangement.

8.2 City Facilities

In the event that Temporary Facilities are necessary to effect a Rearrangement being constructed by the City, the City or its designee may use, without cost, lands owned or controlled by LACMTA for the purpose of using or erecting Temporary Facilities thereon; provided that, LACMTA shall first approve in writing the availability, location and duration of the Temporary Facilities. Upon completion of the Rearrangement in its permanent location, the City shall remove all Temporary Facilities and restore the area as nearly as practicable to its original condition unless the City and LACMTA agree to some other arrangement.

9. UNDERGROUND SERVICE ALERT

Prior to any commencement of underground work by either Party, an "Underground Service Alert" shall be notified in accordance with California law by such Party or its contractor.

10. ENVIRONMENTAL CONTROLS

All Construction work performed by the City or City Contractors pursuant to this Agreement shall comply with the environmental controls established by LACMTA in the LACMTA Contracts, including construction noise and vibration control, pollution controls, archaeological coordination and paleontological coordination and use of 'Best Management Practices'.

11. SALVAGED MATERIALS

The Parties may agree to salvage certain materials belonging to the City during the course of Rearrangement. If materials belonging to the City are to be reused, LACMTA's contractor shall exercise reasonable care in removal and storage of such materials. Materials shall be inspected and stored until such time as the progress of work allows the reinstallation of such materials. Materials that are not to be reused in a Rearrangement, but which the City desires to reclaim, may be recovered by the City staff within an agreed time frame or shall be delivered by LACMTA to a location proximate to the salvage site and suitable to the City. Subject to acceptance by LACMTA, if materials removed by LACMTA are not reused and are not desired by the City, such materials shall become the property of LACMTA.

12. AS-BUILT DRAWINGS

12.1 LACMTA and the City shall each maintain a set of "as-built" plans of Rearrangements performed by LACMTA and the City, respectively, during Construction. Red line mark-ups for temporary lighting systems, traffic signal systems, and other the City Facilities shall be submitted to the City and LACMTA within 15 days after completion of Construction. All Design changes shall be documented on RFI/RFC forms. Upon completion of the Rearrangement work, the Party that performed the work shall furnish the other Party with reproducible "as-built" drawings showing all Replacement Facilities installed by the performing Party, within 75 days after completion of such work for each set of plans.

12.2 LACMTA and the City agree to provide the other with electronic files and full-size paper hard copies of those final contract documents that they have prepared, or caused to be prepared, to govern the Construction of a given Rearrangement by their respective contractor so that each Party may compile a complete set of contract documents. Each Party shall prepare or cause to be prepared the contract documents for which it is responsible.

EXHIBIT 9 – INSPECTION AND ACCEPTANCE PROCEDURE

1. **Substantial Completion**

1.1 The following requirements must be satisfied to achieve substantial completion of a Rearrangement (or a part of a Rearrangement that is capable of being accepted in advance of completion of the whole) (**"Substantial Completion"**):

(a) LACMTA (or the applicable LACMTA Contractor) has completed the work for the Rearrangement (or applicable part of the Rearrangement) except for Punch List items or outstanding work that is otherwise only required to be performed under this Agreement for the purposes of achieving Final Acceptance;

(b) all known defects or omissions in the work for the Rearrangement (or applicable part of the Rearrangement) have been remedied (other than Punch List items); and

(c) the Rearrangement (or applicable part of the Rearrangement) is ready for handover to the City in accordance with the requirements set out under this Agreement.

1.2 If LACMTA considers that the requirements for Substantial Completion of a Rearrangement (or the applicable part of the Rearrangement) have been satisfied in accordance with Section 1.1 (*Substantial Completion*) of this EXHIBIT 9, LACMTA shall submit a Notice to the City requesting a Statement of Substantial Completion in the form set out as Attachment 1 to this EXHIBIT 9. LACMTA may issue a Notice under this Section 1.2 notwithstanding that there are known Punch List items or outstanding work that is otherwise only required to be performed under this Agreement for the purposes of achieving Final Acceptance, provided that LACMTA's Notice shall include the list of proposed Punch List items.

1.3 Within ten days (or such longer time period as may be agreed to by the Parties) of delivery of a Notice by LACMTA requesting a Statement of Substantial Completion, the City's designated final inspector ("City Inspector") and LACMTA will together inspect the Rearrangement (or the applicable part of the Rearrangement) to determine its status of completion and to agree the list of Punch List items.

1.4 Within 2 days (or such longer time period as may be agreed to by the Parties) of completion of the inspection of the applicable part of the Rearrangement, the City will either:

(a) if the City accepts the Rearrangement (or applicable part of the Rearrangement) as Substantially Complete in accordance with the terms of this Agreement subject to any agreed Punch List items and the work that is otherwise only required to be performed under this Agreement for the purposes of achieving Final Acceptance, issue a Statement of Substantial Completion, together with the Punch List items agreed by LACMTA and the City following inspection of the Rearrangement (or applicable part of the Rearrangement); or

(b) if the City determines that the Rearrangement (or applicable part of the Rearrangement) has not yet achieved Substantial Completion in accordance with the terms of this Agreement, reject by Notice LACMTA's request, together with a list of the corrections required to complete the Rearrangement (or applicable part of the Rearrangement) in accordance with the terms of this Agreement (**"Substantial Completion Correction List"**). Punch List items or outstanding work that is otherwise only required to be performed under this agreement for the purposes of achieving Final Acceptance, will not be a sufficient basis for rejecting a request for a Statement of Substantial Completion. Any such rejection must be on the basis that the work that is outstanding is sufficiently material in nature to prevent the safe use or operation of the Rearrangement (or applicable part of the Rearrangement).

1.5 If the City rejects a request for a Statement of Substantial Completion for a Rearrangement (or any part of a Rearrangement), LACMTA shall perform the corrections set out under the Substantial Completion Correction List, following which LACMTA will again deliver a Notice requesting a Statement of Substantial Completion.

1.6 Promptly after issuance of a Statement of Substantial Completion, LACMTA (or the LACMTA Contractors) will complete all work items on the Punch List attached to the Statement of Substantial Completion and satisfy all of its other obligations under this Agreement required to be completed before final acceptance for that Rearrangement, including submittal of applicable "as-built" drawings for that Rearrangement.

1.7 If LACMTA does not agree with the City Inspector's rejection of a request for a Statement of Substantial Completion or the corrections listed by the City Inspector under a Substantial Completion Correction List or if the Parties are unable to agree on the Punch List items, the matter will be referred to the issue resolution ladder under EXHIBIT 4 (*Roles and Responsibilities*) of this Agreement.

2. **Statement of Final Acceptance**

2.1 The following requirements must be satisfied to achieve Final Acceptance of a Rearrangement ("**Final Acceptance**"):

(a) the entire work for that Rearrangement is fully completed;

(b) all Punch List items for that Rearrangement (or for all parts of that Rearrangement where Substantial Completion of a part was permitted) are completed; and

(c) LACMTA (or the applicable LACMTA Contractor) has delivered all "as-built" drawings for the Rearrangement.

2.2 If LACMTA considers that the requirements for Final Acceptance of a Rearrangement have been satisfied in accordance with Section 2.1 of this EXHIBIT 9, LACMTA shall submit a Notice to the City requesting a Statement of Final Acceptance.

2.3 Within ten days (or such longer time period as may be agreed to by the Parties) of delivery of a Notice by LACMTA requesting a Statement of Final Acceptance, the City Inspector and LACMTA will together inspect the Rearrangement to determine its status of completion.

2.4 Within two days (or such longer time period as may be agreed to by the Parties) of completion of the inspection of the applicable part of the Rearrangement, the City will either:

(a) if the City accepts that the requirements for Final Acceptance of the Rearrangement have been achieved, issue a Statement of Final Acceptance; or

(b) if the City determines that the requirements for Final Acceptance of the Rearrangement have not been achieved, reject by Notice LACMTA's request, together with a list of the corrections required to satisfy the requirements for Final Acceptance of the Rearrangement in accordance with the terms of this Agreement ("**Final Acceptance Correction List**").

2.5 If the City rejects a request for a Statement of Final Acceptance for a Rearrangement, LACMTA shall perform the corrections set out under the Final Acceptance Correction List, following which LACMTA will again deliver a Notice requesting a Statement of Final Acceptance.

2.6 If LACMTA does not agree with the corrections listed by the City Inspector under a Final Acceptance Correction List, the matter will be referred to the issue resolution ladder set out in EXHIBIT 4 (*Roles and Responsibilities*) of this Agreement.

3. **Responsibility to Complete the Work**

3.1 Where a Statement of Substantial Completion is issued with respect to a part (and not the whole) of a Rearrangement, LACMTA shall retain full responsibility for completion of the whole of the Rearrangement.

3.2 The issuance of a Statement of Substantial Completion for a Rearrangement (or a part of a Rearrangement) shall not relieve LACMTA of its obligation to complete the work for the Punch List items and to promptly

remedy any omissions and latent or unnoticed defects in the Rearrangement covered by the Statement of Substantial Completion in accordance with the warranties under Section 8.2 (*Warranty*) of this Agreement.

3.3 Until a Statement of Substantial Completion is issued for a Rearrangement (or the applicable part of it), all responsibility for care and maintenance of the Rearrangement (or the applicable part of it) shall be borne by LACMTA. The City will be responsible for the maintenance, loss, or damage to a Rearrangement (or the applicable part of a Rearrangement) under a Statement of Substantial Completion upon issuance of that Statement of Substantial Completion except that:

(a) in accordance with Sections 3.1 and 3.2 above, it shall be LACMTA's continuing responsibility to complete and deliver every part, and the integrated whole, of the Rearrangement and to satisfy the conditions to Final Acceptance of that Rearrangement; and

(b) responsibility and liability will remain with LACMTA to the extent of the warranties under Section 8.2 (*Warranty*) of this Agreement.

3.4 To the extent that LACMTA (or a LACMTA Contractor) fails to leave the Public Rights-of-Way in a clean, neat, and orderly condition upon completion of the Rearrangements and with all Temporary Facilities removed and the area restored in accordance with Section 8 (*Temporary Facilities*) of EXHIBIT 8 (*Construction Requirements*), the City may by Notice to LACMTA suspend LACMTA's obligation to perform such clean-up and restoration activities and perform the clean-up and restoration activities utilizing City personnel or City Contractor. To the extent the City takes over such clean-up and restoration activities, LACMTA shall reimburse the City for Costs properly incurred in performing such clean-up activities pursuant to a Work Order agreed under Section 2.3 (*Work Orders*) of this Agreement or otherwise under Section 8.1 (*Indemnity*) of this Agreement.

EXHIBIT 10 - OPERATION AND MAINTENANCE PRINCIPLES

1. PRIMARY RESPONSIBILITIES

1.1 LACMTA (directly or through the LACMTA Contractors) will be responsible for the operation and maintenance of the NoHo to Pasadena Project.

1.2 The City (directly or through the City Contractors) will be responsible for:

(a) the maintenance of all City Facilities within the Public Rights-of-Way including trees, gutters, sidewalks, ramps, streets, roadways, utilities, vaults, pull boxes, lights, signals, City loops, striping, signage, irrigation, bio swales and landscape; and

(b) operation of the traffic signal system within the jurisdiction and control of the City.

1.3 As described in Article 6 (*Operation and Maintenance*) of the Agreement, the City and LACMTA will discuss in good faith and agree the detailed operation and maintenance responsibilities of each of the Parties, including with respect to the following:

(a) dedicated bus lane policy particulars and enforcement;

(b) bus positions and route info on stations shared with City local buses;

(c) TSP equipment maintenance and adjustments;

(d) pavement maintenance; and

(e) striping maintenance.

With respect to its responsibility for the operation of the traffic signal system within the jurisdiction and control of the City, the City shall work cooperatively with LACMTA to facilitate the safe and efficient operation of the City Portion. The City shall not modify the traffic signal model controller software on the City Portion without notification to and coordination with LACMTA.

2. MAINTENANCE OF THE CITY PORTION

LACMTA shall obtain appropriate permits from the City when performing maintenance work on or near the Public Rights-of-Way and conform to all of the City's permitting requirements for the submittal, review, and approval of temporary traffic control plans, use of Public Rights-of-Way, or any other activity requiring a permit or license in accordance with the City use of public property permit process and application and requirements for traffic control plans. All traffic control devices shall conform to accepted City practices and shall be installed and maintained in accordance with the California Manual on Uniform Traffic Control Devices. All City staff costs incurred for permitting such work shall be reimbursed by LACMTA through the Work Order process set forth in this Agreement.

3. UTILITY CONTRACTS

The City will provide electric and water service and service restoration in accordance with the City-owned Utility rules and regulations.

EXHIBIT 11–FORMS

Part A: Form 60

Name of Offeror/Contractor/Utility Company (Name of Preparer):			Scope of Work/Deliverable (provide expanded description on Form 60 page 2)		
Home office address					
Division(s) and Locations where Work is to be performed			LACMTA Solicitation/Proposal/Contract Number/Work Order/Change Notice and/or Change Order Reference Number(s):		
NOTE: For proper calculations of cost elements link additional sheets to this summary page.					
1.	**Direct Labor**	**Est. Hours**	**Rate Per Hour**	**Est. Cost**	**TOTAL**
2.		0.00	$0.00	$0.00	
3.		0.00	$0.00	$0.00	
4.		0.00	$0.00	$0.00	
5.	**TOTAL DIRECT LABOR HOURS**	**0.00**		**TOTAL DIRECT LABOR**	**$0.00**
6.	**Labor Overhead (O/H)**	**O/H Rate**	**x Base**	**Est. Cost**	
7.		0%		$0.00	
8.				**TOTAL LABOR OVERHEAD**	**$0.00**
9.	**Direct Material**			**Est. Cost**	
10.	**a. Purchase Parts**			$0.00	
11.	**b. Subcontracted items**			$0.00	
12.	**c. Other**			$0.00	
13.				**TOTAL DIRECT MATERIAL**	**$0.00**
14.	**Equipment**		**Unit Cost**	**Est. Cost**	
15.			$0.00	$0.00	
16.			$0.00	$0.00	
17.				**TOTAL EQUIPMENT**	**$0.00**
18.	**Subcontractors***			**Est. Cost**	
19.				$0.00	
20.				$0.00	
21.				$0.00	
22.				**TOTAL SUBCONTRACTORS**	**$0.00**
23.				**TOTAL BURDENED COST (add lines 5, 8, 13, 17 and 22)**	**$0.00**
24.	**Other Direct Costs**			**Est. Cost**	
25.				$0.00	
26.				$0.00	
27.				$0.00	
28.				**TOTAL OTHER DIRECT COSTS**	**$0.00**
29.	**Travel**			**Est. Cost**	
30.	**a. Transportation**			$0.00	
31.	**b. Per Diem or Subsistence**			$0.00	
32.				**TOTAL TRAVEL**	**$0.00**
33.	**General and Administrative Expense**		**Rate %**	**% x Line 23**	
34.			0%	$0.00	
35.				**TOTAL GENERAL AND ADMINISTRATIVE EXPENSE**	**$0.00**
36.				**TOTAL ESTIMATED COSTS (Total Lines 23, 28, 32 and 35)**	**$0.00**
37.	**Profit/Fee**	**Total Labor and Overhead (line 5 + line 8)**	**Rate %**	**% x Total Labor and Overhead**	
38.			0%	$0.00	
39.				**TOTAL FEE**	**$0.00**
40.				**TOTAL ESTIMATED PRICE (Total of Lines 36 and 39)**	**$0.00**

41.	Milestone /Task Number	Milestones/Tasks	Hours	Completion Date	Payment Amount	
42.					$0.00	
43.					$0.00	
44.					$0.00	
45.				TOTAL MILESTONES/TASKS (Must equal line 40)		$0.00

	* Attach Form 60 for all proposed subcontractors performing work under Form 60 Prime Contractor where applicable. Transfer Est. Cost to this Section.
46.	Fill in applicable sections only

47. Has any Agency of the United States Government, State government, local public agency or the Los Angeles County Metropolitan Transportation Authority (LACMTA) performed any review of your account or records, overhead rates and general and administrative rates in connection with any public prime contract or subcontract within the past twelve months? Yes No If yes, when? Reference Contract No.

48.a. Agency Name/Address	48.b. Individual to contact/Telephone Number

49. As required by LACMTA, firms not audited, as described above, shall submit financial data and calculations in sufficient detail to support all proposed direct costs and subcontractor costs.

50. The proposal reflects our estimates and/or actual costs as of the date and by submitting this proposal, Proposer/Consultant grants to LACMTA Contracting Officer and authorized representative(s) the right to examine, at any time before award, those records, which include books, documents, accounting procedures and practices, and other supporting data, regardless of type and form or whether such supporting information is specifically referenced or included in the proposal as the basis for pricing, that will permit an adequate evaluation of such cost or pricing data, along with the computations and projections used therein, for the purpose of verifying the cost or pricing data submitted. This right may also be exercised in connection with any negotiations/discussions prior to contract award or execution of contract modification.

51. CERTIFICATE

The labor rates and overhead costs are current and other estimated costs have been determined by generally accepted accounting principles. Proposer/Consultant represents: (a) that it has , has not , employed or retained any company or person (other than a full time bona fide employee working solely for the Proposer/Consultant) to solicit or secure a contract, and (b) that it has , has not , paid or agreed to pay to any company or person (other than a full time bona fide employee working solely for the Proposer/Consultant) any fee, commission, percentage or brokerage fee, contingent upon or resulting from the award of this contract, and agrees to information relating to (a) and (b) above, as requested by the Contracting Officer.

52. CERTIFICATE OF CURRENT COST OR PRICING DATA

This is to certify that, to the best of my knowledge and belief, the cost or pricing data (as defined in Section 2.101 of the Federal Acquisition Regulations (FAR) and required under subsection 15.403-4) submitted, either actually or by specific identification in writing, to LACMTA's Contracting Officer or to LACMTA's Contracting Officer's representative in support of _____* are accurate, complete and current as of _____**. This certification includes the cost or pricing data supporting any advance agreements and forward pricing rate agreements between the Proposer/Consultant/Contractor and LACMTA that are a part of the proposal.

53. This proposal as submitted represents our best estimates and/or actual costs as of this date.

54. Type Name and Title of Authorized Representative	Signature	Date***

55.		* Identify the proposal, quotation, request for price adjustment, or other submission involved, giving appropriate identifying number (e.g. Information For Bid No., Work Order No., Request for Proposal No., Change Order No., Modification No., etc.)
56.		** Insert the day, month and year when price negotiations were concluded and price agreement was reached.
57.		*** Insert the day, month and year of signing (i.e., When price negotiations were concluded and mutual agreement was reached on contract price).

Form 60 Attachments (Applicable if Box is checked)	
	Scope of Work Expanded Description for which Cost Estimate is based on:
1	
2	
3	

4	
	Schedule in which Scope of Work is based on:
1	
2	
3	
4	
	The Non-Disclosure Agreement (NDA) provisions (as set out in the NDA between City and LACMTA) are applicable to the following Form 60-specific items:
1	
2	
3	
4	
	Track Allocation Request for Metro active bus rapid right-of-way encroachment is anticipated per stated Scope of Work. The following information is provided in advance to facilitate final Metro TAR approval:
1	
2	
3	
4	
FORM 60 IS SIGNED AND EXECUTED WITH THE FOLLOWING ADDITIONAL ASSUMPTIONS:	
1 CITY AS-BUILT RESEARCH BY CITY FOR METRO PROJECTS IN THE PLANNING PHASE SHALL BE TREATED AS PART OF LABOR OVERHEAD PORTION OF COST	

Part B - City Betterment Request Form[1]

CITY BETTERMENT REQUEST

Date: _____

To: The Los Angeles County Metropolitan Transportation Authority (LACMTA)

From: City of Burbank (City)

Subject Scope/ Scope Element: _____

Project: NoHo to Pasadena Project (Project)

Pursuant to the cooperative agreement (CA) between the City and LACMTA with respect to the Project, this shall serve as a formal Notice that the following design and/or construction scope is requested to be delivered as a Betterment as defined within the CA.

Scope of requested Betterment:

_____

_____

The determination of the Betterment is based on the CA and the following justification:

_____

_____

The City requests LACMTA's response to this City Betterment Request as set out below.

CITY OF BURBANK

By:_____

Name: _____

Title: _____

Date:_____

_____

LACMTA has reviewed the above City Betterment Request and:

1. rejects the requested Betterment in accordance with the CA on the basis that the Betterment is:

   - ☐ incompatible with the Project;
   - ☐ cannot be performed within the constraints of Applicable Law, any applicable Governmental Approvals, and/or the Project Schedule; or
   - ☐ requested after establishment of the Basis of Design for the Subject Transportation Project.

---

[1] Please refer to Article 6. This is the form that would be used for the City to identify/request the design and construction of Betterments at its cost. You will see that the form also incorporates responses from LACMTA, approving or rejecting the Betterment and providing an estimated cost. The reasons for rejecting a Betterment listed here are aligned with the provisions of Article 6.

2. approves the Betterment in accordance with the CA subject to the following changes or terms as negotiated with the City (if none, enter "none"): An estimated cost is listed below:

   Design Costs: $_____ Construction Costs: $_____

LACMTA requests that the City counter-sign below to confirm its agreement to any changes or additional terms described above and the estimated cost.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By:_____

Name: _____

Title: _____

Date: _____

The City accepts the amendments or additional terms agreed and listed above and the design and construction cost estimates for the Betterment. The City acknowledges and agrees that in accordance with the terms of the CA, the City shall be solely responsible for all costs related to the Betterment (whether or not such costs exceed the estimates for the Betterment provided by LACMTA).

CITY OF BURBANK

By:_____

Name: _____

Title: _____

Date: _____

Part C – LACMTA Notice of Potential Betterment[2]

Date: _____

To: City of Burbank (City)

From: The Los Angeles County Metropolitan Transportation Authority (LACMTA)

Subject Scope/ Scope Element: _____

Project: NoHo to Pasadena Project (Project)

Pursuant to the cooperative agreement (CA) between the City and LACMTA, this shall serve as a formal Notice the following City comment or request with respect to the Design Documentation and/or Construction plans or work for the Project has been identified as a potential Betterment as defined within the CA.

Scope of City comment or request identified as a potential Betterment (including reference number or other identification of the relevant City comment or request):

_____

_____

The City comment or request has been identified as a potential Betterment based on the Agreement and the following justification:

- ☐ if implemented, the City comment or request would comprise an upgrade, change or addition to a City Facility (or a part of a City Facility) that provides for greater capacity, capability, durability, appearance, efficiency or function or other betterments of that City Facility over that which was provided by the City Facility prior to the Project and none of the exclusions listed in the CA apply; or

- ☐ If implemented, the City comment or request would comprise a change in or supplement to, the City Standards applicable to that work after the establishment of the Basis of Design and none of the exclusions listed in the CA apply.

Details:_____

_____

LACMTA requests the City's response to this LACMTA Notice of Potential Betterment as set out below. In accordance with Article 5 (*Betterments*) of the CA, if the City fails to respond within 10 days of this LACMTA Notice of Potential Betterment, the relevant City comment or request will be deemed to be withdrawn provided that such deemed withdrawal shall be without prejudice to the City's right to submit the Betterment under a subsequent City Betterment Request under Article 5 (*Betterments*) of the CA.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By:_____

Name: _____

Title: _____

Date: _____

---

[2] Please refer to Article 6. This is the form that would be used by LACMTA if it identifies a City request or comment as a potential Betterment. The reasons for identifying a City request or comment as a potential Betterment listed in the form are intended to align with the definition of Betterment. It also includes a response form from the City, withdrawing the comment or enclosing a City Betterment Request.

The City has reviewed the above LACMTA Notice of Potential Betterment and:

- ☐ withdraws the relevant City comment or request referenced in the above LACMTA Notice of Potential Betterment; or

- ☐ submits the City comment or request referenced in the above LACMTA Notice of Potential Betterment as a City request for a Betterment in accordance with Article 5 (*Betterments*) of the CA and for this purpose encloses a completed City Betterment Request.

CITY OF BURBANK

By:_____

Name: _____

Title: _____

Date: _____

EXHIBIT 12 – CITY-PERFORMED PROJECT WORK

1. **Request for the City to Perform Design and/or Construction work**

1.1 In accordance with Sections 3.1(b)(ii) (*Design Responsibilities*) and 4.1(b)(ii) (*Construction Responsibilities*) of this Agreement, LACMTA may request by Notice that the City prepare a cost estimate and proposal for the City to perform Design work and/or Construction work with respect to the City Portion of the NoHo to Pasadena (rather than a Rearrangement) (**"City-Performed Project Work"**). The request submitted by LACMTA shall set out:

(a) the proposed scope, criteria, specifications, and requirements for the proposed City-Performed Project Work including with respect to Utility Conflicts (taking account of the information identified and agreements reached under EXHIBIT 5 (*Utility Adjustment Procedures*));

(b) any prescribed governmental and lender requirements applicable to the proposed City-Performed Project Work under applicable grant, funding or financing agreements; and

(c) the then current Project Schedule and proposed schedule for the City-Performed Project Work, including the proposed dates for providing the City and the City Contractors with access to the Project Right-of-Way.

1.2 Promptly (and in any event within 15 days or any other time period agreed by the Parties) after submission of a Notice by LACMTA under Section 1.1 above, the Parties will meet to discuss the request and following such meeting the City will, within 15 days of that meeting, Notify LACMTA if it is not able to perform or procure the City-Performed Project Work or will otherwise, within 30 days of that meeting, provide LACMTA with:

(a) the City's estimate for the Cost of procuring and performing the City-Performed Project Work; and

(b) any City comments to the proposed scope, criteria, specifications, requirements, and schedule for the City-Performed Project Work.

1.3 The Parties will discuss in good faith the cost estimate and comments submitted by the City and mutually agree the scope, criteria, specifications, requirements, cost estimates, and schedule for the proposed City-Performed Project Work.

1.4 If the Parties agree that the City will proceed with a procurement for the City-Performed Project Work, the City will submit a Form 60 in accordance with Section 2.3 (*Work Orders*) of this Agreement, and following agreement of the Parties, LACMTA will issue a Work Order authorizing the procurement of the City-Performed Project Work.

2. **Schedule for the City-Performed Project Work**

2.1 The schedule agreed by the Parties for the procurement and performance of any City-Performed Project Work will be aligned with, and allow for, the timely delivery of the City Portion in accordance with the Project Schedule.

2.2 If at any time the City becomes aware of any delay to the procurement or performance of any City-Performed Project Work, the City shall promptly give Notice to LACMTA to that effect specifying the reason for the delay and the estimated impact to the agreed schedule.

3. **Constructability Reviews of Designs for the City-Performed Project Work**

Where the City-Performed Project Work for a Project includes only Construction work (and not the preparation of the Designs for that Construction work) then, if requested by LACMTA, agreed by the Parties and authorized under a Work Order, the City or a City Contractor (if included as part of a procurement under Article 4 (*Procurement of City-Performed Project Work*) of this EXHIBIT 12) will perform Design support services prior to commencing the City-Performed Project Work, including performing constructability reviews.

4. **Procurement of City-Performed Project Work**

4.1 Any procurement for City-Performed Project Work that will not be performed by City forces shall be performed:

(a) on the basis of full and open competition;

(b) utilizing the agreed scope, criteria, specifications, and requirements applicable to the scope of the City-Performed Project Work that is being procured;

(c) in accordance with the requirements set out in this EXHIBIT 12 or otherwise under the provisions of this Agreement;

(d) in accordance with the applicable Annual Work Plan and Work Order(s), including the agreed schedule set out under that Annual Work Plan and those Work Order(s); and

(e) in accordance with all Governmental Approvals, Applicable Law, and any additional prescribed governmental and lender requirements under the applicable grant, funding or financing agreements notified to the City in accordance with Section 2.8 (*Governmental and Lender Requirements*) of this Agreement.

4.2 Prior to advertising a procurement for the performance (in whole or in part) of City-Performed Project Work, the City shall provide LACMTA with the draft procurement documents, including the draft contractual terms and conditions, intended to be issued by the City for that work. LACMTA will review the draft procurement documents and provide comments to the City. The Parties will discuss in good faith and resolve comments submitted by LACMTA and mutually agree the form of procurement documents to be issued by the City. If the Parties are unable to agree the form of procurement documents, LACMTA may withdraw the request for City-Performed Project Work in accordance with Section 4.4 below.

4.3 LACMTA shall have the right to require a minimum number of bids or proposals, to review the bids or proposals received, and to approve the recommendation for contract award prior to presentation to the City Council for award. The City agrees that it shall not present a contract for any part of City-Performed Project Work for to the City Council for award until the bidder or proposer proposed for award has been approved by LACMTA.

4.4 LACMTA reserves the right (in its sole discretion) to withdraw the request for City-Performed Project Work at any time during procurement and to require that the City cancel the procurement and reject all bids or proposals, if received at the time of withdrawal, provided that LACMTA shall be required to reimburse the City for the costs of services in coordinating and managing the procurement in accordance with the terms of the applicable Work Order.

5. **Performance of City-Performed Project Work**

5.1 After review and approval of any contract award under Article 4 (*Procurement of City-Performed Project Work*) of this EXHIBIT 12 and the City's submission of a Form 60 in accordance with Section 2.3 (*Work Orders*) of this Agreement, LACMTA will issue a Work Order authorizing the performance of the City-Performed Project Work (or a part of it, as applicable). The payment terms for the City-Performed Project Work will be mutually agreed by the Parties under that Work Order.

5.2 Any City-Performed Project Work shall be performed in accordance with:

(a) in the case of any Construction work, the Final Design for the City-Performed Project Work that is approved-for-construction;

(b) the requirements set out in this EXHIBIT 12 or otherwise under the provisions of this Agreement, and the agreed scope, criteria, specifications, requirements, and contractual terms and conditions;

(c) the environmental controls established in the LACMTA Contracts for the NoHo to Pasadena Project, including construction noise and vibration control, pollution controls, and archaeological and paleontological coordination;

(d) the applicable Annual Work Plan and Work Order(s), including the agreed schedule set out under that Annual Work Plan and those Work Order(s);

(e) Good Industry Practice;

(f) the Project Right-of-Way constraints and other physical limits affecting the City Portion; and

(g) the FEIR and all other applicable Governmental Approvals, Applicable Law, and any additional prescribed governmental and lender requirements under the applicable grant, funding or financing agreements notified to the City in accordance with Section 2.8 (*Governmental and Lender Requirements*) of this Agreement.

5.3 In performing any City-Performed Project Work, the City and any City Contractors, must comply with all quality assurance, quality control, and quality management requirements set out in the agreed scope, criteria, specifications, and requirements, and in accordance with Applicable Law and Good Industry Practice.

5.4 In performing any City-Performed Project Work, the City and any City Contractors shall coordinate their work with the work of LACMTA and the LACMTA Contractors, including as defined under any interface requirements set out in the agreed scope, criteria, specifications, requirements, and contractual terms and conditions.

5.5 The City will obtain LACMTA's approval for any modifications to any City Contract for City-Performed Project Work and in any event shall inform LACMTA promptly when the City has reason to believe that the agreed Cost estimate for the City-Performed Project Work is likely to be exceeded, and shall obtain LACMTA authorization of such a Cost increase under Section 2.3 (*Work Orders*) of this Agreement.

6. **Inspection**

All City-Performed Project Work will be subject to inspection in accordance with the agreed scope, criteria, specifications, requirements, and contractual terms and conditions.

7. **Debarred Contractors**

In accordance with California Public Contract Code Section 6109(a), the City shall not perform City-Performed Project Work with any contractor who is ineligible to perform work on a public works project pursuant to California Labor Code Section 1777.1 or Section 1777.7. In accordance with California Public Contract Code Section 6109(b), any contract on a public works project entered into between the City and a debarred contractor is void as a matter of law. A debarred contractor may not receive any public money for performing work as a contractor on a public works contract, and any public money that may have been paid to a debarred contractor by the City for City-Performed Project Work shall be returned to LACMTA. The City shall be responsible for the payment of wages to workers of a debarred contractor who has been allowed by the City to perform any City-Performed Project Work. The Parties agree to strictly comply with the Applicable Law and will act on information related to any debarred contractor in accordance with Applicable Law.

EXHIBIT 2

CITY OF BURBANK
CITY COUNCIL JOINT MEETING MINUTES WITH THE SUCCESSOR AGENCY, HOUSING AUTHORITY, PARKING AUTHORITY, PUBLIC FINANCING AUTHORITY, AND YOUTH ENDOWMENT SERVICES FUND BOARD
TUESDAY, DECEMBER 8, 2020

Call to Order

A Closed Session Meeting of the City Council of the City of Burbank was held by video conference/teleconference on the above date. The meeting was called to order at 5:00 p.m. by Mayor Springer.

Present: Council Members Gabel-Luddy, Murphy, and Talamantes, Vice-Mayor Frutos, and Mayor Springer.

Absent: None.

Also Present: City Manager Hess, City Attorney Albano, and City Clerk Mullins.

Public Comment

There being no response to the Mayor's invitation for Public Comment on Closed Session matters, the City Council recessed at this time by video/teleconference to hold an online Closed Session on the following:

1. Conference with Legal Counsel – Existing Litigation:
   a. Pursuant to Govt. Code §54956.9(d)(1)
   b. Name of Case: Jeffrey Hancock v. City of Burbank
   c. Workers' Compensation Appeals Board Case No.: ADJ4367865
2. Conference with Legal Counsel – Existing Litigation:
   a. Pursuant to Govt. Code §54956.9(d)(1)
   b. Name of Case: Christopher Walsh v. City of Burbank
   c. Workers' Compensation Appeals Board Case No.: ADJ618262
3. Conference with Legal Counsel – Existing Litigation:
   a. Pursuant to Govt. Code §54956.9(d)(1)
   b. Name of Case: Richard Morris v. City of Burbank
   c. Workers' Compensation Appeals Board Case No.: ADJ10315822, ADJ10315798, ADJ10315800

Call to Order

A Joint Meeting of the City Council of the City of Burbank, the Successor Agency, Housing Authority, Parking Authority, Public Financing Authority, and Youth Endowment Services Fund Board was held by video conference/teleconference on the above date. The meeting was called to order at 6:01 p.m. by Mayor Springer.

Mayor Springer indicated there would be one Joint General Public Comment period at this evening's meeting and those who wish to participate in Public Comment may call in at (818) 238-3335.

Flag Salute

The Pledge of Allegiance was led by Mayor Springer.

Roll Call

Present: Council Members Gabel-Luddy, Murphy, and Talamantes, Vice-Mayor Frutos, and Mayor Springer.

Absent: None.

Also Present: City Manager Hess, City Attorney Albano, and City Clerk Mullins.

Mayor Springer indicated that in order to balance the health risks associated with Coronavirus (COVID-19) and the public's right to conduct the people's business in a transparent and open manner, during the current state of emergency and in the interest of public health and safety, the City Council will be participating in the City Council Meeting by teleconference.

ANNOUNCEMENTS:

Mayor Springer announced the following: 1) Adjournment of tonight's meeting in memory of Alba Money, Jr., Former City of Burbank Employee; 2) Adjournment of tonight's meeting in memory of Reverend Dr. William Thomas, Jr., Pastor, Little White Chapel 3) Online Community Meeting with Supervisor Kathryn Barger (5th District) on December 10, 2020, from 2-4:00 p.m.; 4) Mayor's Tree Lighting Virtual Ceremony held on December 8, 2020; 5) Online Housing Element Survey; 6) The City Clerk's Office is currently accepting applications for a resident required unexpired term on the Cultural Arts Commission; the deadline to apply is Wednesday, December 16, 2020, at 5:00 p.m.

CITY MANAGER REPORT:

City Manager indicated there were no items to report.

PRESENTATION

Mayor Springer introduced Joe Flores, Marketing Manager, Burbank Water and Power, who provided an update regarding the COVID-19 Job Loss Bill Credit Program.

REPORTING ON CLOSED SESSION:

City Attorney Albano reported that the City Council met in Closed Session regarding the agendized Closed Session items.

JOINT GENERAL PUBLIC COMMENT:

Public Comment

Calling in to comment were: Mary Cutone, Katie Lopinski, Fule Dogic, Harsha Rao, Suzanne Weerts, Omone Livingston, Alisa Cunningham, Nori Walla, and Linda Bessin.

COUNCIL, CITY MANAGER AND/OR CITY ATTORNEY COMMENT:

Council Members responded to Public Comment.

CONSENT CALENDAR:

Motion

It was moved by Council Member Murphy seconded by Council Member Gabel-Luddy, and carried 4-1 (Item No. 1 - Frutos, Dissent) and 5-0 (Item Nos. 2-14) by roll call vote, to approve the Consent Calendar.

Vice-Mayor Frutos pulled Item No. 8 for a comment.

Ordinance to Add Sidewalk Vending Regulations

1. Adoption of an Ordinance to Add Sidewalk Vending Regulations

   ORDINANCE NO. 20-3,947

   Adopt AN ORDINANCE OF THE COUNCIL OF THE CITY OF BURBANK AMENDING SECTION 3-4-1101, AMENDING SUBSECTION 3-4-1112(A), ADDING ARTICLE 27 TO CHAPTER 4 OF TITLE 3, AND AMENDING SECTION 7-3-702, OF THE BURBANK MUNICIPAL CODE.

City Council Minutes

2. City Council Minutes

Approve the City Council Minutes of the Regular Meetings of November 10 and November 17, 2020 and the Dark Meetings of November 24, 2020 and December 1, 2020.

Successor Agency Minutes

3. Successor Agency Minutes

Approve the Successor Agency Minutes of the Joint Meeting of May 19, 2020.

Housing Authority Minutes

4. Housing Authority Minutes

Approve the Housing Authority Minutes of the Joint Meeting of October 13, 2020.

Parking Authority Minutes

5. Parking Authority Minutes

Approve the Parking Authority Minutes of the Joint Meeting of May 19, 2020.

Public Financing Authority Minutes

6. Public Financing Authority Minutes

Approve the Public Financing Authority Minutes of the Joint Meeting of May 19, 2020.

Youth Endowment Services Fund Board Minutes

7. Youth Endowment Services Fund Board Minutes

Approve the Youth Endowment Services Fund Board Minutes of the Joint Meeting of May 19, 2020.

Resolution Approving Contract Documents and Related Striping Plan, and Awarding a Construction Contract for the Resurfacing of Segments of Hollywood Way, Buena Vista Street, and Verdugo Avenue to Hardy & Harper, Inc.

8. Adoption of a Resolution Approving Contract Documents and Related Striping Plan, and Awarding a Construction Contract for the Resurfacing of Segments of Hollywood Way, Buena Vista Street, and Verdugo Avenue to Hardy & Harper, Inc.

RESOLUTION NO. 20-29,192

Adopt A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK APPROVING AND ADOPTING CONTRACT DOCUMENTS, PLANS AND SPECIFICATIONS, AND DETERMINING THE LOWEST RESPONSIVE AND RESPONSIBLE BIDDER, ACCEPTING THE BID, AND AUTHORIZING EXECUTION OF A CONTRACT FOR BID SCHEDULE NO. 1493 – 2020 STREET IMPROVEMENT PROJECT, TO HARDY & HARPER, INC., AND APPROVING SIGNING AND STRIPING PLAN NO. 5119.

Installation of Additional Signage on Riverside Drive to Assist with Vehicular Speed Compliance

9. Consideration of the Installation of Additional Signage on Riverside Drive to Assist with Vehicular Speed Compliance

Direct Staff to install additional signage on Riverside Drive to assist with vehicular speed compliance.

Memorandum of Understanding Between the City of Burbank and the Burbank City Employees' Association from December 2020 – June 2022

10. Approval of a Memorandum of Understanding Between the City of Burbank and the Burbank City Employees' Association from December 2020 – June 2022

RESOLUTION NO. 20-29,193
Adopt A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK APPROVING A MEMORANDUM OF UNDERSTANDING (MOU) WITH THE BURBANK CITY EMPLOYEES' ASSOCIATION (BCEA) FROM DECEMBER 13, 2020 – JUNE 30, 2022.

RESOLUTION NO. 20-29,194
Adopt A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK APPROVING A CITYWIDE SALARY SCHEDULE.

Resolution Establishing the Salary and Conflict of Interest Code Designation for the Classification of Traffic Engineering Manager and Approving the Citywide Salary Schedule

11. Adoption of a Resolution Establishing the Salary and Conflict of Interest Code Designation for the Classification of Traffic Engineering Manager and Approving the Citywide Salary Schedule

RESOLUTION NO. 20-29,195
Adopt A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK APPROVING THE ESTABLISHMENT OF THE SALARY AND CONFLICT OF INTEREST CODE DESIGNATION FOR THE CLASSIFICATION OF TRAFFIC ENGINEERING MANAGER.

RESOLUTION NO. 20-29,196
Adopt A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK APPROVING A CITYWIDE SALARY SCHEDULE.

Compensation Plan Resolution for City Clerk, City Treasurer, Appointed Officials, Department Managers, and Unrepresented Mid Managers and Approval of a Side Letter Agreement with the Burbank Fire Fighters-Chief Officers Unit

12. Adoption of a Compensation Plan Resolution for City Clerk, City Treasurer, Appointed Officials, Department Managers, and Unrepresented Mid Managers and Approval of a Side Letter Agreement with the Burbank Fire Fighters-Chief Officers Unit

RESOLUTION NO. 20-29,197
Adopt A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK AMENDING AND RESTATING THE COMPENSATION PLAN FOR CITY CLERK AND CITY TREASURER, APPOINTED OFFICIALS, AND DEPARTMENT MANAGERS.

RESOLUTION NO. 20-29,198
Adopt A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK AMENDING AND RESTATING THE COMPENSATION PLAN FOR UNREPRESENTED MID MANAGEMENT EMPLOYEES.

Approve a Side Letter to the Burbank Fire Fighters-Chief Officers Unit Memorandum of Understanding increasing Medical Benefits.

Delineating Budgetary Impacts in First Step Reports Regarding New Programs and Policies

13. Consideration of Delineating Budgetary Impacts in First Step Reports Regarding New Programs and Policies

Staff recommends Council direct Staff to include detailed budgetary impact information using best available data in the Fiscal Impact section of first step reports on proposed new initiatives.

Resolution Acknowledging the Prevalence of "Sundown" Practices in Burbank's Past and Consideration of Action Items Presented by the Burbank Human Relations Council

14. Adoption of a Resolution Acknowledging the Prevalence of "Sundown" Practices in Burbank's Past and Consideration of Action Items Presented by the Burbank Human Relations Council

RESOLUTION NO. 20-29,199
Adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BURBANK ACKNOWLEDGING THE PREVALENCE OF "SUNDOWN" PRACTICES IN BURBANK'S PAST AND ADVANCING THE CITY'S COMMITMET TO RACIAL EQUITY.

Direct Staff to implement the action items presented by the Burbank Human Relations Council at the November 10th Council meeting, along with further staff recommendations.

REPORTS TO COUNCIL:

Resolution Declaring and Certifying Results of the City of Burbank Consolidated General Municipal Election

15. Adoption of a Resolution Declaring and Certifying the Results of the City of Burbank Consolidated General Municipal Election Held on Tuesday, November 3, 2020

Staff Report

Zizette Mullins, City Clerk, presented the staff report and a PowerPoint slide and responded to City Council inquiries.

Motion

Council Action:
It was moved by Council Member Gabel-Luddy seconded by Vice-Mayor Frutos, and carried 5-0 by roll call vote, to:

RESOLUTION NO. 20-29,200
Adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BURBANK, CALIFORNIA, RECITING THE FACT OF THE GENERAL MUNICIPAL ELECTION CONSOLIDATED WITH THE GENERAL ELECTION HELD IN SAID CITY ON TUESDAY, NOVEMBER 3, 2020, DECLARING THE RESULT THEREOF AND SUCH OTHER MATTERS AS PROVIDED BY LAW.

City Treasurer's Investment Portfolio Report for September 30, 2020

16. Review of the City Treasurer's Investment Portfolio Report for September 30, 2020 (All Agencies)

Staff Report

Krystle Palmer, City Treasurer, presented a PowerPoint Presentation and responded to City Council inquiries.

Council Consensus

Council Action:
By City Council Consensus, it was unanimously approved to note and file.

Fiscal Year 2019-20 Comprehensive Annual Financial Report and the General Fund's Financial Status as of September 30, 2020

17. Review of the Fiscal Year (FY) 2019-20 Comprehensive Annual Financial Report and the General Fund's Financial Status as of September 30, 2020 (All Agencies)

Staff Report

Jennifer Becker, Interim Financial Services Director, presented a PowerPoint Presentation staff report and responded to City Council inquiries.

Council Action:

Council Consensus

By City Council Consensus, it was unanimously approved to note and file.

Metro North Hollywood to Pasadena Bus Rapid Transit Project Draft Environmental Impact Report Comment Letter

18. Approval of the Metro North Hollywood to Pasadena Bus Rapid Transit Project Draft Environmental Impact Report Comment Letter

Staff Report

Patrick Prescott, Community Development Director, and David Kriske, Assistant Community Development Director – Transportation, presented the staff report and responded to City Council inquiries.

Council Action:

Motion

It was moved by Council Member Gabel-Luddy seconded by Vice-Mayor Frutos, and carried 5-0 by roll call vote, to:

Approve a comment letter to Metro's Draft Environmental Impact Report for the North Hollywood to Pasadena Bus Rapid Transit Project and direct staff to submit it to Metro by the close of the public comment period on December 10, 2020.

Work with corridor cities, Council of Governments and Joint Power Authorities, and other stakeholders to ensure that Metro modifies the project to address the project concerns described in this report.

Introduction of an Ordinance and Adoption of a Resolution of Intention to Authorize and Approve a Contract Amendment Between the Burbank City Council and CalPERS Board of Administration to Include Additional Employee Contributions Toward Pensions for City Council, Executives and Unrepresented Mid Managers

19. Introduction of an Ordinance and Adoption of a Resolution of Intention to Authorize and Approve an Amendment to a Contract Between the City Council of the City of Burbank and the Board of Administration of the California Public Employees' Retirement System (CalPERS) to Include Additional Employee Contributions Toward Their Pension for City Council, Executives (City Clerk, City Treasurer, Appointed Officials, Department Managers), and Unrepresented Mid Managers

Staff Report

Betsy McClinton, Management Services Director, presented the staff report and responded to City Council inquiries.

Council Action:

Motion

It was moved by Council Member Talamantes seconded by Council Member Murphy, and carried 5-0 by roll call vote, to:

Introduce AN ORDINANCE OF THE COUNCIL OF THE CITY OF BURBANK AUTHORIZING AN AMENDMENT TO THE CONTRACT BETWEEN THE CITY OF BURBANK AND THE BOARD OF ADMINISTRATION OF THE CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM TO ADD COST SHARING PURSUANT TO GOVERNMENT CODE SECTION 20516 FOR CITY COUNCIL MEMBERS, EXECUTIVES (CITY CLERK, CITY TREASURER, APPOINTED OFFICIALS, DEPARTMENT MANAGERS), AND UNREPRESENTED MID MANAGERS.

RESOLUTION NO. 20-29,201
Adopt A RESOLUTION OF INTENTION TO APPROVE AN AMENDMENT TO CONTRACT BETWEEN THE BOARD OF ADMINISTRATION CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM AND THE CITY COUNCIL CITY OF BURBANK.

Resolution Amending and Restating Council Member Benefits

20. Adoption of a Resolution Amending and Restating Council Member Benefits

Staff Report

Betsy McClinton, Management Services Director, presented the staff report and responded to City Council inquiries.

Council Action:

Motion

It was moved by Council Member Murphy seconded by Council Member Talamantes, and carried 5-0 by roll call vote, to:

RESOLUTION NO. 20-29,202
Adopt A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK AMENDING AND RESTATING BENEFITS PROVIDED TO MEMBERS OF THE CITY COUNCIL AND REPEALING RESOLUTION NO. 19-29,096.

Resolution Supporting Local Businesses and Urging the County of Los Angeles to Reconsider the Temporary Suspension of Outdoor Dining and to Consult Cities on Actions in Response to the COVID-19 Pandemic

21. Adoption of a Resolution Supporting Local Businesses and Urging the County of Los Angeles to Reconsider the Temporary Suspension of Outdoor Dining and to Consult Cities on Actions in Response to the COVID-19 Pandemic

Staff Report

Christine Alles, Administrative Analyst, City Manager's Office, presented the staff report and responded to City Council inquiries.

Council Action:

Motion

It was moved by Council Member Murphy seconded by Council Member Talamantes, and carried 5-0 by roll call vote, to:

RESOLUTION NO. 20-29,203
Adopt RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BURBANK SUPPORTING LOCAL BUSINESSES AND URGING THE COUNTY OF LOS ANGELES TO RECONSIDER THE TEMPORARY SUSPENSION OF OUTDOOR DINING AND TO CONSULT CITIES ON ACTIONS IN RESPONSE TO THE COVID-19 PANDEMIC.

COUNCIL COMMENTS:

Council Comments

Council Members reported out on events and meetings attended.

INTRODUCTION OF ADDITIONAL AGENDA ITEMS:

Introduction of Additional Agenda Items

Council Member Murphy requested the following: bring back a report on the Secondhand Smoke Ordinance regarding smoking within multi-family buildings 2) consideration of co-signers for the sundown resolution.

Mayor Springer requested a review of the City of Burbank's Tree Protection Plan and status update on the Reforestation of Bel Aire Drive.

ADJOURNMENT:

Adjournment

There being no further business to come before the City Council, the meeting was adjourned in memory of Alba Money, Jr., Former City Employee, and Reverend Dr. William Thomas, Jr. Pastor, Little White Chapel, at 10:35 p.m., to Thursday, December 10, 2020, for a Community Meeting with County of Los Angeles Board of Supervisor Kathryn Barger (5th District) through an online meeting process.

s/Zizette Mullins
Zizette Mullins, MMC
City Clerk

s/Sharon Springer
Sharon Springer
Mayor

APPROVED DATE: January 12, 2021

EXHIBIT 3

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

File #: 2021-0693, **File Type:** Project **Agenda Number:** 8.

PLANNING AND PROGRAMMING COMMITTEE
APRIL 20, 2022

SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT CORRIDOR PROJECT ENVIRONMENTAL IMPACT REPORT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING the North Hollywood to Pasadena Bus Rapid Transit Corridor Project (a new, 19-mile long, at-grade bus rapid transit line with twenty-two (22) stations);

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

C. ADOPTING, in accordance with CEQA, the:

1. Findings of Fact, and

2. Mitigation Monitoring and Reporting Program; and

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

ISSUE

The North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project (Proposed Project) would build a high-quality BRT line connecting the San Fernando and San Gabriel valleys, traveling east-west between the North Hollywood Metro B/G Line (Red/Orange) Station, the Memorial Park L Line (Gold) Station, and Pasadena City College (PCC). The Proposed Project is funded through Measure M and SB-1 funds with an anticipated opening date of 2024. It aims to meet the priorities set out in 'Metros Vision 2028 strategic plan <http://media.metro.net/about_us/vision-2028/report_metro_vision_2028_plan_2018.pdf> to offer high-quality mobility options and outstanding trip experiences while enhancing the quality of life of the communities it serves.

Metro is the CEQA Lead Agency and has completed the steps required for the Final EIR to be

considered for certification by the Board. The Executive Summary of the Final EIR is included as Attachment A. Certification of the Final EIR also includes approval of the Findings of Fact (Attachment B) and the Mitigation Monitoring and Reporting Program (Attachment C).

BACKGROUND

The Proposed Project is a 19-mile BRT corridor with 22 stations. The study area serves as a key regional connection between the San Fernando and San Gabriel Valleys and traverses the communities of North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena (Attachment D). Each community has dense residential populations and many cultural, entertainment, shopping, and employment areas throughout, including the NoHo Arts District, Burbank Media District, Glendale Galleria, Americana at Brand, Eagle Rock Plaza, and Old Pasadena.

Of the 700,000 daily trips in the study area, the majority of trips are destined to locations within the corridor, and only a third of these trips currently travel through the entire corridor from one end to the other. In addition, the overwhelming mode share is single occupant auto trips, as transit currently accounts for only 2% of trips despite the presence of Metro rail connections at both ends of the corridor. The key challenge for the corridor is to design a premium transit service that captures more of the travel market by offering competitive travel times, improved service reliability, better transit access and enhanced passenger comfort and convenience. Regional connectivity is also a key element of the Proposed Project, especially given that this is among the region's largest commuter sheds without a premium transit service and serves several Equity Focus Communities (EFCs).

Metro Line 501 currently connects North Hollywood and Pasadena primarily via the SR-134 but has struggled to attract riders (approximately 1,500 daily boardings pre-COVID) in large part because it bypasses several major destinations along the corridor. The Proposed Project will offer a premium transit service connecting to these destinations with an estimated end-to-end travel time of approximately 70 minutes. This compares with an existing travel time of approximately 2 hours using a combination of existing bus lines such as 180, 92,155, and 224. Additionally, the Proposed Project will greatly enhance service reliability by separating buses from the fluctuating traffic congestion, resulting in more consistent run times. The Proposed Project will also maintain its faster travel times and reliability even as traffic congestion continues to worsen over time. Further, the BRT will also include additional features that will enhance the customer experience. As a result, the Proposed Project is anticipated to attract approximately 30,000 daily riders when it opens

In May 2021, the Metro Board approved staff's recommendation to adopt a refined version of the Proposed Project presented in the Draft EIR, which included refinements in Burbank and Glendale and two separate design options for Colorado Boulevard in Eagle Rock. Staff was also instructed to conduct additional stakeholder outreach and to continue coordinating with the corridor cities, particularly Burbank and Los Angeles (Eagle Rock), prior to completing the Final EIR. As a result of these additional efforts, staff worked with stakeholders to develop further refinements to the Proposed Project in Burbank and Eagle Rock. Details on the recommended refinements are provided in the discussion section below.

DISCUSSION

California Environmental Quality Act (CEQA)
As the CEQA Lead Agency and proponent for the Proposed Project, Metro has completed an EIR in

coordination with the cities of Los Angeles, Burbank, Glendale, and Pasadena. The EIR assessed the Proposed Project in addition to a No Project Alternative and an Improved Existing Bus Service Alternative. If the Metro Board certifies the Final EIR and approves the Proposed Project, thereby completing the CEQA environmental clearance, the Proposed Project will advance into pre-construction and construction activities.
Section 21086.6 of the California Public Resources Code requires that public agencies approving a project with an EIR adopt a Mitigation Monitoring and Reporting Program (MMRP). The purpose of the MMRP is to ensure that the measures identified in the Final EIR that mitigate the potentially significant environmental effects of the Proposed Project are implemented. Metro is responsible for assuring full compliance with the provisions of the MMRP. A full description of the mitigation measures is included in the MMRP.

Prior to Board approval of the refined Proposed Project in May 2021, Metro released the Draft EIR for a 64-day public review and comment period beginning on October 26, 2020 and ending on December 28, 2020. Metro also hosted two virtual Public Hearings. To increase public participation during restrictions on public gatherings and to prevent public health risks posed by COVID-19, the two hearings were held virtually via the Zoom online communication platform. During these two-hour meetings, staff presented information about the Proposed Project and allotted time for public members to provide both verbal and written comments.

An online virtual platform visited by 800 stakeholders was also available during the entire 64-day public review period to give the public as much opportunity to comment. The virtual platform allowed the public to view all meeting materials, including the meeting presentation, read more about the Proposed Project, access the Draft EIR, and leave written comments. Other means for the public to leave comments included a special hotline phone number, email, website, and via U.S. mail.

During the 64-day public comment period, nearly 450 comments were received through mail, email, voicemail, the website, and the two virtual public hearings. Approximately 280 of those comments were specific to Eagle Rock, including comments on a new community-developed proposal supported by many community members. The main comments received during the Draft EIR public review period are summarized as follows:

- Majority of comments supported and/or were not opposed to the Proposed Project;
- Most comments related to the different design options, particularly in Eagle Rock;
- Majority of Eagle Rock comments supported the Proposed Project with an overall preference for the new service to operate along Colorado Boulevard;
- There was significant support in Eagle Rock for the community-developed concept, which proposed reducing the number of general traffic lanes in order to accommodate the new dedicated bus lanes;
- Eagle Rock community emphasized the importance of consistency with the City of Los Angeles's Mobility Plan 2035; and
- Strong support for retaining existing bike infrastructure or introducing new bike infrastructure throughout the corridor, especially on Colorado Boulevard in Eagle Rock.

Responses to all comments received during the 64-day public review and comment period are contained in Chapter 4 of the Final EIR. Written responses were provided to all commenting agencies in accordance with CEQA Guidelines Section 15088(b).

Public Outreach

In response to the comments received on the Draft EIR, staff made several refinements to the Proposed Project, which were presented to and approved by the Board in May 2021. Following Board action, staff started work on the Final EIR and began an extensive community outreach effort. The primary purpose of the outreach was to present and gather feedback on additional refinements in Burbank and Eagle Rock made in the months following the May 2021 Board meeting. These outreach efforts, conducted throughout 2021 and into early 2022, are described in detail in the Outreach Summary (Attachment E), and are summarized as follows:

- **Virtual community meetings** held on September 23, 2021, for the Eagle Rock community and October 7, 2021, for the Burbank community.

- **Transit Application/Rider Intercept Surveys** were conducted in September and October 2021 via Metro's Transit Application and in-person at key bus stops with high ridership along Colorado Boulevard in Eagle Rock, Olive Avenue in Burbank, and the B/G Line (Red/Orange) station in North Hollywood.

- **Door to door outreach to businesses** on Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank was conducted in November and December 2021.

In addition, Metro received a significant number of comments through the Project's email address and phone number during Fall 2021. Most of these comments were related to the design options in Eagle Rock and emphasized the need to preserve median space, minimize parking loss and reduce traffic impacts. City of Los Angeles Council District 14 (CD14) in Eagle Rock also conducted an in-person open house in October 2021. Metro staff attended the meeting to help explain the Proposed Project and answer questions.

Proposed Project

The Proposed Project described within the Final EIR is the result of further coordination with the cities and extensive community input, including recent refinements in Burbank and Eagle Rock. Staff's proposed refinements seek to strike a balance between many of the key elements from the community-developed proposal submitted during the Draft EIR public comment period and the many concerns and/or issues raised by the community of Eagle Rock as a whole. It also addresses the concerns raised in the City of Burbank. Conceptual renderings of the Proposed Project are contained in Attachment F.

The capital cost of the Proposed Project is currently estimated to be in the range of $263 million to $386 million, including contingencies and escalation. The estimated costs are based on a conceptual level of project design and will be further refined as design and engineering advances. The annual operating and maintenance cost is estimated to be approximately $18.5 million. The attached Executive Summary to the Final EIR provides a detailed description of the proposed project.

The Proposed Project would generally include dedicated bus lanes on surface streets with adequate street width but will operate in general purpose traffic lanes on the freeway segments and in the City of Pasadena. Dedicated bus lanes are one of the most crucial components of BRT. In combination

with other BRT attributes such as transit signal priority, limited stops, all-door boarding, and enhanced stations, Bus lanes significantly improve bus speeds and service reliability by allowing for more consistent travel times and enhancing the customer experience. The implementation of these attributes ensures the BRT meets the project goals and objectives and maintains its high performance over time even as traffic congestion worsens.

The goals and objectives for the project are summarized as follows:

- Advance a premium transit service that is more competitive with private auto travel
- Improve accessibility for disadvantaged communities
- Improve transit access to major activity and employment centers
- Enhance connectivity to Metro and other regional transit services
- Provide improved passenger comfort and convenience
- Support community plans and transit-oriented community goals

A description of the Proposed Project by segment is provided below.

North Hollywood
The route would operate eastbound from the North Hollywood station between Chandler Boulevard and Vineland Avenue in a side-running bus lane and westbound, sharing the general traffic lane. The route would then operate on Vineland Avenue between Chandler Boulevard and the SR-134 freeway interchange (primarily in center-running bus lanes, transitioning to or from a general-purpose traffic lane near the SR-134 freeway). Lastly, the route would continue east via the SR-134 freeway to Pass Avenue. Proposed stations would be located at North Hollywood Station, which offers connections to the Metro B Line (Red) and G Line (Orange), and on Vineland Avenue at Hesby Street in the North Hollywood Arts District.

Burbank
The route would operate on the SR-134 freeway between Lankershim Boulevard and Olive Avenue. Eastbound service would be provided via Pass Avenue and westbound service would be provided along Hollywood Way to access the SR-134 freeway at Alameda Avenue. The route would then operate along Alameda Avenue and Buena Vista Street to/from Olive Avenue in a combination of curb and side-running bus lanes.

During the Draft EIR public review and comment period and during on-going coordination with the City, concerns were raised regarding the implementation of curb-running dedicated bus lanes on Olive Avenue, particularly between Buena Vista Street and Victory Boulevard. The City's primary concerns centered around the potential elimination of on-street parking and the narrowing of sidewalks needed to accommodate the bus lanes.

In response to the concerns, an additional side-running design option for Olive Avenue was introduced. This option converts one traffic lane in each direction to bus lanes between Buena Vista Street and Lake Street. Under this option, the existing parking and sidewalk widths would remain unchanged and have no significant effects on traffic. For these reasons and based on additional feedback received, the original curb-running option between Buena Vista Street and Lake Street was removed from further consideration and the side-running option was evaluated in the Final EIR.

Lastly, the route would then operate in general traffic over the Olive Ave bridge before transitioning to/from curb-running bus lanes in Downtown Burbank. Along Glenoaks Boulevard between Olive Avenue and Alameda Avenue the Project includes a combination of general-purpose traffic lanes and center-running bus lanes.

Proposed stations in Burbank would be located on Olive Avenue at Riverside Drive, Alameda Avenue at Naomi Street to serve the Burbank Media District, Olive Avenue at Verdugo Avenue, Olive Avenue at Lake Street to serve the Burbank - Downtown Metrolink Station, and Olive Avenue at San Fernando Boulevard to serve Downtown Burbank.

Glendale
The route would operate via Glenoaks Boulevard in center-running bus lanes between Alameda Avenue and Central Avenue. Proposed stations along Glenoaks Boulevard would be at Alameda Avenue, Western Avenue, Grandview Avenue, and Pacific Avenue. The route would continue on Central Avenue between Glenoaks Boulevard and Broadway (combination of general-purpose traffic lanes and side-running bus lanes) and continue along Broadway between Central Avenue and Colorado Boulevard (combination of curb and side-running bus lanes). Proposed stations would be located along Central Avenue at Lexington Drive in Downtown Glendale, Broadway at Brand Boulevard (near the Americana and the Glendale Galleria), Broadway at Glendale Avenue and Broadway at Verdugo Road.

Eagle Rock
In May 2021, the Board approved two median/center-running design options for Colorado Boulevard east of Eagle Rock Boulevard to the SR-134 at Linda Rosa Avenue. One option reduced the number of traffic lanes to one in each direction (based on the community-developed proposal) and the second option maintained two existing traffic lanes in each direction (based on the original Route Option F1 in the Draft EIR). Both design options were advanced through further design and evaluated at an equal level of detail in the Final EIR. Proposed stations would be located along Colorado Boulevard at Eagle Rock Plaza, Eagle Rock Boulevard, and Townsend Avenue.

Additional refinements to the Proposed Project were also incorporated into the Final EIR. These further refinements were a result of continued coordination with the City of Los Angeles and aimed to better accommodate the City's planned curb extensions as part of an Active Transportation Program; landscaped median space; parking preservation; enhanced bicycle lane infrastructure; traffic and pedestrian circulation; and additional traffic safety features. Based on further coordination with the City of Los Angeles and additional feedback from the community, staff recommends incorporating the design option of converting one travel lane in each direction to BRT lanes.

Pasadena
The bus would operate via the SR-134 freeway between Colorado Boulevard in Eagle Rock and Fair Oaks Avenue in Pasadena before taking Walnut Street to Raymond Avenue. The route would then operate north/south on Raymond Avenue between Walnut Street and Colorado Boulevard and east/west along Colorado Boulevard between Raymond Avenue and Hill Avenue. All segments would operate in general-purpose traffic lanes. Proposed stations would be located on Raymond Avenue at

Holly Street to serve the Memorial Park L Line (Gold) Station and Old Pasadena, as well as on Colorado Boulevard at Los Robles Avenue serving the Paseo Colorado and Playhouse District, at Lake Avenue to serve the South Lake Avenue neighborhood, and on Hill Avenue at Pasadena City College (PCC).

Proposed Project Benefits

As discussed above, the EIR also assessed a No Project Alternative. The No Project Alternative is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the Proposed Project would not be implemented by Metro. The No Project Alternative allows decision-makers to compare the impacts of approving the Proposed Project with the impacts of not approving the Proposed Project.

While the No Project Alternative results in no new potential environmental impacts, not implementing the Proposed Project would eliminate its associated benefits. These include improved transportation access and connectivity to jobs, education, medical facilities, and the regional transit network. Other additional benefits include reduced regional vehicle miles traveled (VMT), improved air quality, and opportunities for Transit-Oriented Communities. The No Project Alternative also fails to serve the Equity Focus Communities (EFCs) along the Project corridor.

Final EIR

The Proposed Project included in the FEIR was analyzed under all CEQA resources for both construction (temporary) and operation phases and was determined to have no significant and unavoidable impacts. There was a total of 16 potentially significant impacts related mostly to construction; however, these are temporary and can be reduced to less than significant with mitigations. If the Metro Board certifies the EIR and approves the Proposed Project, thereby completing the CEQA environmental clearance process, the Proposed Project will be eligible to commence construction activities. The full Final EIR is available online via the Metro website and can be accessed directly at:
<https://www.dropbox.com/sh/s4loxkf0hqpvmf7/AABc2Fb3ElYycqVosm7dKC2Ca?dl=0>.

Public Release of Final EIR

The Final EIR was released on March 25, 2022, 34 days in advance of this Board meeting to allow the public sufficient time to review. The Project team developed a robust notification strategy to maximize awareness of the final planning phase of the Project, including electronic notification to the project stakeholder database with links to access the Final EIR electronically on the website. Requests for hardcopies can be submitted via email at RMC@metro.net or via the records request portal at <https://records.metro.net/>.

Filing of Notice of Determination

A Notice of Determination (NOD) is a notice filed with the County Clerk's Office and State Clearinghouse following Proposed Project approval, describing the Project and identifying any expected environmental impacts. Staff will be filing the NOD for the Proposed Project with the Los Angeles County Clerk and the State of California Clearinghouse following Board approval.

EQUITY PLATFORM

This Board action will approve the Proposed Project, certify the FEIR, and advance the Project to the

next design and construction activities phase.

The Proposed Project area includes several Equity Focus Communities (EFCs). The Proposed Project would provide the benefits of enhanced mobility and improved regional access for transit riders within the study area. The Proposed Project would also provide multiple access points for people living in EFCs along the corridor that would allow them to connect with the greater regional transportation network and key destinations. These access points include 10 planned stations located in EFCs. Improvements to bicycle and pedestrian facilities are also planned as part of the Proposed Project, including the upgraded bike lanes on Colorado Boulevard in Eagle Rock which were added to the Proposed Project in response to feedback received from the community. Additionally, any potential impacts to existing facilities within these communities would be addressed by a set of proposed mitigations during both construction and operation of the Proposed Project to ensure safe and easily navigable options. Such mitigation measures would include, for example, wayfinding signage, lighting, and access to pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction and coordinating with the cities and communities along the corridor to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.

The outreach strategy for the Proposed Project was designed to engage with historically marginalized groups through the use of multilingual outreach materials (English, Spanish, Armenian, Tagalog), live-translation during meetings, accessible meeting times and locations, regular updates via a mailing list, and transit-intercept surveys to reach current riders who were otherwise unable to attend meetings. The Proposed Project team provided robust stakeholder engagement and focused outreach activities to better engage transit riders and EFCs to inform the environmental review and the ultimate recommendations going before the Board.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations in this report support the following goals outlined in the Metro Vision 2028 Strategic Plan:

- Strategic Goal #1: Provide high-quality mobility options that enable people to spend less time traveling;
- Strategic Goal #2: Deliver outstanding trip experiences for all users of the transportation system; and
- Strategic Goal #3: Enhance communities and lives through mobility and access to opportunity.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Approval and adoption of the Proposed Project would have no financial impact to the agency.

Impact to Budget
With Board approval of the Proposed Project and certification of the Final EIR, the CEQA process will be complete. Approval of the Proposed Project will allow the Proposed Project to move forward with on-going pre-construction and construction activities. The Proposed Project has capital funding programmed into the Metro financial forecast based on the cost estimate prepared for the Measure M Expenditure Plan of approximately $267 million with an additional $50 million in SB1 funds, for a total of $317 million. These funds are within the midrange of the current capital cost estimates but below the high end of the range. As these funds are earmarked for the Proposed Project, they are not eligible for Metro bus and rail capital and operating expenditures.

The current FY 2022 budget includes $2,039,643 in Cost Center 4240, Project 471401 (North Hollywood to Pasadena BRT Corridor). Since this is a multiyear contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining Proposed Project budget.

ALTERNATIVES CONSIDERED

The Board could defer or not approve the Proposed Project, certify the Final EIR, or adopt the Findings of Fact and MMRP. However, this action is not recommended as it would jeopardize the Proposed Project schedule. Delaying the Proposed Project would delay these efforts and could add cost.

NEXT STEPS

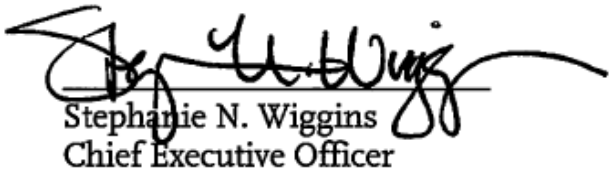
Upon Board approval, staff will file the Notice of Determination for the Proposed Project with the Los Angeles County Clerk and State of California Clearinghouse. Following on-going Preliminary Engineering of the Project, it can then advance into Final Design and Construction. Metro staff will continue to coordinate with local jurisdictions on the implementation and necessary approvals of the Proposed Project.

ATTACHMENTS

Attachment A - Executive Summary of Final EIR
Attachment B - Findings of Fact
Attachment C - Mitigation Monitoring and Reporting Program
Attachment D - Map of Proposed Project
Attachment E - Outreach Summary
Attachment F - Conceptual Renderings of Proposed Project

Prepared by: Gary Byrne, Principal Transportation Planner, (213) 922-3719
Scott Hartwell, Manager, Transportation Planning, (213) 922-2836
Martha Butler, Senior Director, (213) 922-7651
Cory Zelmer, Deputy Executive Officer, (213) 922-1079
David Mieger, Senior Executive Officer, (213) 922-3040

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



Stephanie N. Wiggins
Chief Executive Officer

EXHIBIT 4

STAFF REPORT

COMMUNITY DEVELOPMENT

DATE: March 26, 2024

TO: Justin Hess, City Manager

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

SUBJECT: Approval of a Cooperative Agreement with the Metropolitan Transportation Authority for the Design and Construction of the North Hollywood to Pasadena Bus Rapid Transit Corridor Project

RECOMMENDATION

1. Approve a Cooperative Agreement (Agreement) (Attachment 1) with the Metropolitan Transportation Authority (Metro) for the Design and Construction of the North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project, subject to incorporation of the City's redline changes as described in this report that have not yet been agreed to by Metro.
2. Direct staff on whether to require a more detailed project description in the Agreement which specifies the inclusion of mixed-flow lanes on Olive Avenue between Buena Vista Street and Lake Street.

BACKGROUND

Metro is currently designing its North Hollywood to Pasadena BRT Corridor Project. This 18-mile project would construct a BRT between the North Hollywood Red Line / Orange Line Station and the Gold Line in Pasadena, passing through the cities of Los Angeles, Burbank, Glendale, and Pasadena. BRT is high-capacity bus transit that offers fewer stops and speed improvements over a traditional bus route. Unlike a traditional transit project operating in Metro right of way, the project uses local city street right of way for operations as well as the location of stations.

The proposed project alignment (Attachment 2) would generally run from North Hollywood via Lankershim Boulevard and the Route 134 freeway before exiting the freeway in Burbank to serve the Burbank Media District. From there, the route would proceed east along Olive Avenue, Alameda Avenue, Buena Vista Street, and back onto Olive Avenue to Downtown Burbank, then south on Glenoaks Boulevard where it would leave the City and travel eastward to Downtown Glendale, the Los Angeles community of Eagle Rock, and Pasadena. The project would construct five stations in Burbank: 1) Hollywood Way

at Olive Avenue / Riverside Drive, 2) Buena Vista Street at Alameda Avenue, 3) Olive Avenue at Verdugo Avenue / Sparks Street, 4) Olive Avenue at Lake Street, 4) Olive Avenue at San Fernando Boulevard, and 5) Glenoaks Boulevard at Alameda Avenue.

To achieve higher speeds and capacities, BRT generally operates in dedicated bus lanes on city streets but is also flexible to operate in mixed-flow traffic using traffic signal technology or small bypass lanes to speed up travel times. In some cases, dedicated bus lanes can be built within roadway medians or other excess right of way, but often their implementation requires converting travel lanes or parking lanes into bus lanes. In addition to bus lanes, however, BRT also offers additional speed and reliability improvements such as all-door level boarding, payment required prior to boarding, further space between stations, and traffic signal priority.

In Burbank, the route is proposed to operate as a mix of dedicated bus lanes and mixed-flow traffic. Bus lanes are proposed along portions of Alameda Avenue, Olive Avenue, and Buena Vista Street in the Media District, Olive Avenue in Downtown Burbank, and Glenoaks Boulevard south of Providencia Avenue. Depending on the street configuration and width, the bus lane would be constructed by eliminating a vehicle travel lane or parking lane and converting it into a bus lane. However, BRT has inherent flexibility. Depending on the neighborhood context of a particular BRT segment and the availability of right-of-way to construct dedicated BRT lanes, dedicated lanes are not required in all areas to provide a viable transportation alternative. The City Council has specifically requested that the portion of the project located on Olive Avenue between Buena Vista Street and Interstate 5 be constructed to operate as mixed-flow.

In 2020, Metro prepared a Draft Environmental Impact Report (EIR) for the project, which included a public comment period. In December 2020, the City Council approved a comment letter to be sent to Metro as part of the public comment period (Attachment 3). The main issues discussed in the City Council's comment letter concerned the range of project alternatives analyzed, transportation policy and public service impacts, analysis of utility systems and roadway infrastructure, and concerns over bus lane impacts along Olive Avenue.

In response, Metro conducted additional analysis, modified parts of the project, and held additional public outreach, which led to the preparation of a Final EIR in 2022. In response to the Final EIR, on April 12, 2022, the City Council approved a second comment letter (Attachment 3) that was provided to Metro. This comment letter acknowledged the issues that Metro addressed in response to the City's Draft EIR comments, but raised two significant project concerns that remained:

1. Metro should implement the project as mixed-flow on Olive Avenue between Buena Vista Street and Lake Street until project ridership reached a level that can justify converting a travel lane to bus lane.
2. Metro should develop a program to construct an Olive Bridge BRT station that would connect directly to the Downtown Burbank Metrolink Station.

On April 28, 2022, the Metro Board of Directors approved the project and the Final EIR but did not address these two important issues. However, the City maintains control over City-owned right-of-way and may continue to negotiate with Metro.

DISCUSSION

With the Metro Board's approval of the project in 2022, Metro has continued to refine its conceptual design plans and has coordinated with the City as it prepares to secure third party consultant and contractor services for final design, project management, and construction. As part of this coordination, Metro would like to enter into a Cooperative Agreement with the City to define how the two agencies will work together to design and construct the project.

The main purpose of this agreement (Attachment 1) is to define roles and responsibilities during design and construction, clarify the parameters of the design of the project, identify procedures for reviewing and approving design plans, establishing the various City design standards and guidelines that the project will be subject to, setting up a dispute resolution process, and identifying how private and City utility conflicts will be resolved. The agreement also allows for the City to seek reimbursement for costs related to the design and construction of the project, or to contribute funds to make betterment improvements to City facilities as part of the project. The agreement identifies portions of the project that will be maintained by Metro once the project is complete, to ensure that operations and maintenance of the project does not fall to the City.

The proposed Cooperative Agreement has been negotiated between City and Metro staff. Some of the new City obligations identified in the Cooperative Agreement require the City to meet certain standards for responding to queries, reviewing plans and other materials, enforcing its rights over private utilities, and coordinating with adjacent development. These costs will require staff time and/or consultant staffing to achieve, but many of these costs can be reimbursed by Metro through this Agreement. Staff will prepare an implementation plan that will identify the resources needed to implement the City's portion of the agreement and return to City Council to approve funding and identify the costs to be reimbursed.

There are several items in the proposed Cooperative Agreement that remain unresolved between Metro and the City. The proposed changes to the Cooperative Agreement are believed to sufficiently protect the City's interests, while still allowing for proper coordination to expeditiously deliver the project. These changes have not yet been accepted by Metro; therefore, Staff recommends the City Council approve the agreement, subject to the City resolving the following items identified below.

<u>Credit to Metro for Costs to Replace City Infrastructure with Expired Service Life</u>

Metro has requested that the City consent to partially reimbursing Metro for costs to reconstruct or reconfigure City infrastructure that needs to be modified to accommodate the project, if that infrastructure is old and therefore a portion of its lifespan has already been exhausted. Metro would receive a credit paid by the City based on the proportion of that affected infrastructure's amount of remaining expected lifespan, versus the amount of lifespan that has already been exhausted. Staff recommends that expired service life credits not be granted, based on the past history of other regional transportation projects that did not include this provision, and because the relative remaining life of a piece of City infrastructure should not have a bearing on whether Metro is required to pay for City infrastructure improvements necessary for Metro to build the project. Introducing expired service life credits would mean that the City is undertaking part of Metro's project costs.

Staff has currently negotiated changes to the agreement that would require both City and Metro to agree to apply an expired service life calculation to any part of the project.

Deferring Operations and Maintenance Principles to a Separate Agreement

The Cooperative Agreement includes provisions for the City and Metro to meet in good faith to identify operations and maintenance costs for the project that will be borne by each agency as part of a separate negotiation. Metro has requested that discussion of operations and maintenance be deferred because certain aspects of the project's operations and maintenance won't be known until after the project's final design has commenced. However, Staff believes some operations and maintenance elements of the project should clearly be the responsibility of Metro, regardless of how the project is designed, and therefore should be identified as part of the Cooperative Agreement. These primarily include the operations and maintenance of elements related to the transit stations. Staff recommends the City Council direct staff to ensure that operation and maintenance of major project elements like the transit stations is included in the Cooperative Agreement rather than deferring to a subsequent agreement.

City-owned Utility Adjustments Procedures

The Cooperative Agreement sections related to utility adjustments and relocations does not apply to situations where the City owns its utility infrastructure. Staff recommends the City Council direct staff to include adjustments to the Cooperative Agreement that account for the City owning its water, electrical, recycled water, and fiber optic communications utilities, and ensure that Metro will be paying for all utility adjustments necessary for the project.

Project Description and Project Alignment

Metro and the City currently disagree over how the project alignment is portrayed in the Cooperative Agreement. City staff requests that certain broad details of the project (alignment, station location, roadway configuration) be included in the Cooperative Agreement so that both parties understand the scope of the project that is approved to be constructed. Metro believes that this project description should not be included because Metro's Board of Directors approved a project that includes a bus-only lane on Olive Avenue between Buena Vista Street and Lake Street, which is contrary to the City Council's direction of ensuring that the project description includes mixed-flow bus operation on this stretch. Based on City Council's prior direction, Staff believes that including the mixed-flow project description is important to convey to Metro the City Council's wishes, but including this description carries the risk that Metro will not approve the Cooperative Agreement. If the City Council directs staff not to include the project description in the Cooperative Agreement, staff would still continue to direct Metro to implement the project in accordance with the City Council's direction and would review, approve, and permit plans that included mixed-flow on Olive Avenue between Buena Vista and Lake, unless the City Council directs otherwise.

Olive Avenue Bridge Connection to Metrolink

Finally, the Cooperative Agreement does not address the status of the project's station connection to the Downtown Burbank Metrolink Station. As part of the Final EIR, the City Council conveyed to Metro that it believed a direct connection between the project and the Metrolink Station be provided via a new station on the Olive Avenue Bridge. This element is not included in the project. Metro does not intend to modify the Olive Avenue

Bridge as part of the project and will provide a connection to Metrolink via a station at Lake Street. In lieu of making inclusion of this direct connection contingent on approving the Cooperative Agreement, Staff is proposing to prepare a Capital Improvement Project as part of the City's Fiscal Year 2024-2025 budget which would allow the City to begin high-level planning and conceptual design of a possible modification to the Olive Avenue Bridge to include BRT station, and to explore outside funding opportunities to fund this improvement.

Staff recommends approval of the Cooperative Agreement, subject to changes that protect the City's interests as the project development moves forward and based on the City Council's current policy direction. However, the City Council has latitude to direct staff in how to move forward with the Cooperative Agreement, including directing staff to make further changes, remove changes, or to deny the agreement outright. The City Council may direct Staff in accordance with Staff's recommendation or pursue other action as desired.

COMMUNITY ENGAGEMENT

Metro conducted community outreach and engagement throughout the development of the North Hollywood to Pasadena BRT Corridor Project, during both conceptual project development as well as through the EIR process. This outreach process also helped the City Council develop its formal input to the project and resulted in the City's formal position to support the project with the two important caveats of maintaining mixed-flow lanes on Olive Avenue between Buena Vista Street and Lake Street, and for Metro to support the City in developing a BRT station on the Olive Avenue Bridge.

ENVIRONMENTAL REVIEW

Metro as the lead agency for the Project conducted environmental review pursuant to the California Environmental Quality Act (CEQA) and an Environmental Impact Report was prepared pursuant to 14 Cal. Code Regs. § 15080 et seq., which was certified by the Metro Board of Directors on April 28, 2022.

FISCAL IMPACT

There is no Fiscal Impact to the City in approving this Cooperative Agreement. While the Agreement imposes new obligations on the City to assist Metro in delivering the project, the additional staff and consultant costs borne by the City to meet its obligations under the Agreement are also reimbursable by Metro under the Agreement. Approval of the Cooperative Agreement allows the City to recover costs incurred to assist Metro in designing and constructing the project.

CONCLUSION

Metro requests the City approve a Cooperative Agreement to guide how the two agencies will work together to design and construct the North Hollywood to Pasadena Corridor BRT Project. The Agreement describes the roles and responsibilities of each agency, lists the various city design standards and guidelines that will apply to the project, and sets out a process for the City to seek reimbursement from Metro for costs incurred to support the project. However, there are still areas within the Agreement that Metro and City staff have not yet agreed upon. Staff recommends the City Council approve the Cooperative Agreement with the City's redline changes incorporated and provide direction to staff on whether to include a more detailed project description that reflects the City Council's

policy direction, so that Staff can ensure that the City directs the design and construction of project elements within its right of way and can be reimbursed for costs incurred to support the Project.

ATTACHMENTS

Attachment 1 – Draft Cooperative Agreement with City's requested redline changes
Attachment 2 – Project Alignment
Attachment 3 – City Council Final Environmental Impact Report Comment Letter and Staff Report

COOPERATIVE AGREEMENT FOR THE DESIGN AND CONSTRUCTION OF THE NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT CORRIDOR PROJECT

BETWEEN

THE CITY OF [●]

AND

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

_____ 2023

EFFECTIVE DATE

ATTACHMENT 1-1

CONTENTS

ARTICLE **PAGE**

ARTICLE 1. SCOPE AND DURATION 1
ARTICLE 2. GENERAL OBLIGATIONS 2
ARTICLE 3. DESIGN 8
ARTICLE 4. CONSTRUCTION 10
ARTICLE 5. BETTERMENTS 11
ARTICLE 6. OPERATION AND MAINTENANCE 12
ARTICLE 7. REIMBURSEMENT AND CREDITS 13
ARTICLE 8. INDEMNITY, WARRANTIES AND INSURANCE 15
ARTICLE 9. RESOLUTION OF DISPUTES 17
ARTICLE 10. MISCELLANEOUS 17
ARTICLE 11. DEFINITIONS AND INTERPRETATION 20
EXHIBIT 1 – PROJECT DESCRIPTION 30
EXHIBIT 2 – PROJECT PHASES AND PROJECT SCHEDULE 32
EXHIBIT 3 – PROJECT SITE 34
EXHIBIT 4 – ROLES AND RESPONSIBILITIES 35
EXHIBIT 5 – UTILITY ADJUSTMENT PROCEDURES 39
EXHIBIT 6 – DESIGN REQUIREMENTS 43
EXHIBIT 7 – LACMTA SUBMITTAL REVIEW PROCEDURE 45
EXHIBIT 8 – CONSTRUCTION REQUIREMENTS 47
EXHIBIT 9 – INSPECTION AND ACCEPTANCE PROCEDURE 52
EXHIBIT 10 - OPERATION AND MAINTENANCE PRINCIPLES 55
EXHIBIT 11 –FORMS 56
EXHIBIT 12 – CITY-PERFORMED PROJECT WORK 63

This Agreement is entered into by and between the City of [●] (the **"City"**), and the Los Angeles County Metropolitan Transportation Authority (**"LACMTA"**).

RECITALS

(A) LACMTA proposes to develop and open a new bus rapid transit line known as the North Hollywood to Pasadena Transit Corridor Project (as more fully defined in Article 11 (*Definitions and Interpretation*), the "**NoHo to Pasadena Project**"). The Final Environmental Impact Report was certified and the NoHo to Pasadena Project was approved, by the LACMTA Board of Directors on April 28, 2022 (https://www.dropbox.com/sh/jt5s5l784pml8cf/AAAK4TgdarNwfM1iBAmF7xWXa?dl=0).

(B) The NoHo to Pasadena Project will serve various cities and communities including the City and the City intends, by this Agreement, to facilitate the development and implementation of the NoHo to Pasadena Project and in particular the City Portion of the NoHo to Pasadena Project.

(C) This Agreement does not address, and is not intended to address any terms and conditions with respect to any first/last mile projects. Any terms and conditions with respect to any first/last mile projects will be discussed, negotiated and agreed by LACMTA and the City under a separate agreement. Further, this Agreement does not address, and is not intended to address any terms and conditions with respect to LACMTA Board's Land Bank Pilot Partnership with Los Angeles County Motion (June 2022 and any other relevant dates). Any City participation in, and the terms and conditions with respect to any City participation in, any such programs and initiatives would be discussed, negotiated and agreed by responsible parties under a separate agreement. The City disclaims any liability arising out of or related to the Land Bank Pilot Partnership Motion (June 2022) under this Agreement.

(D) LACMTA and the City wish to enter into this Agreement in order to identify the rights and obligations between them in connection with the development and implementation of the NoHo to Pasadena Project.

In consideration of the mutual covenants of the Parties as set out below, the Parties hereby agree as follows:

ARTICLE 1. SCOPE AND DURATION

1.1 **Scope of Agreement**

(a) The City acknowledges the NoHo to Pasadena Project is a high priority public works project and will provide LACMTA with expedited review and approval procedures in connection with design, design reviews, permitting, and other authority to be exercised by the City relating to the NoHo to Pasadena Project in accordance with the terms of this Agreement.

(b) The Parties have entered into this Agreement to:

(i) acknowledge the intended scope, schedule and site for the NoHo to Pasadena Project as set out in EXHIBIT 1 (*Project Description*), EXHIBIT 2 (*Project Phases and Project Schedule*) and EXHIBIT 3 (*Project Site*) respectively; and

(ii) define the applicable procedures, manage the interfaces and regulate the roles and responsibilities and allocation of costs between LACMTA and the City, in respect of the design, construction, operation, and maintenance of the NoHo to Pasadena Project as it relates to the City Portion and any Rearrangements.

(c) LACMTA may procure the Design, Construction, operation, and maintenance of the NoHo to Pasadena Project, including the City Portion, under multiple procurements and contract packages and may self-perform parts of the design, construction, operation, and maintenance of the NoHo to Pasadena Project, including the City Portion. As at the date of this Agreement, LACMTA contemplates:

(i) procuring the development of the Design for the NoHo to Pasadena Project to approved-for-construction status by a LACMTA Contractor under one contractual package; and

(ii) procuring the performance of Design reviews, preconstruction services, and Construction work under a construction manager/general contractor agreement.

(d) The City acknowledges and agrees that LACMTA may: (i) engage LACMTA Contractor(s) to carry out Design, Construction, operation and/or maintenance work with respect to the City Portion including the Design and/or Construction of Rearrangements; and (ii) in each LACMTA Contract, require the applicable LACMTA Contractor to comply with certain of LACMTA's obligations under this Agreement provided that nothing in this Agreement will create any contractual relationship between the City and any LACMTA Contractor and in accordance with Section 10.11 (*Limitation on Third Party Beneficiaries*), nothing contained in this Agreement is intended or will be construed as creating or conferring any rights, benefits or remedies upon, or creating any obligations of the City toward, any LACMTA Contractor.

(e) The City acknowledges and agrees that LACMTA may change the contracting and procurement strategy and plan for the NoHo to Pasadena Project, including the City Portion, described in Section 1.1(c) (*Scope of Agreement*) in its sole discretion. The City further acknowledges that as at the date of this Agreement, the NoHo to Pasadena Project is transitioning from the Planning & Advanced Conceptual Engineering Phase to the Design Phase and LACMTA may elect: (i) not to proceed with the NoHo to Pasadena Project; or (ii) to amend the scope of the NoHo to Pasadena Project, each in its sole discretion subject to the FEIR, Exhibit 1 to this Agreement, and any required board or City approvals.

(f) LACMTA shall promptly notify the City of any changes to its contracting and procurement strategy or to the scope of the NoHo to Pasadena Project made in accordance with Section 1.1(e) that has or is reasonably likely to have an impact on the scope, schedule or roles and responsibilities for the City Portion or the provisions and procedures set out under this Agreement. The Parties shall use good faith efforts to agree any amendments or supplements to this Agreement necessary to be made as a result of any such change notified by LACMTA to the City.

(g) The terms and conditions of this Agreement shall be applicable to the rights and obligations of a City-owned utility company with respect to the NoHo to Pasadena Project and LACMTA acknowledges and agrees to coordinate with any City-owned utility with regard to the NoHo to Pasadena Project.

1.2 **Duration of Agreement**

This Agreement (and all of the rights and obligations under this Agreement) will come into effect on the Effective Date and continue until the first day on which passenger service on the NoHo to Pasadena Project commences, unless terminated earlier in accordance with the provisions of this Agreement or extended in accordance with Article 6 (*Operation and Maintenance*) (the **"Term"**).

ARTICLE 2. GENERAL OBLIGATIONS

2.1 **Governance**

(a) The roles and responsibilities of the City and LACMTA are set out in EXHIBIT 4 (*Roles and Responsibilities*). The Parties agree to use good faith efforts to resolve any issues that arise under this Agreement. Issues that arise under this Agreement that cannot be resolved at the working-level will be escalated by the Parties for resolution in accordance with the issue resolution ladder set out in EXHIBIT 4 (*Roles and Responsibilities*).

(b) The City and LACMTA shall each designate an individual or individuals who will be authorized to make decisions and bind the Parties on matters relating to this Agreement (the **"City Representative"** and **"LACMTA Representative"**, respectively). EXHIBIT 4 (*Roles and*

Responsibilities) provides initial designations. Either Party may change its designated representative by providing seven days' prior Notice to the other Party.

(c) Where a meeting of multiple cities involved in the NoHo to Pasadena Project may be helpful to discuss issues, or potential issues, and/or solutions that may impact multiple cities or to give an update on the overall status or progress on the NoHo to Pasadena Project, LACMTA may invite the City to attend meetings together with other cities impacted by the NoHo to Pasadena Project. On LACMTA's written request, the City shall endeavour to secure the attendance (in person or via videoconference or teleconference) of the City Representative (or a delegate) at any such meeting held with respect to the City Portion during normal business hours and upon reasonable notice.

(d) LACMTA may convene Project Meetings in relation to the NoHo to Pasadena Project or particular aspects of the NoHo to Pasadena Project for the purposes of providing a non-binding forum for LACMTA, the LACMTA Contractors and other attendees to monitor the progress of the NoHo to Pasadena Project, to consider issues, or potential issues, and to present, understand and discuss proposed solutions with respect to the NoHo to Pasadena Project. On LACMTA's written request, the City shall endeavour to secure the attendance (in person or via videoconference or teleconference) of the City Representative (or a delegate) at any Project Meeting held with respect to the City Portion during normal business hours and upon reasonable notice. Any Project Meeting attended by the City Representative (or a delegate) is consultative and advisory only and nothing which occurs during any such Project Meeting and no information that is presented during any such Project Meeting will:

(i) affect the rights or obligations of either Party under this Agreement;

(ii) entitle a Party to make any claim against the other;

(iii) relieve a Party from, or alter or affect, a Party's liabilities or responsibilities whether under this Agreement or otherwise according to Applicable Law;

(iv) prejudice a Party's rights against the other Party whether under this Agreement or otherwise according to Applicable Law; or

(v) be construed as a direction by a Party to do or not do anything.

2.2 **Annual Work Plan**

(a) At the beginning of each LACMTA Fiscal Year, the Parties will review the Project Schedule and the 'life of project' resourcing needs to facilitate the efficient, timely, and safe delivery of each Subject Transportation Project through its Design Phase and Construction Phase and will commence the Annual Work Plan process for the next LACMTA Fiscal Year. LACMTA and the City will cooperate to develop an agreed Annual Work Plan for each LACMTA Fiscal Year during the Term, in accordance with the following provisions:

(i) not later than July 31 (or in the case of the first partial LACMTA Fiscal Year during the Term, no later than 30 days after the date of this Agreement), LACMTA shall provide the City with information with respect to anticipated Work Orders, including a list of each item of work or scope of activities or services that LACMTA anticipates to request or require from the City during the next LACMTA Fiscal Year, and the estimated start and finish dates for the item of work or scope of activities or services that LACMTA anticipates to request or require from the City;

(ii) within 60 days after the City's receipt of the required information from LACMTA pursuant to Section 2.2(a)(i) (*Annual Work Plan*), the City shall submit a preliminary annual work plan to LACMTA for the next LACMTA Fiscal Year, which will include an estimate of the Costs under the anticipated Work Orders for which the City shall require reimbursement;

(iii) promptly and in any event within 30 days' after LACMTA receives the preliminary annual work plan from the City pursuant to Section 2.2(a)(ii) (*Annual Work Plan*), the City and LACMTA will meet to review the preliminary work plan and negotiate in good faith such issues as are necessary in order to finalize and agree the annual work plan for the next LACMTA Fiscal Year; and

(iv) not later than May 1 of the then current LACMTA Fiscal Year, LACMTA shall notify the City of the agreed annual work plan for the next LACMTA Fiscal Year (each such agreed annual work plan, an **"Annual Work Plan"**).

(b) Section 2.3(e) (*Work Orders*) shall apply notwithstanding that the Parties may agree an Annual Work Plan setting out the schedule of anticipated Work Orders.

2.3 **Work Orders**

(a) If the City is required to perform work and/or provide support and/or services under the provisions of this Agreement or LACMTA requests that the City perform work and/or provide support and/or services under the provisions of this Agreement, the City shall submit a Form 60 to LACMTA to estimate the total effort and Costs for which the City shall require reimbursement with respect to that scope of work.

(b) If LACMTA approves a Form 60 submitted to it by the City with respect to a scope of work under Section 2.3(a) (*Work Orders*) without requiring any changes or additions, LACMTA will issue a Work Order to the City for such scope of work and following receipt of that Work Order, the City must promptly commence the work authorized under that Work Order.

(c) Each Work Order issued by LACMTA to the City in accordance with this Agreement shall specify the work authorized to be performed and any materials or equipment to be acquired, the amount of money that the City will be reimbursed for the authorized work as agreed under the applicable Form 60, and a schedule, including the estimated starting and finishing dates for the authorized work.

(d) If LACMTA requests changes or additions (including any additional or supplemental provisions) to a Form 60 submitted to it by the City with respect to a scope of work under Section 2.3(a) (*Work Orders*) prior to issuing a Work Order, the Parties shall negotiate in good faith such changes or additions. Upon agreement of any such changes or additions (and any necessary City council approval for such changes or additions), LACMTA will issue a Work Order to the City for the applicable scope of work, with the agreed changes or additions and following receipt of that Work Order, the City must promptly and without delay (and in any case within 10 days of issuance by LACMTA) accept any agreed changes or additions to the applicable Form 60 by counter-signing the Work Order or otherwise by written acceptance by the City Representative, in each case followed by prompt commencement of the work authorized under that Work Order. Nothing in this Section 2.3(d) shall prohibit LACMTA from approving a Form 60 under Section 2.3(b) (*Work Orders*) in part and authorizing the City to commence the approved part of the scope of work in accordance with that Form 60.

(e) The City shall not be authorized to do any work and shall not be paid, credited or reimbursed for costs or expenses associated with any work performed in connection with a Rearrangement or the City Portion or otherwise under the provisions of this Agreement, that is not expressly authorized by a Work Order, as may be amended pursuant to Section 2.3(f) (*Work Orders*).

(f) Except in the case of a change required due to an emergency (which notification may be given orally and any emergency work commenced before being confirmed in writing to LACMTA within three days), the City may submit proposed changes to a Work Order in writing to LACMTA for approval, such approval to not be unreasonably withheld or delayed. If approved, the City may perform the work in accordance with the authorized change.

(g) LACMTA may terminate any Work Order at any time at its sole discretion, provided that the City will be entitled to reimbursement in accordance with this Agreement for Costs, if any, already incurred as

well as site clean-up and restoration costs if necessary to return the site to the condition it existed in prior to commencement of work under the Work Order.

(h) The City shall promptly notify LACMTA if at any time it anticipates:

(i) exceeding 75% of the total estimated Costs under any Work Order within the next 60 days;

(ii) that the total Costs under any Work Order will be in excess of 10% greater than previously estimated Costs; or

(iii) that the estimated finishing date will be later than the date stated in the Work Order,

and shall request an amendment to such Work Order pursuant to Section 2.3(f) (*Work Orders*).

2.4 **Project Schedule**

(a) The City agrees to cooperate and coordinate with LACMTA in accordance with the provisions of this Agreement in order for LACMTA to achieve the Project Schedule and subject to LACMTA agreeing to the reimbursement of the cost of the applicable resources in accordance with Section 2.3 (*Work Orders*) and 7.1 (*Reimbursements to the City*), to allocate sufficient staff and other resources necessary to provide the level of service required to meet the scope of work and work schedules, review periods and timelines identified in this Agreement and any Work Orders. If the City determines that, notwithstanding its compliance with its obligations under this Section 2.4(a), additional personnel or other resources (including through the use of City Contractors) are required to mitigate the risk of delay in performing the scope of work within the defined schedule, the City may submit a proposed change to a Work Order in accordance with Section 2.3(f) (*Work Orders*).

(b) To the extent the City fails to carry out any work or obligations for which it is responsible under the provisions of this Agreement and/or any Work Order in accordance with the work schedules, review periods and timelines identified in this Agreement and the applicable Work Order (in each case, as may be extended under Section 2.4(d)), and such failure is attributable to the City, then, solely to the extent such delay directly causes: (i) LACMTA to incur additional costs; or (ii) a delay to the NoHo to Pasadena Project, the City must reimburse LACMTA for all actual and documented costs and expenses incurred by LACMTA or arising out of such delay. The City shall pay such costs to LACMTA within 90 days of receiving an invoice from LACMTA. If the Parties agree, LACMTA may deduct the amount due from the City to LACMTA pursuant to this Section 2.4(b) from payment(s) due to the City.

(c) Without limiting any other rights under this Section 2.4, if the City fails to carry out any work or obligations for which it is responsible under the provisions of this Agreement in accordance with the work schedules, review periods and timelines identified in this Agreement and the applicable Work Order (in each case, as may be extended under Section 2.4(d)), LACMTA (or a LACMTA Contractor) will issue a Notice to the City referencing the relevant work or obligation (including any anticipated delay and cost impacts to the NoHo to Pasadena Project) and requesting the City's immediate attention (or, if the Project Schedule allows without causing LACMTA to incur additional costs or a delay to the NoHo to Pasadena Project, providing an extension of time) and if the delay remains unresolved, LACMTA shall escalate the delay utilizing the issue resolution ladder set out in EXHIBIT 4 (Roles and Responsibilities). Where the delayed obligation relates to Design or Construction work that the City has agreed to perform under the terms of this Agreement or where LACMTA reasonably determines that the City will be unable to timely complete any Design or Construction work that the City has agreed to perform under the terms of this Agreement, LACMTA may by Notice to the City suspend the affected element of the City's work and LACMTA may perform the remaining work. If LACMTA takes over work in accordance with this Section 2.4(c), the City shall cooperate and assist LACMTA in accordance with the provisions of this Agreement.

(d) To the extent:

(i) a failure by LACMTA to perform its work and obligations in accordance with the work schedules, review periods and timelines identified in this Agreement and/or any Work Order; or

(ii) the rejection by LACMTA of a reasonable request by the City for additional resources under Section 2.4(a),

results in a delay to the performance of the City's work under a Work Order, the City will be entitled to an equivalent extension to the affected deadline and any other relief expressly contemplated under the provisions of the applicable Work Order (including, where the City is performing Design or Construction work, any costs associated with such delay).

2.5 **Permits**

(a) Under Applicable Law, LACMTA is not subject to certain local ordinances when constructing the City Portion. Notwithstanding this, LACMTA shall obtain all necessary City permits and approvals and comply with City Standards relating to the Design and Construction of the City Portion, in each case to the extent required under and in accordance with, the terms of this Agreement.

(b) Without prejudice to Section **Error! Reference source not found.** (*Permits*) or the requirements set out in EXHIBIT 8 (*Construction Requirements*):

(i) within 45 days of the Effective Date, the City and LACMTA will coordinate to: identify any permits required for the City Portion; agree on any applicable permit fees required to be paid by LACMTA with respect to the City Portion; and agree on any services that will not require reimbursement by LACMTA through a Work Order to avoid double counting;

(ii) LACMTA or LACMTA Contractor shall pay any permit fees agreed by the Parties under Section 2.5(b)(i); and

(iii) the City will cooperate with LACMTA to ensure any processing procedures or timelines for permits shall be consistent with the terms and conditions set out in this Agreement and endeavor to reasonably streamline the permit process as necessary to assist in the timely delivery of the Noho to Pasadena Project in accordance with the Project Schedule.

(c) If requested by LACMTA, the City will provide reasonable assistance to LACMTA and the LACMTA Contractors in relation to any application by LACMTA or a LACMTA Contractor for a Governmental Approval or other Governmental Entity or third-party approval relating to or arising from, the Design, Construction, operation or maintenance of the City Portion.

2.6 **Coordination of Work**

(a) Except in the case of Adjacent Work required as a result of an emergency (which notification and coordination may occur as soon as reasonably practicable after the occurrence of the emergency), the City will promptly notify LACMTA upon becoming aware of any proposed or planned Adjacent Work and will take all reasonable actions within its powers, to coordinate the design and performance of any Adjacent Work with LACMTA so that such Adjacent Work shall not pose a safety hazard or interfere with, disrupt or delay the Design and Construction, or threaten the integrity of the City Portion including by:

(i) complying with the provisions of this Section 2.6 and LACMTA's standard procedures for Adjacent Works;

(ii) to the extent requested by LACMTA following its initial screening taking into account proximity of the Adjacent Work to the City Portion, adjacency conditions, and the potential to impact the City Portion and otherwise conducted in accordance with LACMTA's standard procedures for Adjacent Works, delivering copies of designs and plans for the Adjacent Work to LACMTA

and giving LACMTA the right to review and comment on the designs and plans for the Adjacent Work and to approve the final designs and plans for the Adjacent Work to determine if elements of the Adjacent Work would impact the safe Construction of the NoHo to Pasadena Project; and

(iii) to the extent LACMTA reasonably determines and notifies the City that the Adjacent Work will, in whole or in part, pose a safety hazard or interfere with, disrupt or delay the Design, Construction, operation or maintenance of, or threaten the integrity of, the City Portion, LACMTA and City agree to coordinating the Adjacent Work or suspending the Adjacent Work or the relevant part of the Adjacent Work (as applicable).

(b) The City will, and will take all reasonable actions within its powers to ensure that any City Contractor or third party performing any Adjacent Work, City Construction Work or City Maintenance Work is obligated under contract and/or a permit process to:

(i) fully co-operate and coordinate with LACMTA and the LACMTA Contractors including:

(A) attending interface definition and coordination meetings upon reasonable request; and

(B) providing any other interface data reasonably requested by LACMTA or the relevant LACMTA Contractor and necessary to complete interface coordination;

(ii) perform the Adjacent Work, City Construction Work or City Maintenance Work (as applicable) so as to minimize any interference with or disruption or delay to construction of the City Portion or any other part of the NoHo to Pasadena Project;

(iii) to the extent applicable, comply with LACMTA or the relevant LACMTA Contractor's worksite health and safety policies and procedures; and

(iv) promptly advise LACMTA of all matters arising out of the Adjacent Work or City Construction Work or City Maintenance Work (as applicable) that may interfere with, disrupt, delay or otherwise have an adverse effect upon the City Portion or any other part of the NoHo to Pasadena Project.

2.7 **Utility Adjustments**

(a) In accordance with Section 1.1 (*Scope of Agreement*), LACMTA and the City will cooperate and coordinate in performing the steps necessary to ensure that applicable Utility owners implement the Utility Adjustments necessary to address Utility Conflicts that will impact the City Portion of a Project in a timely manner, including LACMTA and the City each exchanging information, participating in coordination meetings, coordinating in the issuance of notices to Utility owners requesting a Utility Adjustment, and performing the other steps and activities set out in EXHIBIT 5 (*Utility Adjustment Procedures*).

(b) LACMTA and the City shall cooperate and coordinate in executing the necessary documents for each step set out in EXHIBIT 5 (*Utility Adjustment Procedures*).

(c) The services performed by the City under the provisions of this Section 2.7, are eligible for reimbursement under Sections 2.2 (*Annual Work Plan*), 2.3 (*Work Orders*) and 7.1 (*Reimbursements to the City*).

2.8 **Governmental and Lender Requirements**

If the NoHo to Pasadena Project is subject to financial assistance provided by loan agreements with the U.S. Department of Transportation, Federal Transit Administration, other federal, state and local Governmental Entities, and/or financial institutions providing grants, funding or financing, the Parties will comply with any

prescribed governmental and lender requirements set out in a Work Order or otherwise under the applicable grant, funding or financing agreements notified to the City provided that LACMTA notifies the City of the requirements prior to issuing the Work Order.

2.9 **Access**

If, prior to LACMTA's scheduled date of commencement of Construction work in a part of the City Portion, any Rearrangement is necessary to eliminate a conflict, the City may grant to LACMTA and/or its designee sufficient rights, if necessary, to allow LACMTA to proceed with investigation of existing conditions and the Construction of that part (limited to Public Rights-of-Way and City-owned properties only, and not including any privately-owned properties) of the City Portion in accordance with the Project Schedule; provided, however, that such grant does not unreasonably and adversely interfere with the provision of City's services to the public, or affect public health and safety; and provided further, that the City is permitted under Applicable Law to grant such right.

2.10 **Discretions**

Except as otherwise expressly provided in this Agreement, all determinations, consents, waivers, or approvals of a Party under this Agreement must not be unreasonably withheld, conditioned, or delayed.

ARTICLE 3. DESIGN

3.1 **Design Responsibilities**

(a) Except to the extent of any Design work requested to be performed by the City under Section 3.1(b) (*Design Responsibilities*), LACMTA will (directly or through LACMTA Contractors) Design all Rearrangements and produce all Design Documentation relevant to those works in accordance with the provisions of this Agreement. LACMTA shall be responsible for any errors and omissions in the Design Documentation prepared by LACMTA or a LACMTA Contractor.

(b) LACMTA may request and authorize the City to perform:

(i) Design work and/or provide support services with respect to the Design of a Rearrangement pursuant to the procedures set out under Section 2.3 (*Work Orders*); and

(ii) additional Design work with respect to the City Portion that is not part of any Rearrangement pursuant to the procedures and subject to the requirements set out under EXHIBIT 12 (*City-Performed Project Work*).

The City shall diligently perform and shall ensure that any City Contractor diligently performs, such Design-related activities in accordance with the provisions of the applicable Work Order and this Agreement. The City shall be responsible for any errors and omissions in any Design Documentation prepared by the City or a City Contractor.

3.2 **Design Requirements**

The Designs of the Rearrangements shall comply with the requirements set out in EXHIBIT 6 (*Design Requirements*).

3.3 **Design Review Procedure**

(a) LACMTA will submit, and will require that the LACMTA Contractors submit, the Designs for any Rearrangements to the City for review in accordance with the procedures set out in EXHIBIT 7 (*LACMTA Submittal Review Procedure*) and otherwise in accordance with the provisions of this Agreement and any applicable Work Orders.

(b) The City will carry out the review and approval of the Designs for the Rearrangements in accordance with the procedures and the review periods set out in EXHIBIT 7 (*LACMTA Submittal Review Procedure*) and otherwise in accordance with the provisions of this Agreement and any applicable Work Orders.

(c) For the avoidance of doubt, LACMTA is not required to submit any Design for Construction work for the NoHo to Pasadena Project that is not part of the Rearrangements to the City for City's review and approval, including where:

(i) LACMTA, a LACMTA Contractor, or a tenant or licensee of LACMTA owns and maintains (or will own and maintain) the applicable structure or physical element; or

(ii) the work is related to utility trenching and shoring within OSHA guidelines and the relevant LACMTA Contractor is OSHA certified.

As between the City and LACMTA, LACMTA will be responsible for ensuring that the Design for the Construction work for the NoHo to Pasadena Project complies with Applicable Law and the FEIR. The City further acknowledges that as between LACMTA and the City, LACMTA has sole discretion to determine whether, and which, features or facilities are required in order for LACMTA to comply with its obligations under Applicable Law in connection with the NoHo to Pasadena Project (whether or not situated within the Public Rights-of-Way) including the ADA and in the case of its obligations under the ADA LACMTA will to determine whether matters are technically infeasible; provided, however, in making such determination, LACMTA shall utilize current rules and regulations promulgated under the ADA, and guidelines issued by federal agencies in accordance with the ADA, including but not limited to The ADA Best Practices Tool Kit for State and Local Governments published by Civil Rights Division of the U.S. Department of Justice. As described in Part C (*Physical Limits of the Project Work*) of Exhibit 3 (*Project Site*), LACMTA and the City will agree the physical limits of the structures and elements of the NoHo to Pasadena Project that: (a) LACMTA owns and maintains or will own or maintain; or (b) that are part of, or will become part of (under a Rearrangement), a City Facility.

3.4 **Design Development**

The Parties acknowledge and agree that:

(a) the Basis of Design will establish the scope, limits of work, specifications and requirements applicable to the Designs for any Rearrangements for the purposes of issuance of the Procurement Documents for the construction of the NoHo to Pasadena Project; and

(b) the Design Documentation for any Rearrangements will be submitted for review progressively in Packages and LACMTA and the applicable LACMTA Contractor will retain responsibility for defining the scope and timing of delivery of the Packages at each stage of Design.

3.5 **City Standards**

(a) The City agrees that it shall not adopt any new City Standards or otherwise amend or supplement any existing City Standards or its interpretation or application of any existing City Standards, for the sole or primary purpose of affecting the NoHo to Pasadena Project. However, this provision does not prohibit or restrict the City from adopting new or amended generally applicable City Standards during the Term even if the City Standards affect the NoHo to Pasadena Project.

(b) Subject to Section 3.5(a) and 3.5(c) (*City Standards*), the Parties acknowledge that the City may adopt new City Standards not listed in EXHIBIT 6 (*Design Requirements*) or amend or supplement existing City Standards listed in EXHIBIT 6 (*Design Requirements*) during the Term, provided that the City shall promptly (and in any case within 15 days' of adoption) notify LACMTA of any changes or additions to the City Standards adopted during the Term.

(c) Any changes or additions to the City Standards applicable to a Rearrangement after the establishment of the Basis of Design for that Rearrangement shall be considered a "Betterment" for the purposes of this Agreement (except to the extent an exclusion under that definition applies).

3.6 **Changes to Design**

(a) If LACMTA wishes to amend the Final Design for a Rearrangement for which it is responsible prior to completion of Construction of that Rearrangement, it must submit the amended Design Documentation to the City and EXHIBIT 7 (*LACMTA Submittal Review Procedure*) will apply as if the Design Documentation is for the Final Design.

(b) LACMTA may use or may allow the relevant LACMTA Contractor to use, the amended Final Design for Construction prior to approval by the City if and only if LACMTA, in consultation with the City Inspector, determines that the amendment to the Final Design is: (i) minor; (ii) does not adversely impact the relevant Rearrangement; and (iii) is necessary to overcome an issue which has arisen or become evident since the Final Design was initially approved.

ARTICLE 4. CONSTRUCTION

4.1 **Construction Responsibilities**

(a) Except to the extent of any Construction work requested to be performed by the City under Section 4.1(b) (*Construction Responsibilities*), LACMTA (directly or through the LACMTA Contractors) will be responsible for the Construction of all Rearrangements and shall diligently perform and shall ensure that any LACMTA Contractor diligently performs, all such Construction in accordance with the provisions of this Agreement.

(b) LACMTA may request and authorize the City to perform:

(i) Construction work with respect to a Rearrangement and/or provide Construction support services pursuant to the procedures set out under Section 2.3 (*Work Orders*); and

(ii) additional Construction work with respect to the City Portion that is not part of any Rearrangement pursuant to the procedures and subject to the requirements set out under EXHIBIT 12 (*City-Performed Project Work*).

The City shall diligently perform and shall ensure that any City Contractor diligently performs, all such Construction work and/or support services in accordance with the provisions of the applicable Work Order and this Agreement.

4.2 **Construction Requirements**

The Construction of the Rearrangements and any other Construction work performed in the Public Rights-of-Way in connection with the NoHo to Pasadena Project shall comply with the requirements set out in EXHIBIT 8 (*Construction Requirements*).

4.3 **Rights-of-Way**

(a) Notwithstanding any LACMTA rights to use the Public Rights-of-Way under Applicable Law, LACMTA shall obtain all necessary City permits and approvals and comply with all City Standards relating to use of the Public Rights-of-Way, in each case to the extent required under and in accordance with, the terms of this Agreement.

(b) The location and type of replacement rights-of-way for the relocation of Conflicting Facilities as part of a Rearrangement shall be mutually agreed by the Parties during the Design Phase. When reasonably possible and where the City Facilities being replaced are located in a public right-of-way, a Rearrangement of those City Facilities shall be located in existing public rights-of-way. If it is not

possible for a Rearrangement of a City Facility to be located in a Public Rights-of-Way: (i) the required replacement rights-of-way for the relocation of Conflicting Facilities shall be acquired by LACMTA or the City (as mutually agreed) at LACMTA's cost in accordance with the Project Schedule; and (ii) If LACMTA acquires the replacement rights-of-way, LACMTA shall provide the City with an easement, in a form reasonably acceptable to the City, to operate, maintain, and/or remove such City Facility. Upon acceptance of the applicable Replacement Facility, the City shall convey or relinquish to LACMTA or its designee, if permitted by Applicable Law and agreement, at no cost, any City real property interests not part of the Public Rights-of-Way being taken out of service by the Rearrangement, and for which replacement real property interests are provided in accordance with this Section 4.3(b). LACMTA reserves the right to convey replacement rights-of-way in fee to the City.

(c) Subject to Section 4.3(b) (*Rights-of-Way*), in the case of any Rearrangements, the Parties acknowledge that LACMTA is responsible for the acquisition of any private rights-of-way necessary to construct and/or operate the NoHo to Pasadena Project on the Project Right-of-Way and LACMTA (or the LACMTA Contractors) shall be responsible for the acquisition of any temporary construction easements necessary for the Construction of the NoHo to Pasadena Project. Upon reasonable request by LACMTA, the City shall provide reasonable assistance as may be required for LACMTA to obtain rights-of-way necessary to construct the City Portion including considering reasonable requests by LACMTA to convey to LACMTA, at no cost to LACMTA, any City-owned temporary construction easements that may be required for Construction of the NoHo to Pasadena Project without requiring LACMTA to go through the appraisal, negotiations, offer, closing and transfer process. Following any such reasonable request, LACMTA will prepare or cause to be prepared, the title documents and documents of conveyance and shall transmit such documents to the City Representative who shall process them through the required departments for execution and return them to LACMTA within 90 days after receipt, but in any event in accordance with the Project Schedule.

(d) The City agrees and acknowledges that this Agreement satisfies any LACMTA obligations to the City and otherwise relating to the certification of rights-of-way as may be required by the California Public Utilities Commission or any other regulatory authority, and that the City shall cooperate with LACMTA, and assist LACMTA, with any right-of-way certification processes involving other entities or agencies such as the California Public Utilities Commission or any other regulatory authority.

4.4 **Hazardous Materials**

LACMTA (or its LACMTA Contractors) will be responsible for any environmental site assessments and any remediation of hazardous materials to be performed on the Project Site for the purposes of the NoHo to Pasadena Project. LACMTA will not be responsible for any costs relating to the presence or existence of any environmental hazard on, in, under or about any City Facility, including but not limited to, any **"hazardous substance"** as that term is defined under the Comprehensive Environmental Response, Compensation, and Liability Act (42 U.S.C. § 9601 et seq.), unless LACMTA or any LACMTA Contractor caused the environmental hazard through its actions or remediation of hazardous materials is required to be performed on the Project Site for the purposes of the NoHo to Pasadena Project in accordance with the environmental site assessments.

4.5 **Inspection and Acceptance**

The Parties agree that inspection and acceptance of the Construction of Rearrangements performed under this Agreement will be carried out in accordance with the procedure set out in EXHIBIT 9 (*Inspection and Acceptance Procedure*).

ARTICLE 5. BETTERMENTS

5.1 **Notice of Betterments**

(a) The City shall inform LACMTA what Betterments, if any, the City requests be implemented as a Rearrangement or a part of a Rearrangement by submitting a completed City Betterment Request for

LACMTA's review and approval. The City shall submit any City Betterment Request to LACMTA promptly after identifying a potential Betterment and in any event shall, unless later delivery is otherwise agreed by LACMTA or acknowledged under this Article 5, deliver all City Betterment Requests to LACMTA prior to the establishment of the Basis of Design.

(b) Any Design furnished by the City under a Work Order shall specifically identify any Betterments included in such Design and where Betterments are identified that were not previously agreed under this Article 5, any such Design shall be accompanied by a completed City Betterment Request and submitted for LACMTA's review and approval in accordance with this Article 5.

(c) If a City comment to a LACMTA Submittal or any other form of City request with respect to the NoHo to Pasadena Project constitutes a Betterment, LACMTA will deliver a LACMTA Notice of Potential Betterment to the City and within 10 days of delivery of that Notice, the City will: (i) withdraw the relevant comment; (ii) submit a request for the applicable Betterment by submitting a completed City Betterment Request for LACMTA's review and approval; or (iii) dispute the basis of the LACMTA Notice of Potential Betterment by referring the matter to the issue resolution ladder set out in EXHIBIT 4 (*Roles and Responsibilities*). If the City fails to respond within 10 days of a Notice delivered by LACMTA under this Section 5.1(c), LACMTA may refer the matter to the issue resolution ladder set out in EXHIBIT 4 (*Roles and Responsibilities*).

~~(c)~~(d) However, LACMTA may not refuse Betterments that result from changes in Applicable Law imposed by governing authorities other than the City, or Betterments that are necessary to preserve public health, safety, or welfare.

5.2 **Approval of Betterments**

If LACMTA approves a Betterment (with or without changes negotiated and agreed by LACMTA and the City):

(a) the LACMTA Representative shall counter-sign the City Betterment Request (updated to include any changes negotiated and agreed by LACMTA and the City); and

(b) the City will be responsible for the cost of the Betterment.

5.3 **Right to Refuse a Betterment**

No Betterment shall be constructed that is not approved by LACMTA pursuant to this Article 5. LACMTA shall have the right to refuse and withhold approval for any Betterment, that:

(a) is incompatible with the NoHo to Pasadena Project;

(b) cannot be performed within the constraints of Applicable Law, any applicable Governmental Approvals, and/or the Project Schedule; or

(c) is requested after the establishment of the Basis of Design.

5.4 **Cost of Betterments**

LACMTA shall not be responsible for the cost of any Betterment (whether or not the cost exceeds any estimates provided by LACMTA and including the cost of any additional mitigation measures included as a result of the Betterment if a supplemental environmental approval is required to accommodate that Betterment). Such cost will be paid to LACMTA or credited to LACMTA in accordance with Section 7.2 (*Reimbursement and Credits to LACMTA*).

ARTICLE 6. OPERATION AND MAINTENANCE

6.1 LACMTA and the City shall commence discussions regarding the Parties respective obligations regarding the operation and maintenance of the NoHo to Pasadena Project during the 60% Design Phase and shall

use good faith efforts to agree on an amendment or supplement to this Agreement or to agree a new cooperative agreement to address the Parties respective obligations during the operation and maintenance of the NoHo to Pasadena Project and the procedures and cost reimbursement principles that shall apply to the coordination and performance of their respective obligations during the operation and maintenance of the NoHo to Pasadena Project by the Final Design.

6.2 The Parties agree that any amendment or supplement to this Agreement or any new agreement entered into in accordance with Section 6.1 (*Operation and Maintenance*) shall be on terms that are substantially consistent with:

(a) the provisions set out in this Agreement (to the extent applicable and subject to any necessary amendments to reflect the different phase of the NoHo to Pasadena Project); and

(b) the agreed operation and maintenance principles set out in EXHIBIT 10 (*Operation and Maintenance Principles*).

6.3 Any amendment, or supplement or new agreement agreed by the Parties in accordance with Section 6.2 (*Operation and Maintenance*) shall be finalized and documented in accordance with Section 10.7 (*Amendments*).

ARTICLE 7. REIMBURSEMENT AND CREDITS

7.1 **Reimbursements to the City**

(a) Except with respect to Betterments, LACMTA will reimburse the City for Costs incurred for work performed by the City or the City Contractors under a Work Order in accordance with this Section 7.1 and the provisions of the applicable Work Order.

(b) If a Rearrangement performed under a Work Order is limited to the removal or elimination of a City Facility because the City has determined the City Facility does not need to be relocated, LACMTA will only be responsible for any Costs incurred in Abandoning such City Facility in accordance with the City Standards and will not be required to replace or compensate the City for the replacement of that City Facility.

(c) The City shall use the following procedures for submission of its billings to LACMTA, on a progress basis, for work performed by the City under a Work Order:

(i) the City shall commence its monthly billing within no more than 60 days, following the commencement of work under a specific Work Order and shall bill monthly thereafter following the City's standard billing procedures;

(ii) the City shall provide supporting documents to demonstrate the Costs incurred by the City with respect to a Work Order, including City Contractor invoices, the names of individuals performing the relevant tasks and the time committed to those tasks, a description of the tasks performed by reference to the tasks described in the Work Order, and any other supporting information required under the terms of the Work Order or otherwise requested by LACMTA;

(iii) each billing statement shall: (A) be noted as either "progress" or "final"; (B) be addressed to the LACMTA Representative; (C) include a certification that the Costs identified in such billing were appropriate and necessary to the performance of the work under the Work Order and have not previously been billed or paid; and (D) reflect any applicable credits due to LACMTA under this Article 7;

(iv) the final billing under a Work Order, with a notation that all work covered by that Work Order has been performed, shall be submitted to LACMTA within 60 days after completion of the work under the applicable Work Order, and shall summarize prior progress billings, show inclusive dates upon which work was performed, and include a certification that the Costs

identified in such billing were appropriate and necessary to the performance of the work under the Work Order and have not previously been billed or paid; and

(v) after the expiration of the 60 day period described in Section 7.1(c)(iv) (*Reimbursements to the City*), LACMTA may notify the City in writing that the 60 day closing billing period has expired, and upon the City's receipt of such Notice from LACMTA, the City shall have 60 days to submit its final invoice.

(d) On completion of the Construction of the City Portion, LACMTA will issue a Notice of closeout to the City (including Final Acceptance of all Rearrangements for that City Portion). Within 90 days of receiving such Notice, the City must issue invoices to LACMTA for all services under a Work Order for the Design and Construction of the NoHo to Pasadena Project.

7.2 **Reimbursements and Credits to LACMTA**

(a) LACMTA shall receive a credit, or payment for:

(i) salvage for items recovered from existing City Facilities that the City intends to re-use in the performance of Construction work performed under the provisions of this Agreement where the amount of salvage credit or payment, if any, shall equal the depreciated value of like or similar materials as determined by agreement of the Parties, plus reasonable storage and transportation costs of such materials salvaged for the City's use. The sum of credits and/or payments due to LACMTA for salvage shall be agreed by the Parties based on applicable books, records, documents and other data, and in addition, LACMTA and the City may conduct an inspection survey of a City Facility prior to or during Design Development. LACMTA may request and authorize the City to perform support services with respect to any such inspection survey pursuant to the procedures set out under Section 2.3 (*Work Orders*);

(ii) all Costs relating to Betterments upon acceptance of physical work where:

(A) the initial amount of the Betterment payment or credit shall be based upon the estimated Cost for the Design and Construction of the Rearrangement with the Betterment *less* the estimated Cost for Design and Construction of the Rearrangement without the Betterment, in each case as set out by LACMTA in its response and approval to the applicable City Betterment Request; and

(B) upon acceptance of the physical work for the Betterment, the initial Betterment payment or credit shall be reconciled by the Parties against the actual Costs of the Betterment; and

~~(iii) the Expired Service Life Value of each Conflicting Facility being replaced if the Replacement Facility will have an expected period of useful service greater than the period that the existing Conflicting Facility would have had, had it remained in service and the Rearrangement not been madeIf the Parties are unable to agree, LACMTA shall refer Expired Service Life Value matters to the issue resolution ladder set out in EXHIBIT 4 (Roles and Responsibilities)., where:~~

~~(iv) the **"Expired Service Life Value"** shall be an amount determined by the Parties during Design Development based upon estimates provided by the City of the depreciated value of the Conflicting Facility (calculated by multiplying the cost of the Replacement Facility by a fraction, the numerator of which is the age of the Conflicting Facility and the denominator of which is the estimated overall service life of the Conflicting Facility); and~~

~~(v) the Expired Service Life Value shall be determined by the Parties in accordance with Section 7.2(a)(iii)(A) (*Reimbursements and Credits to LACMTA*) prior to the commencement of the applicable Rearrangement work and documented in the applicable Work Order.~~

(b) LACMTA shall receive:

(i) a credit (reflected on the applicable invoice(s) submitted by the City) for salvage, Betterments, and Expired Service Life Value of the City Facilities against work performed by the City, where the City performs the work under a Work Order; and

(ii) payment from the City for salvage, costs of Betterments, and Expired Service Life Value of the City Facilities where LACMTA performs the work invoiced and paid in accordance with this Article 7.

(c) Where LACMTA is due a payment under this Article 7:

(i) LACMTA shall commence its monthly billing within no more than 60 days, following the commencement of the applicable work and shall bill monthly thereafter following LACMTA's standard billing procedures;

(ii) LACMTA shall provide supporting documents to demonstrate the costs incurred by LACMTA, including LACMTA Contractor invoices, and other data, to the City upon request;

(iii) each billing statement for a salvage, Betterment, or Expired Service Life Value with respect to a City Facility shall: (A) be noted as either "progress" or "final"; (B) be addressed to the City Representative; and (C) include a certification that the Costs identified in such billing were appropriate and necessary to the performance of the applicable work and have not previously been billed or paid;

(iv) the final billing for a salvage, Betterment, or Expired Service Life Value with respect to a City Facility, with a notation that all applicable payments due to LACMTA for that salvage, Betterment, or Expired Service Life Value, shall be submitted to the City within 60 days after completion of the applicable work, and shall summarize prior progress billings, show inclusive dates upon which work was performed, and include a certification that the costs identified in such billing were calculated in accordance with this Article 7 and have not previously been billed or paid; and

(v) after the expiration of the 60 day period described in Section 7.1(c)(iv) (*Reimbursements and Credits to LACMTA*), the City may notify LACMTA in writing that the 60 day closing billing period has expired, and upon LACMTA's receipt of such Notice from the City, LACMTA shall have 30 days to its submit final invoice. If LACMTA fails to submit an invoice within such 30-day period, then the City shall have no further obligation for payment to LACMTA with regard to any amounts due or payable for that salvage, Betterment, or Expired Service Life Value with respect to a City Facility.

7.3 **Payment of Billings**

Payment of each invoice properly submitted pursuant to Section 7.1 (*Reimbursements to the City*) or 7.2 (*Reimbursements and Credits to LACMTA*) shall be due within 60 days of receipt; provided that: (a) all such payments shall be conditional, subject to post-audit adjustments; (b) final payment for a Rearrangement shall be contingent upon final inspection (and acceptance) of the work by the Party billed for such work, which inspection (and acceptance, where applicable), will not be unreasonably withheld or delayed; and (c) LACMTA may withhold payments in the amount of any credit amounts due to LACMTA if the City has not posted such credits within 60 days after submittal of requests for the same by LACMTA.

ARTICLE 8. INDEMNITY, WARRANTIES AND INSURANCE

8.1 **Indemnity**

(a) Each Party shall release, defend, indemnify, and hold harmless the other Party and its respective officers, agents, contractors, representatives, and employees to the maximum extent allowed by law from and against all liabilities, expenses (including legal fees and costs), claims, losses, suits, and actions of any kind, and for damages of any nature, including but not limited to, bodily injury, death, personal injury, or property damage arising from or connected with its performance, or the performance of any of its officers, agents, contractors, representatives, and employees, of any of the obligations, work, authority, presence, or jurisdiction allocated or delegated to it under this Agreement (including, in the case of LACMTA, the performance of the Design and Construction of the NoHo to Pasadena Project).

(b) In contemplation of the provisions of Section 895.2 of the California Government Code imposing certain tort liability jointly upon public entities solely by reason of such entities being parties to an agreement as defined by Section 895 of the Government Code, the Parties, as between themselves, pursuant to Sections 895.4 and 895.6 of the Government Code, each assume the full liability imposed on them, or any of their officers, agents or employees, by law for injury caused by negligent or wrongful act or omission occurring in the performance of this Agreement to the same extent that such Party would be responsible under Section 8.1(a) (*Indemnity*). The provisions of California Civil Code Section 2778 are made a part of this Agreement as if fully set out in this Agreement.

(c) Each Party agrees to notify the other promptly upon receipt of any third-party claim for which a Party is entitled to indemnity under this Agreement.

8.2 **Warranty**

(a) Solely with respect to Rearrangements performed by LACMTA or the LACMTA Contractors and any work performed by the City or the City Contractors, the City and LACMTA each warrant to the other for a period of one year from and after Substantial Completion of that Rearrangement or work (or at such earlier date on which responsibility for the maintenance, loss or damage for that Rearrangement or work passes to the other Party) that such Rearrangement or work performed by them shall be free from defect, provided that in the case of any Punch List items recorded at Substantial Completion (or such earlier date on which the Parties agree responsibility for maintenance, loss or damage passes), the warranty period shall be for one year from and after completion of that Punch List item. The limited warranty given under this Section 8.2(a) is the sole warranty given by the City and/or LACMTA, and, pursuant to this warranty, and for the warranty period only, the City or LACMTA, as the case may be, shall remedy any such discovered defect at its sole expense.

(b) In connection with Rearrangements performed by LACMTA or the LACMTA Contractors and any work performed by the City or the City Contractors, warranties supplied by the LACMTA Contractors and City Contractors to LACMTA or the City (as applicable) shall be made for the benefit of both LACMTA and the City.

8.3 **Insurance**

(a) The Parties must ensure that any contract entered into in connection with performance of the work under this Agreement contains:

(i) a provision requiring the general contractor, as part of the liability insurance requirements, to provide an endorsement to each policy of general liability insurance naming the City and LACMTA as additional insureds and explicitly waiving subrogation rights against LACMTA and the City; and

(ii) unless otherwise mutually agreed by the Parties, the requirement for: (A) construction general contractors to provide evidence of insurance in the following amounts: $5,000,000 in general liability; $1,000,000 in workers' compensation/employer's liability; and $1,000,000 in combined single limit (CSL) in auto liability; and (B) design contractors to provide evidence of insurance in the following amounts: $5,000,000 in general liability; $1,000,000 in workers'

compensation/employer's liability; $1,000,000 (CSL) in auto liability; and $1,000,000 in professional liability.

(b) Each Party must:

(i) give the other Party 20 days' Notice prior to any reduction in scope or cancellation or expiration of any insurance procured by it under this Section 8.3;

(ii) give the other Party 20 days' Notice prior to it agreeing to a reduction in scope or the cancellation or expiration of any insurance procured by a LACMTA Contractor or City Contractor (as applicable) under this Section 8.3; and

(iii) notify the other Party within five days if it receives a Notice from a LACMTA Contractor or City Contractor (as applicable) of the expiration of any insurance procured under this Section 8.3.

ARTICLE 9. RESOLUTION OF DISPUTES

In the event of dispute or difference arising under, out of or in connection with or relating to this Agreement, including any question regarding its existence, validity or termination (**"Dispute"**), the Parties shall make good faith efforts to resolve the Dispute through negotiation and the issue resolution ladder under EXHIBIT 4 (*Roles and Responsibilities*) of this Agreement.

ARTICLE 10. MISCELLANEOUS

10.1 **Force Majeure**

No Party may bring a claim for a breach of obligations under this Agreement by the other Party or incur any liability to the other Party for any losses or damages incurred by that other Party if a Force Majeure Event occurs and the affected Party is prevented from carrying out its obligations by that Force Majeure Event. During the continuation of any Force Majeure Event, the affected Party shall be excused from performing those of its obligations directly affected by such Force Majeure Event provided that the occurrence or continuation of any Force Majeure Event shall not excuse any Party from performing any payment obligations contemplated under this Agreement. If a Force Majeure Event occurs, the City agrees, if requested by LACMTA pursuant to Section 2.3 (*Work Orders*), and if deemed possible and feasible by the City (acting reasonably), to accelerate the performance of its obligations under this Agreement and any Work Order to mitigate any delay arising from the Force Majeure Event provided that LACMTA agrees to reimburse the City for the incremental actual costs of such acceleration.

10.2 **Existing Agreements**

This Agreement does not negate or otherwise modify any existing easements, licenses or other use and/or occupancy agreements between the City and LACMTA or to which LACMTA has become or does become a successor either by assignment or by operation of law.

10.3 **Audit and Inspection; Maintenance of Records**

(a) **Audit and Inspection**. For the period commencing on the Effective Date and ending on the date falling three years after the end of the Term, each Party will have such rights to review and audit the other Party and its books, records and documents as may be deemed necessary for the purposes of verifying compliance with this Agreement, Applicable Law and the City Standards at all times during normal business hours, without charge. Each Party represents and warrants the completeness and accuracy in all material respects of all information it or its agents provides in connection with any audit by the other Party. If an audit shows that a financial adjustment is required, the Parties will use good faith efforts to agree such adjustment. Examination of a document or record during one review and audit shall not preclude further re-examination of such document or record in a subsequent review and audit. The Parties must ensure that any contract entered into in connection with performance of

the work under this Agreement contains provisions acknowledging the rights of the City or LACMTA (as applicable) under this Section 10.3(a).

(b) **Maintenance of Records**. The City shall (and shall ensure that any City Contractor will) keep and maintain its books, records, and documents related to performance of the work under this Agreement (including all Costs incurred) for three years after the end of the Term; except that, all records that relate to Disputes being processed or actions brought under this Agreement must be retained and made available until any later date that such Disputes and actions are finally resolved. The City reserves the right to assert exemptions from disclosure of information that would be exempt under Applicable Law from disclosure or introduction into evidence in legal actions.

10.4 **Notices**

(a) Each Notice under this Agreement must be in writing and: (i) delivered personally; (ii) sent by certified mail, return receipt requested; (iii) sent by a recognized overnight mail or courier service, with delivery receipt requested; or (iv) sent by email communication followed by a hard copy, to the following addresses (or to such other address as may from time to time be specified in writing by such person):

To the City:

City Manager (or designee)
the City of [●]
_____
_____

With a copy to:

City Attorney
the City of [●]
_____
_____

With a copy to:

Director of Public Works (and/or the City Engineer)
the City of [●]
_____
_____

To LACMTA:

Chief Program Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 16th Floor
Los Angeles, California 90012
Facsimile No.: (213) 922-7382
Attn: Eduardo Cervantes or Ferdinand Chan, Third Party Administration

With a copy to:

Program Management
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
Facsimile No.: (213) 922-7447
Attn: Mark Van Gessel, Deputy Executive Officer

With a copy to:

County Counsel
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 24th Floor
Los Angeles, CA 90012
Facsimile No.: (213) 922-7447
Attn: Teddy Low, Senior Deputy County Counsel

With a copy to:

Metro Real Estate
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 22nd Floor – Real Estate
Los Angeles, CA 90012
Facsimile No.: (213) 922-7447
Attn: John Potts, Executive Officer

(b) Any Notice sent personally will be deemed delivered upon receipt, and any notice sent by mail or courier service will be deemed delivered on the date of receipt or on the date receipt at the appropriate address is refused, as shown on the records of the U.S. Postal Service, courier service or other person making the delivery, and any notice sent by email communication will be deemed delivered on the date of receipt as shown on the received email transmission (provided the hard copy is also delivered pursuant to Section 10.4(a) (*Notices*)). All Notices (including by email communication) delivered after **5:00 p.m. PST** will be deemed delivered on the first day following delivery that is not a Saturday, a Sunday, or a federal public holiday.

10.5 **Assignment; Successors and Assigns**

A Party cannot assign, novate, or otherwise transfer any of its rights or obligations under this Agreement without the prior consent of the other Party unless this Agreement expressly provides otherwise. This Agreement is binding upon and will inure to the benefit of LACMTA and the City and their respective successors and permitted assigns.

10.6 **Waiver**

(a) No waiver of any term, covenant, or condition of this Agreement will be valid unless in writing and executed by the obligee Party.

(b) Either Party's waiver of any breach or failure to enforce any of the terms, covenants, conditions, or other provisions of this Agreement at any time will not in any way limit or waive that Party's right to subsequently enforce or compel strict compliance with every term, covenant, condition, or other provision of this Agreement, despite any course of dealing or custom of the trade (other than the waived breach or failure in accordance with the provisions of such waivers).

10.7 **Amendments**

This Agreement can only be amended or replaced by a written instrument duly executed by the Parties.

10.8 **Governing Law and Jurisdiction**

This Agreement shall be governed by and construed and enforced in accordance with the laws of the State of California. The rights and remedies of LACMTA and the City for default in performance of this Agreement or any Work Order are in addition to any other rights or remedies provided by law.

10.9 **Severability**

If any provision of this Agreement is ruled invalid by a court having proper jurisdiction, such invalidity or unenforceability will not affect the validity or enforceability of the balance of this Agreement, which will be construed and enforced as if this Agreement did not contain such invalid or unenforceable clause, provision, Article, Section, subsection or part.

10.10 **Counterparts**

This Agreement may be executed in counterparts, each of which will be deemed an original, but all of which together will constitute one and the same instrument.

10.11 **Limitation on Third Party Beneficiaries**

Nothing contained in this Agreement is intended or will be construed as creating or conferring any rights, benefits or remedies upon, or creating any obligations of the Parties toward, any person not a party to this Agreement.

10.12 **Survival**

The representations, warranties, indemnities, waivers and any express obligations of the Parties following termination, set out in this Agreement shall survive the expiration or termination, for any reason, of this Agreement.

10.13 **Approvals; Further Documents and Actions**

Any acceptance, approval, consent, permission, satisfaction, agreement, authorization or any other like action (collectively, "**Approval**") required or permitted to be given by any Party pursuant to this Agreement or any Work Order:

(a) must be in writing to be effective (except if deemed granted pursuant to this Agreement);

(b) shall not be unreasonably withheld, conditioned or delayed; and if Approval is withheld, such withholding shall be in writing and shall state with specificity the reasons for withholding such Approval, and every effort shall be made to identify with as much detail as possible the changes that are required for Approval; and

(c) shall be deemed granted if no response is provided to the Party requesting an Approval within the time period prescribed by this Agreement or the applicable Work Order or if no time is prescribed by this Agreement or the applicable Work Order, within 30 days, in each case commencing upon actual receipt by the Party from which an Approval is requested or required, of a request for Approval from the requesting Party. Notwithstanding the foregoing, an approval shall not be deemed granted if the approval requires an action by City Council and the City Council has not acted.

(d) The Parties agree to execute such further documents, agreements, instruments and notices, and to take such further actions, as may be reasonably necessary or appropriate to effectuate the transactions contemplated by this Agreement.

ARTICLE 11. DEFINITIONS AND INTERPRETATION

11.1 **Definitions**

Unless the context otherwise requires, capitalized terms and acronyms used in this Agreement have the meanings given in this Section 11.1.

"Approval" has the meaning given in Section 10.13 (*Approvals; Further Documents, and Actions*).

"Abandon" means the permanent termination of service, or the removal of an existing City Facility or portion of it.

"**ADA**" means the Americans with Disabilities Act, 42 U.S.C. § 12101 et seq.

"Adjacent Work" means any removal, demolition, repair, restoration, relocation or reconstruction of existing facilities and/or construction of new facilities and/or other physical works by the City or a third party: (a) that is performed or to be performed within, or within 100 feet of, the Project Site; or the performance of which is otherwise reasonably likely to conflict with the Design and Construction and (b) in the case of works performed or to be performed by a third party, of which the City is aware or ought to be aware.

"Advanced Conceptual Engineering" means the phase of the Design process that advances the project scope from a conceptual state to a level of schematic design that describes the project technical and architectural approach in order to address environmental and community impacts, significant interfaces and operational characteristics to support environmental approvals. The plan percentage complete ranges generally from the initiation of Design (0%) to 15%.

"Agreement" means this agreement and any schedules, exhibits, attachments and annexures to it.

"Annual Work Plan" means an annual work plan prepared and agreed by LACMTA and the City in accordance with Section 2.2 (*Annual Work Plan*).

"Applicable Law" means any statute, law, code, regulation, ordinance, rule, common law, judgment, judicial or administrative order, decree, directive, or other requirement having the force of law or other governmental restriction (including those resulting from the initiative or referendum process) or any similar form of decision of or determination by, or any interpretation or administration of any of the foregoing by, any Governmental Entity which is applicable to the City Portion, Rearrangements, any work performed under this Agreement or any relevant person, whether taking effect before or after the date of this Agreement. Applicable Law excludes Governmental Approvals, customs, duties and tariffs.

"Basis of Design" means, with respect to any Rearrangements, the scope, criteria, specifications and requirements (including requirements of the FEIR) for those Rearrangements agreed by LACMTA and the City as at the date of issuance by LACMTA of the procurement documents for a construction manager/general contractor for the NoHo to Pasadena Project, as described in Section 1.1(c)(ii) (Scope of Agreement).

"Betterment" means work performed in connection with any Rearrangement or as part of a Rearrangement:

(a) comprising an upgrade, change or addition to a City Facility (or a part of a City Facility) requested by the City that provides for greater capacity, capability, durability, appearance, efficiency or function or other betterments of that City Facility over that which was provided by the City Facility prior to the Rearrangement; or

(b) for which the City Standards applicable to that Rearrangement are changed or added to after the establishment of the Basis of Design for that Rearrangement,

provided that the term "Betterment" shall exclude:

(i) an upgrade, which the Parties agree, will be of direct and principal benefit to the construction, operation and/or maintenance of the NoHo to Pasadena Project;

(ii) an upgrade resulting from Design or Construction in accordance with the applicable City Standards as set out in EXHIBIT 6 (*Design Requirements*) and any changes or additions to those City Standards notified to LACMTA prior to the establishment of the Basis of Design for the Rearrangement~~,~~ and that have not been adopted by the City in breach of Section 3.5(a) (*City Standards*);

(iii) measures to mitigate environmental impacts identified in the NoHo to Pasadena Project's Final Environmental Impact Report and any supplemental environmental reports for the NoHo to Pasadena Project;

(iv) replacement of devices or materials no longer regularly manufactured with the next highest grade or size; and

(v) an upgrade that is the consequence of changes made by LACMTA or a LACMTA Contractor after the establishment of the Basis of Design.

"City" is defined in the Preamble. "City" shall also refer to any City owned or operated **"water"** and/or **"power"** departments.

"City Betterment Request" means a Notice from the City to LACMTA requesting a Betterment in accordance with Article 5 (*Betterments*) and in the form set out in Part B of EXHIBIT 11 (*Forms*)

"City Construction Work" means any Construction work and activities performed or to be performed by the City or a City Contractor pursuant to a Work Order.

"**City Contractor**" means any contractor, consultant, tradesperson, supplier or other person engaged or authorized by the City to perform any Adjacent Work, City Design Work, City Construction Work or any other work to be performed by the City under the provisions of this Agreement or otherwise on or about the Project Site but excluding LACMTA and the LACMTA Contractors.

"City Design Work" means any Design work and activities performed or to be performed by the City or a City Contractor pursuant to a Work Order.

"City Facility" means real or personal property located within or near the City Portion, such as structures, improvements, and other properties, which are under the ownership or operating jurisdiction of the City, and shall include, but not be limited to, public streets (any classification), highways, bridges, retaining walls, pedestrian/utility tunnels, alleys, storm drains, sanitary sewers, survey monuments, parking lots, parks, public landscaping and trees, traffic control devices, lighting and communications equipment (cameras, sensors, LTE, microwave receivers, etc.) and public buildings, police and fire department related improvements, as well as any dams or water storage tanks, systems, and appurtenances. City-owned airport and harbour facilities are not included in this definition.

"City Maintenance Work" means any maintenance work and activities performed or to be performed by the City or a City Contractor pursuant to a Work Order or under the provisions of this Agreement.

"City Municipal Code" means [●].

"City Portion" means that portion of the NoHo to Pasadena Project that will pass in, on, under, over or along public streets, highways, bridges, parks and other public right-of-way within the City, as shown in Part B of EXHIBIT 3 (*Project Site*).

"City Representative" is defined in Section 2.1(b) (*Governance*).

"City Standards" means the City's design standards and ordinances and City-owned Utility rules and regulations which govern the design of all Rearrangements, as specified in EXHIBIT 6 (*Design Requirements*) or adopted by the City and notified to LACMTA in accordance with Section3.5 (*City Standards*) of EXHIBIT 6 (*Design Requirements*).

"Compliance Comment" means a comment on, objection to or the withholding of approval to a LACMTA Submittal on the basis of one or more of the following:

(a) the LACMTA Submittal or Design work or Construction work that is the subject of the LACMTA Submittal fails to comply with (or is reasonably likely to fail to comply if implemented in accordance

with the LACMTA Submittal) any applicable covenant, condition, requirement, term or provision of this Agreement; or

(b) LACMTA (or the relevant LACMTA Contractor (as applicable)) has not provided all content or information required with respect to the LACMTA Submittal.

"**Conflicting Facility**" means an existing City Facility, which the Parties determine requires Rearrangement in order to construct, operate or maintain the NoHo to Pasadena Project.

"Construction" means all construction activities related to the City Portion that are necessary to complete and operate and maintain the NoHo to Pasadena Project including the removal, demolition, replacement, restoration, alteration or realignment of existing facilities and the procurement, installation, inspection, and testing of new facilities including temporary and permanent materials, equipment, systems, software, and any components of such permanent materials, systems and software.

"Construction Phase" means the phase of the NoHo to Pasadena Project identified as such in EXHIBIT 2 (*Project Phases and Project Schedule*).

"Construction Staging Plan" has the meaning given in EXHIBIT 8 (*Construction Requirements*).

"Cost" means all eligible direct and indirect costs actually incurred for activities or work performed or materials acquired in accordance with the provisions of this Agreement, less (in respect of the City) credits to LACMTA as provided in Article 7 (*Reimbursement and Credits*) where:

(a) eligible direct costs include allowable direct labor costs, materials costs, and storage and transportation costs of materials salvaged for the City's use in performing the applicable work;

(b) eligible indirect costs shall be computed based upon the indirect cost rates approved annually for the City by its cognizant agency, and as noted on the Form 60, for allocation to federally funded or state funded contracts; and

(c) unless the Internal Revenue Service and the CPUC issue regulations or rulings to the contrary, the eligible direct and indirect costs shall not include taxes purportedly arising or resulting from LACMTA's payments to the City under this Agreement.

"days" means, unless otherwise stated and whether or not capitalized, calendar days.

"Design" means all activities related to the design, redesign, engineering or architecture of any Construction work.

"Design Development" means the phase of the Design process that occurs after Advanced Conceptual Engineering and that develops, on a progressive basis, a clear indication of the design solutions for the applicable requirements and the major features of the architectural and structural design and third-party interfaces that are intended to form the basis for the Final Design.

"Design Documentation" means all drawings (including plans, profiles, cross-sections, notes, elevations, typical sections, details and diagrams), specifications, reports, studies, working drawings, shop drawings, calculations, electronic files, records and submittals necessary for, or related to, the design of the Rearrangements.

"Design Phase" means the phase of the NoHo to Pasadena Project identified as such in EXHIBIT 2 (*Project Phases and Project Schedule*).

"Dispute" is defined in Article 9 (*Resolution of Disputes*).

"Effective Date" means the date stated as such on the first page of this Agreement, which shall be the date when this Agreement has been fully executed on behalf of the City and LACMTA.

"Engineer of Record" means the individual, firm or entity that performs the Design, that imprints the engineer's/architect's seal on the drawings, and is responsible and liable for the Final Design.

"Expired Service Life Value" is defined in Section 0 (*Reimbursements and Credits to LACMTA*).

"Final Acceptance" has the meaning given in EXHIBIT 9 (*Inspection and Acceptance Procedure*).

"Final Design" means the phase of the Design process which provides the detailed design for all temporary and permanent project facilities and addresses and resolves all Design review Compliance Comments and finalizes all engineering, architectural and systems designs necessary for Construction. It ends with an approved-for-construction plan status and with the Design being signed and sealed by the 'Engineer of Record'.

"Final Environmental Impact Report" or **"FEIR"** means the final environmental impact report for the NoHo to Pasadena Project completed pursuant to the California Environmental Quality Act and certified by the LACMTA Board of Directors on April 28, 2022.

"Force Majeure Event" means the occurrence of any of the following events after the date of this Agreement that directly causes either Party (the "affected Party") to be unable to comply with all or a material part of its obligations under this Agreement:

(a) war, civil war, invasion, violent act of foreign enemy or armed conflict or any act of terrorism;

(b) nuclear, chemical or biological contamination unless the source or cause of the contamination is brought to or near the Project Site by affected Party;

(c) ionizing radiation unless the source or cause of the ionizing radiation is brought to or near the Project Site by the affected Party;

(d) any fire, explosion, unusually adverse weather, flood or earthquakes;

(e) any named windstorm and ensuing storm surges, including the direct action of wind originating from a named windstorm;

(f) any riot or civil commotion;

(g) any blockade or embargo;

(h) epidemic, pandemic or quarantine; or

(i) any official or unofficial strike, lockout, go-slow or other dispute, generally affecting the construction industry or a significant sector of it,

except, in each case, to the extent attributable to any breach of this Agreement or Applicable Law by, or any negligent act or negligent omission of, the affected Party.

"Form 60" means Form 60 (Professional Services Cost/Price Summary) in the form attached as Part A of EXHIBIT 11 (*Forms*).

"**Good Industry Practice**" means the exercise of the degree of skill, diligence, prudence, and foresight which would reasonably and ordinarily be expected from time to time from a skilled and experienced designer or constructor (as applicable) seeking in good faith to comply with its contractual obligations, complying with all Applicable Laws and Governmental Approvals, using accepted construction standards and criteria normally used on similar projects in the State of California, and engaged in the same type of undertaking in the United States under similar circumstances and conditions.

"Governmental Approval" means any approval, authorization, certification, consent, license, permit, registration or ruling, issued by any Governmental Entity required to carry out the Rearrangements, the City Portion or any other work to be performed under the provisions of this Agreement.

"Governmental Entity" means any federal, state, or local government and any political subdivision or any governmental, quasi-governmental, judicial, public or statutory instrumentality, administrative agency, authority, body or entity (including the California Department of Transportation, CPUC and United States Army Corps of Engineers) other than LACMTA and the City.

"LACMTA" is defined in the Preamble.

"LACMTA Contract" means any contract, subcontract or other form of agreement between LACMTA and a LACMTA Contractor or between a LACMTA Contractor and its lower tier subcontractor.

"LACMTA Contractor" means any contractor, consultant, tradesperson, supplier, private developer, employee, member of staff, engineer, architect, agent, operator, or other person engaged or authorized by LACMTA to carry out works with respect to the City Portion, any Rearrangement or otherwise contemplated under the provisions of this Agreement and any other person with whom any LACMTA Contractor has further subcontracted part of such works.

"LACMTA Fiscal Year" means each one-year period commencing on July 1 of a calendar year and terminating on June 30 of the following calendar year.

"LACMTA Notice of Potential Betterment" means a Notice from LACMTA to the City notifying the City of a potential Betterment in accordance with Article 5 (*Betterments*) and in the form set out in Part C of EXHIBIT 11 (*Forms*).

"LACMTA Representative" is defined in Section 2.1(b) (*Governance*).

"LACMTA Submittal Review Period" means, for each LACMTA Submittal, a period of 30 days from the date of delivery of the LACMTA Submittal to the City under the provisions of this Agreement or such other period as the Parties may agree under the applicable Work Order.

"LACMTA Submittals" means:

(a) Design Documentation for a Rearrangement (other than any Design Documentation for which the City is responsible under a Work Order);

(b) Construction Management Plans for Construction work performed by LACMTA or a LACMTA Contractor within the Public Rights-of-Way; and

(c) any other documents which LACMTA (or the LACMTA Contractors) must submit to the City in accordance with this Agreement.

"NoHo to Pasadena Project" means the design and construction of a new bus rapid transit line known as the North Hollywood to Pasadena Transit Corridor Project, as more fully described in EXHIBIT 1 (*Project Description*) and the FEIR.

"Notice" means any communication under this Agreement including any notice, consent, approval, request, and demand.

"Operation and Maintenance Phase" means the phase of the NoHo to Pasadena Project identified as such in EXHIBIT 2 (*Project Phases and Project Schedule*).

"Package" means each package of Design Documentation submitted by LACMTA or a LACMTA Contractor to the City in accordance with this Agreement.

"Parties" means collectively the City and LACMTA, and each a **"Party"**.

"Project Meeting" means any Project Meeting, meeting, working session, over the shoulder review meeting, or other workshop or meeting convened by LACMTA as described in Section 2.1(d) (*Governance*).

"Project Right-of-Way" means the physical limits for the Design and Construction of the NoHo to Pasadena Project, as identified in Part A of EXHIBIT 3 (*Project Site*), or as notified by LACMTA to the City and compliant with the FEIR and any supplemental environmental reports for the NoHo to Pasadena Project, during the Design and Construction Phases.

"Project Schedule" means the schedule for the NoHo to Pasadena Project including the City Portion set out in Part B of EXHIBIT 2 (*Project Phases and Project Schedule*), as may be amended by a notice from LACMTA to the City or otherwise by an amendment to this Agreement.

"Project Site" means, collectively, the Project Right-of-Way and each temporary construction easement for the NoHo to Pasadena Project, as identified in Part A of EXHIBIT 3 (*Project Site*).

"Public Rights-of-Way" means the public streets, highways, bridges, parks and other public rights-of-way within the City.

"**Punch List**" means, with respect to a Rearrangement (or the applicable part of a Rearrangement), the list of work items which remain to be completed after Substantial Completion as agreed by the Parties and listed in the applicable Statement of Substantial Completion, which shall be limited to minor incidental items of work necessary to correct imperfections which would not prevent the safe use or operation of the Rearrangement (or applicable part of the Rearrangement) in accordance with the requirements under this Agreement.

"Rearrangement" means the work of:

(a) removal, replacement, restoration, alteration, reconstruction, support, or relocation of all or a portion of a Conflicting Facility, whether permanent or temporary, which LACMTA determines in its sole discretion is necessary in order for the NoHo to Pasadena Project to comply with Applicable Law or otherwise which LACMTA and the City mutually agree is necessary in order to construct, operate or maintain the NoHo to Pasadena Project; or

(b) the installation of new and required City Facilities which LACMTA determines in its sole discretion is necessary in order for the NoHo to Pasadena Project to comply with Applicable Law or otherwise which LACMTA and the City mutually agree is necessary as a result of the impact of the construction of the NoHo to Pasadena Project.

"Replacement Facility" means a facility, which may be constructed or provided under this Agreement as a consequence of the Rearrangement of a Conflicting Facility or a part of it.

"Statement of Final Acceptance" has the meaning given in EXHIBIT 9 (*Inspection and Acceptance Procedure*).

"Statement of Substantial Completion" has the meaning given in EXHIBIT 9 (*Inspection and Acceptance Procedure*).

"Substantial Completion" has the meaning given in EXHIBIT 9 (*Inspection and Acceptance Procedure*).

"Substantial Completion Correction List" has the meaning given in EXHIBIT 9 (*Inspection and Acceptance Procedure*).

"Temporary Facilities" means a facility constructed for the purpose of ensuring continued service while a City Facility is taken out of full or partial service for permanent Rearrangement and/or any work on a City Facility, which will be removed or restored to its original condition after such Construction activities are completed.

"Term" is defined in Section 1.2 (*Duration of Agreement*).

"Traffic Control and Lighting Work" has the meaning given in EXHIBIT 6 (*Design Requirements*).

"Traffic Management Plan" means a plan that addresses traffic control requirements in construction areas through a worksite traffic control plan and along detour routes through a traffic circulation plan.

"Utility" means a privately, publicly, or cooperatively owned line, facility, or system (including municipal or government lines, facilities, and systems) for transmitting or distributing communications, cable television, power, electricity, gas, oil, crude products, water, steam, waste, or any other similar item, including any fire or police signal system as well as streetlights associated with any publicly-owned roadways.

"**Utility Adjustment"** means a relocation (temporary or permanent), abandonment, protection-in-place, removal (of previously abandoned Utilities as well as of newly abandoned Utilities), replacement, reinstallation, rearrangements, or modification of existing Utilities necessary to effect a condition equal to the existing Utility facilities and excluding any Betterments.

"**Utility Conflict**" means an existing Utility, which LACMTA determines requires a Utility Adjustment in order to construct, operate or maintain the NoHo to Pasadena Project in compliance with the FEIR and subject to Section **Error! Reference source not found.** (*Permits*), Applicable Law.

"Work Order" means a work request submitted by LACMTA to the City authorizing the performance of any work associated with the NoHo to Pasadena Project and the associated purchase of required materials.

11.2 **Interpretation**

(a) In this Agreement unless otherwise expressly stated:

(i) headings are for convenience only and do not affect interpretation;

(ii) a reference to this Agreement or any other agreement, instrument, or document is to this Agreement or such other agreement, instrument, or document as amended or supplemented from time to time;

(iii) a reference to this Agreement or any other agreement includes all exhibits, schedules, forms, appendices, addenda, attachments, or other documents attached to or otherwise expressly incorporated in this Agreement or any such other agreement (as applicable);

(iv) subject to Section 11.2(a)(v) (*Interpretation*), a reference to an Article, Section, subsection, clause, Exhibit, schedule, form or appendix is to the Article, Section, subsection, clause, Exhibit, schedule, form, or appendix in or attached to this Agreement;

(v) a reference in the main body of this Agreement, or in an Exhibit, to an Article, Section, subsection, or clause is to the Article, Section, subsection, or clause of the main body of this Agreement, or of that Exhibit (as applicable);

(vi) a reference to a person includes such person's permitted successors and assigns;

(vii) a reference to a singular word includes the plural and vice versa (as the context may require);

(viii) the words "including", "includes" and "include" mean "including, without limitation", "includes, without limitation" and "include, without limitation", respectively and the word "or" is not exclusive;

(ix) an obligation to do something "promptly" means an obligation to do so as soon as the circumstances permit, avoiding any delay and "shall" when stated is to be considered mandatory; and

(x) in the computation of periods of time from a specified date to a later specified date, the word "from" means "from and including" and the words "to" and "until" mean "to and including".

(b) This Agreement is not to be interpreted or construed against the interests of a Party merely because that Party proposed this Agreement or some provision of it, or because that Party relies on a provision of this Agreement to protect itself.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed as of the Effective Date.

APPROVED AS TO FORM

DAWYN R HARRISON,
County Counsel

By:_____
Teddy Low
Senior Deputy County Counsel

"**LACMTA**"

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, a California county transportation authority existing under the Authority of §§ 130050.2 *et seq*. of the California Public Utilities Code

By: _____
Name: _____
Its: _____

APPROVED AS TO FORM

_____,
City Attorney

By:_____
Name: _____
City Attorney

ATTEST
By:_____
Name: _____
City Clerk

"**CITY**"

CITY OF [●],
a California municipal corporation

By: _____
Name: _____
Its: City Manager (or designee)

EXHIBIT 1 – PROJECT DESCRIPTION

The NoHo to Pasadena Project is a new bus rapid transit (BRT) system that will provide a BRT service connecting several cities and communities between the San Fernando and San Gabriel Valleys. From west to east, the route traverses the communities of North Hollywood (in the City of Los Angeles), Burbank, Glendale, Eagle Rock (in the City of Los Angeles) and Pasadena. The NoHo to Pasadena Project will operate along a combination of local roadways and freeway sections with various configurations of mixed-flow and dedicated bus lanes depending on location.

The 19-mile BRT corridor serves as a key regional connection between the San Fernando and San Gabriel Valleys. Each community has dense residential populations and many cultural, entertainment, shopping, and employment areas throughout, including the NoHo Arts District, Burbank Media District, Glendale Galleria, Americana at Brand, Eagle Rock Plaza, and Old Pasadena to be served by 22 stations included in the Project. The Project will offer a premium transit service connecting to these destinations with an estimated end-to-end travel time of approximately 70 minutes. This compares with an existing travel time of approximately 2 hours using a combination of existing bus lines such as 180, 92, 155, and 224. Additionally, the Project will greatly enhance service reliability by separating buses from the fluctuating traffic congestion, resulting in more consistent run times. The Project will also maintain its faster travel times and reliability even as traffic congestion continues to worsen over time. Further, the BRT will also include additional features that will enhance the customer experience. The NoHo to Pasadena Project will provide improved and reliable transit service to meet the mobility needs of residents, employees, and visitors who travel within the corridor. As a result, the Project is anticipated to attract approximately 30,000 daily riders when it opens.

In addition, to advancing the goals of LACMTA's Vision 2028 Strategic Plan, objectives of the NoHo to Pasadena Project include:

1. Advance a premium transit service that is more competitive with auto travel
2. Improve accessibility for disadvantaged communities
3. Improve transit access to major activity and employment centers
4. Enhance connectivity to LACMTA and other regional transit services
5. Provide improved passenger comfort and convenience
6. Support community plans and transit-oriented community goal

A description of the portion of the Project located in the City is provided below:

The route enter the City from the west on the SR-134 freeway. Eastbound service would exit the freeway via Pass Avenue and travel via southbound Pass Avenue and eastbound Riverside Drive to Olive Avenue in a mix of mixed-flow traffic lanes and curb-running bus lanes where parking is removed. Westbound service would travel from Olive Avenue to northbound Hollywood Way and then enter the freeway from the westbound onramp at Alameda Avenue in mixed-flow traffic lanes.

The route would then operate in a combination of mixed-flow traffic lanes and curb-running bus lanes where parking is removed on Olive Avenue between Riverside Drive and Alameda Avenue, Alameda Avenue between Olive Avenue and Buena Vista Street, and Buena Vista Street between Alameda Avenue and Olive Avenue.

The Route would then operate on Olive Avenue between Buena Vista Street and First Street in mixed-flow traffic lanes, and continue on Olive Avenue between First Street and Glenoaks Boulevard in curb-running bus lanes where parking is removed.

Lastly, the route would then operate on Glenoaks Boulevard between Olive Avenue and Providencia Avenue in mixed-flow traffic lanes, and would then operate on Glenoaks Boulevard between Providencia and Alameda Avenue in center-running bus lanes where a travel lane in each direction is removed.

Proposed stations in Burbank would be located on Riverside Drive / Olive Avenue at Hollywood Way and Alameda Avenue at Buena Vista Street to serve the Burbank Media District, Olive Avenue at Verdugo Avenue, Olive Avenue at Lake Street to serve the Burbank – Downtown Metrolink Station, Olive Avenue at San Fernando Boulevard to serve Downtown Burbank, and Glenoaks Boulevard at Alameda Avenue.

ATTACHMENT 1-33

EXHIBIT 2 – PROJECT PHASES AND PROJECT SCHEDULE

Part A: Phases

As at the date of this Agreement, the phasing and time periods for the NoHo to Pasadena Project is anticipated to be as set out in this Part A. The phases described in this Part A may overlap and the time periods are subject to change.



PHASE	KEY ACTIVITIES
Planning & Advanced Conceptual Engineering Phase To Q3 2023	Key activities include: • Preparation of the draft environmental impact report and the FEIR (complete) • Certification of the FEIR (achieved in April 28, 2022) • Preparation of Advanced Conceptual Engineering
Design Phase Q2 2023 to Q1 2025	Key activities include: • Agreement by the Parties of any Design work and/or Construction work to be performed by the City (including any City-Performed Project Work) in accordance with Sections 3.1(b) (*Design Responsibilities*) and 4.1(b) (*Construction Responsibilities*) of this Agreement • Procurement of the LACMTA Contractor to perform the Design work • Engineering and Design Development by LACMTA and the applicable LACMTA Contractor through to Final Design • Design review and support services provided by the City in accordance with this Agreement • Procurement of the LACMTA Contractor to perform Design review, preconstruction services, and the Construction work
Construction Phase Q4 2024/ Q1 2025 to Q1 2027	Key activities include: • Construction of the NoHo to Pasadena Project (including any Rearrangements) • Inspection, Substantial Completion, and Final Acceptance
Operation and Maintenance Phase From Q1 2027	Key activities include: • Operation of passenger service • Maintenance of the NoHo to Pasadena Project

Part B: Project Schedule

As at the date of this Agreement, the schedule for the NoHo to Pasadena Project is anticipated to be as set out in this Part B. However, this schedule is subject to change, with any changes as notified by LACMTA to the City or otherwise incorporated in an amendment of this Agreement.

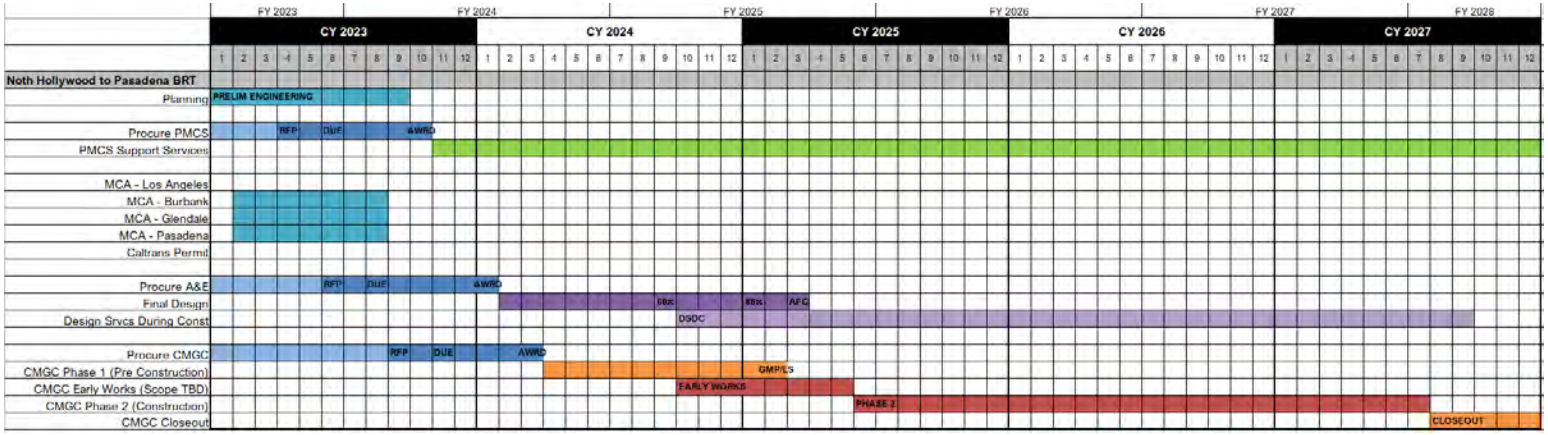


EXHIBIT 3– PROJECT SITE

Part A: NoHo to Pasadena Project Site



Part B: City Portion

The drawing depicting the City Portion will be as notified by LACMTA to the City or otherwise incorporated in an amendment of this Agreement.

Part C: Physical Limits of the Project Work

Prior to the establishment of the Basis of Design, LACMTA and the City will meet in good faith to define and agree the physical limits of the structures and elements of the NoHo to Pasadena Project Work (including with respect to bus charger masts and bus stops and canopies/shelters) that:

(a) LACMTA owns and maintains, or will own or maintain; or

In agreeing such physical limits, LACMTA and the City will take into consideration the intended operation and maintenance roles and responsibilities, as described under EXHIBIT 10 (*Operation and Maintenance Principles*).

EXHIBIT 4 – ROLES AND RESPONSIBILITIES

Part A: LACMTA Representative and City Representative

The initial designations of the LACMTA Representative and City Representative are as follows:

LACMTA Representative	LACMTA Program Management or such other person, or the holder of a specified office or position, specified, from time to time, by LACMTA's Chief Executive Officer, or his/her designee
City Representative	City Manager or his/her designee

Part B: Summary of Key Roles and Responsibilities

Phase	LACMTA / LACMTA Contractors	City
General	Performing all of LACMTA's obligations under this Agreement and ensuring that the LACMTA Contractors comply with the provisions of this Agreement	Performing all of City's obligations under this Agreement and ensuring that the City Contractors comply with the provisions of this Agreement
Planning and Advanced Conceptual Engineering Phase	Managing the planning process and preparing all environmental documents including the FEIR Preparing Advanced Conceptual Engineering for the NoHo to Pasadena Project	Providing support and assistance to LACMTA in obtaining Governmental Approvals and in dealing with other third parties with respect to the City Portion
Design Phase	Discussing and identifying any Design work and/or Construction work to be performed by the City (including any City-Performed Project Work) in accordance with Sections 3.1(b) (*Design Responsibilities*) and 4.1(b) (*Construction Responsibilities*) of this Agreement Preparing the procurement documents and managing the procurement of the LACMTA Contractors for the Design work and the Construction work In the case of the LACMTA Contractor responsible for the Design work: • defining its design management plan • preparing and submitting the Design for the NoHo to Pasadena Project to the City to the extent required by this Agreement, up to and including Final Design stage Monitoring the performance of the LACMTA Contractors	Discussing and identifying any Design work and/or Construction work to be performed by the City (including any City-Performed Project Work) in accordance with Sections 3.1(b) (*Design Responsibilities*) and 4.1(b) (*Construction Responsibilities*) of this Agreement Continuing to provide support and assistance to LACMTA in obtaining Governmental Approvals and in dealing with other third parties with respect to the City Portion Reviewing and approving Designs submitted to it in accordance with agreed procedures Performing any other Design-related obligations under any Work Orders Providing assistance to LACMTA in procuring any right-of-way necessary for the City Portion to the extent set out in this Agreement

Phase	LACMTA / LACMTA Contractors	City
Construction Phase	In the case of the LACMTA Contractor responsible for the Construction work, performing the Construction work in accordance with the Final Designs, the provisions of its LACMTA Contract and the provisions of this Agreement Monitoring the performance of the LACMTA Contractors	Performing its Construction-related obligations under any Work Orders Coordinating Adjacent Work, City Construction Work and City Maintenance Work
Operation and Maintenance Phase	Operating and maintaining the NoHo to Pasadena Project, including performing any operation and maintenance work allocated to LACMTA under the provisions of this Agreement (including any amendment or supplement or new agreement entered into under Article 6 (*Operation and Maintenance*))	Performing any operation and maintenance work allocated to the City under the provisions of this Agreement (including any amendment or supplement or new agreement entered into under Article 6 (*Operation and Maintenance*)) and coordinating maintenance work and Adjacent Work with LACMTA and any LACMTA Contractor(s)

Part C: Issue Resolution and Decision-Making

The following City staff or its designees shall be responsible for coordinating among the applicable City departments and divisions as necessary to make the designated decision or approval.

City Team	Partial List of Key Functions for Decision or Approval	LACMTA Team
City Manager, Director of Public Works	Spearhead council approvals. **Level 2** decision makers for the purposes of the issue resolution ladder described below.	LACMTA Deputy Chief Program Management
Director of Public Works, City Engineer	Approve all final Construction plans and related documents as required by this Agreement. Provide overall leadership in timely resolution of Design, Construction, plan review, and related administrative matters. CA Professional Engineer Registration **Level 1** decision makers for the purposes of the issue resolution ladder described below.	LACMTA Senior Executive Officer or designated LACMTA Project Manager
City Public Works Construction Department Head or City designated Project Manager or equivalent designated representative(s)	Provide Construction support as specified in this Agreement Manage assigned resources and coordinate interactions between the City and LACMTA and the LACMTA Contractors as it relates to Construction support. Provide independent quality assurance (IQA) functions.	LACMTA designated Project Manager (Executive Officer or Deputy Executive Officer) or designated Construction Manager (Deputy Executive Officer or Senior Director)

City Public Works Permit Division Head or equivalent designated representative(s)	Oversee and coordinate all plan reviews as specified in this Agreement Manage and coordinate interaction of the City with LACMTA and the LACMTA Contractors as it relates to Design review and comment resolution. Provide the necessary coordination in planning, engineering, technical, analytical and administrative support services with respect to design approval including fire/life safety, police/public security, access, transportation engineering, civil and structural engineering, street lighting engineering, drainage, sanitation, landscaping, and related maintenance requirements. Skilled in change management and expedited approvals.	LACMTA Designated Project Engineer (Deputy Executive Officer or Senior Director levels), consultant construction manager, and LACMTA Third Party Admin Dept Project Lead (Civil)
City Traffic Engineer or equivalent designated representative(s)	Approve all worksite traffic control plans and any final design documents pertaining to both permanent and temporary traffic controls (signals, striping, WATCH lane closures, MUTCD restrictions, etc.)	LACMTA designated Project Engineer (Deputy Executive Officer or Senior Director levels), consultant construction manager, LACMTA Third Party Admin Dept Project Lead (Civil) and traffic engineering consultants.

Issues between the Parties that arise with respect to the NoHo to Pasadena Project under this Agreement that cannot be resolved at the working level will be escalated by the Parties for resolution as follows:

1. If the issue is unresolved at the working level for 20 days (or such other period as is expressly set out in this Agreement with respect to the relevant issue) commencing on the date when LACMTA or the City first identifies the issue to the other in a meeting (as documented in meeting minutes) or in an email notification to the other marked "Issue for Resolution" and describing the issue or difference and the background to it (together with any supporting information), then on the 21st day (or the first day after the applicable period as is expressly set out in this Agreement with respect to the relevant issue):

    a. the applicable LACMTA team member described in the table above will escalate the issue to the LACMTA level 1 decision maker identified in the table above; and

    b. the applicable City team member described in the table above will escalate the issue to the City level 1 decision maker identified in the table above,

    in each case describing the issue and the background to the issue in a position paper (together with any supporting materials). The level 1 decision maker from LACMTA and the City will then meet within ten days of being notified of the issue to attempt in good faith to resolve the issue.

2. If the level 1 decision makers are unable to resolve the issue within ten days of being notified of the issue:

    a. the LACMTA level 1 decision maker will escalate the issue to LACMTA's level 2 decision maker identified in the table above; and

    b. the City level 1 decision maker will escalate the issue to the City's level 2 decision maker identified in the table above,

in each case describing the issue and the background to the issue in a position paper (together with any supporting materials). The level 2 decision makers from LACMTA and the City will then meet within ten days of being notified of the issue to attempt in good faith to resolve the issue.

3. If the level 2 decision makers are unable to resolve the issue within 20 days of being notified of the issue, then either Party may refer the issue to the dispute resolution procedures under Article 9 (*Resolution of Disputes*).

Any meetings of the level 1 or level 2 decision makers may be held in person or via videoconference or teleconference. Any resolution of an issue agreed by the Parties will be documented by the Parties in writing and any amendments to this Agreement agreed by the Parties as part of the resolution will be documented in accordance with Section 10.7 (*Amendments*) of this Agreement. To the extent that the LACMTA Representative or City Representative is not also a level 1 or level 2 decision maker, each Party is responsible for ensuring that its representative is notified of any issue escalation and of any resolution reached.

EXHIBIT 5 – UTILITY ADJUSTMENT PROCEDURES

LACMTA and the City will perform the following actions and activities with Utilities that conflict with the City Portion:

1. **Identification of Utility Conflicts**

1.1 The City will coordinate and cooperate with LACMTA in providing any locational data or other information already in its possession regarding the location of Utilities within the City Portion.

1.2 LACMTA will identify Utility Conflicts within the City Portion and deliver a list of the identified Utility Conflicts to the City, including:

(a) City-owned Utilities; and

(b) private Utilities.

The list of identified Utility Conflicts will include the anticipated Utility Adjustment to address each Utility Conflict and a schedule defining when such Utility Adjustments should be completed. The City acknowledges and agrees that identification of Utility Conflicts within the City Portion will be an iterative process and that LACMTA may deliver more than one list of identified Utility Conflicts for each Project and may update the list of identified Utility Conflicts, during all phases of the NoHo to Pasadena Project.

2. **Interface with City-owned Utility Owner [UNDER REVIEW BY BWP]**

2.1 The Parties agree to cooperate and coordinate on the Rearrangement of City-owned Utilities within the Public Rights-of-Way. Except to the extent of any Utility Design work requested to be performed by LACMTA, the City-owned Utility shall be responsible for the Design and Construction of Utility Adjustments for City-owned Utilities.

2.2 Within 20 days of delivery of a Utility Conflict identification list under Section 1.2(a) (Identification of Utility Conflicts) of this EXHIBIT 5 (or such longer time period as may be agreed to by the Parties), the Parties will meet to:

(a) verify that all City-owned Utility conflicts have been identified;

(b) discuss any additional locational data and other information required regarding the Utility;

(c) identify the LACMTA and City points-of-contact for each conflicting Utility;

(d) agree on timing for the Utility Adjustments, the applicable City Standards and coordination of the schedule for Construction with LACMTA's Project Schedule;

(e) discuss the Design Documentation that the City-owned Utility shall prepare for the 65%, 85% and 100% Designs (including horizontal design, profiles, shoring, and worksite traffic control plans) for the Utility Adjustments to ensure the Design for the Utility Adjustment does not interfere with, disrupt or delay the Design, Construction, operation or maintenance of the NoHo to Pasadena Project.

2.3 LACMTA shall reimburse the City-owned Utility for agreed upon Costs to perform the Utility Adjustments in accordance with the terms of this Agreement. A Form 60 submitted by the City-owned Utility for the Utility Adjustments shall estimate the total effort required for the City-owned Utility to perform the Design, Design Support, other Design-related activities and/or Construction work and shall attach the schedule prepared in accordance with this Agreement and agreed by the Parties for the performance of the Design, Design Support, other Design-related activities and/or Construction work under a Work Order in accordance with the terms of that Work Order and this Agreement.

3. **Interface with Private Utility Owner**

3.1 Promptly following delivery of a Utility Conflict identification list under Section 1.2 (*Identification of Utility Conflicts*) of this EXHIBIT 5 (and in the case of ~~section~~Section 2.2(a) below, within 10 days of delivery of a Utility Conflict identification list under Section 1.2 (*Identification of Utility Conflicts*) of this EXHIBIT 5 (or such longer time period as may be agreed by the Parties)), for each Utility Conflict that has been identified, the City will:

(a) review any applicable franchise agreement and identify in a Notice to LACMTA (attaching any applicable franchise agreements and any other supporting documentation) the following terms under any applicable franchise agreement:

(i) the process to have the Utility owner perform the required Utility Adjustment (including any notices to be delivered);

(ii) procedures to obtain further locational data or other information regarding the Utilities;

(iii) responsibility for costs for the required Utility Adjustment;

(iv) timeframes for the required Utility Adjustment; and

(v) constraints or limitations on the City's ability to exercise its franchise rights for the purposes of Utility Adjustments to address a Utility Conflict within the City Portion; and

(b) exercise any rights under any applicable franchise agreement or Applicable Law to obtain locational data and other information regarding the Utilities within the City Portion and shall provide any and all such information received from the Utility owner to LACMTA.

3.2 Within 20 days of delivery of a Utility Conflict identification list under Section 1.2 (*Identification of Utility Conflicts*) of this EXHIBIT 5 (or such longer time period as may be agreed to by the Parties), LACMTA and the City will meet to:

(a) review the information provided by the City under Section 3.1 (*Interface with Utility Owner*) of this EXHIBIT 5 and any comments or questions from LACMTA regarding the terms of each applicable franchise agreement;

(b) consider any real property rights held by LACMTA in the City Portion to be raised and addressed with the Utility owner;

(c) identify the LACMTA and City points-of-contact for each other and the applicable Utility owners with conflicting Utilities;

(d) where a Utility Conflict has been identified, discuss and agree timing and approach and roles and responsibilities under this Exhibit including identifying:

(i) whether the City will be requested to exercise franchise rights;

(ii) if the City will not be requested to exercise its franchise rights, any other cooperation and coordination activities to be performed by the City in accordance with this Agreement.

3.3 Following each such meeting, LACMTA and the City will document the agreed timing, approach and roles and responsibilities to be taken in accordance with thisEXHIBIT 5 in minutes signed by each Party. Following identification of Utility Conflicts within the City Portion under Section 1 (*Identification of Utility Conflicts*) of this EXHIBIT 5 and agreement of the activities, roles and responsibilities under Section 3.2 (*Interface with Utility Owner*) of this EXHIBIT 5:

(a) for any Utility Conflicts where the Parties have agreed that the City will exercise its rights under the applicable franchise agreement:

(i) within 10 days of receipt of a written request from LACMTA (or such longer time period as may agreed to by the Parties) the City will exercise its franchise rights under the franchise agreement with the applicable Utility owner by sending written notice to the applicable Utility owner instructing it to relocate or remove the conflicting Utility or perform any other Utility Adjustment at that Utility owner's expense;

(ii) LACMTA with the support of the City as necessary, will request a meeting with each applicable Utility owner, to be attended by LACMTA and the City and at each such meeting with an applicable Utility owner, the City point-of-contact will lead the Utility Conflict and Utility Adjustment discussions (including schedule expectations in accordance with the Project Schedule for the City Portion and cost reimbursement expectations), with the assistance of LACMTA;

(iii) within the time periods required under the applicable franchise agreement or Applicable Law, the City will coordinate with LACMTA to send any other written notices to the applicable Utility owner, as required under the applicable franchise agreement or Applicable Law in order for the City to exercise its franchise rights or other rights under Applicable Law with respect to the Utility Conflict(s) and required Utility Adjustment(s);

(iv) within the time periods required under the applicable local, state and/or federal government codes, the City will send all such notices as are required to be submitted for each of the processing steps required by local, state, and federal government codes in order for the City to exercise its franchise rights or other rights under Applicable Law with respect to the Utility Conflict(s) and required Utility Adjustment(s) (including any utility claim letters, record of investigations, draft utility agreements and/or utility certifications);

(v) LACMTA, with the support of the City as necessary, will submit any required project plans, Designs, and other relevant documents for the City Portion prepared by LACMTA to each applicable Utility owner, for that Utility owner's review;

(vi) all responses to reviews, comments and other correspondence relating to a Utility Conflict or the exercise of franchise or other City rights in accordance with this Exhibit from Utility owners shall be delivered to the City in accordance with the time periods required under the applicable franchise agreement or under Applicable Law or any more stringent schedule agreed with the Utility owner for the NoHo to Pasadena Project, with a copy to LACMTA. If a Utility owner fails to provide a copy to LACMTA, the City agrees to forward a copy of such responses, comments or other correspondence to LACMTA promptly (and in any case within 5 days of receipt);

(vii) LACMTA will address any comments received from Utility owners and will submit responses to the Utility owner, with a copy to the City. If LACMTA is not permitted to submit responses directly to the Utility owner under the terms of the franchise agreement or otherwise under Applicable Law, the City agrees to transmit LACMTA's response to the Utility owner;

(viii) LACMTA with the support of the City as necessary, shall request that each applicable Utility owner prepare 65%, 85% and 100% Designs (including horizontal design, profiles, shoring, and worksite traffic control plans) for the Utility Adjustments to be performed by that Utility owner;

(ix) the City shall exercise its rights under the terms of the franchise agreement or otherwise under Applicable Law to coordinate the Design of the Utility Adjustment with the Design for the City Portion and ensure that the Design for the Utility Adjustment does not interfere with, disrupt or delay the Design, Construction, operation or maintenance of the City Portion, including ensuring that the Utility owner delivers or the City shall otherwise deliver promptly upon receipt from the Utility owner, copies of all Designs and plans for the Utility Adjustment work to LACMTA and shall give LACMTA the right to review and comment on the Designs (including the final Designs) and plans for the Utility Adjustment work. Any LACMTA

comments to or acceptance or approval of a Utility owner's Design under this Exhibit 5 will not relieve the relevant Utility owner or its contractors from professional liability (errors and omissions) as the Design Engineer of Record for any Utility Adjustment performed by the Utility owner or its contractors and

(x) with respect to Design and Construction work for Utility Adjustments that are to be performed by a Utility owner, LACMTA with the support of the City as necessary (including exercising its rights under the terms of the franchise agreement or otherwise under Applicable Law shall) shall:

(A) enforce the Utility owner's schedule for Design and Construction in accordance with any timelines set out under the terms of the City franchise agreement, Applicable Law or any more stringent schedule agreed with the Utility owner for the NoHo to Pasadena Project;

(B) assist in coordinating the Utility owner's schedule for Construction with LACMTA's Project Schedule and shall otherwise require that the Utility owner comply with Section 2.6 (*Coordination of Work*) of this Agreement with respect to the coordination of the Utility Adjustment work;

(C) ensure all costs for that Design and Construction work are incurred solely in conformance with the terms of any applicable franchise agreement or Applicable Law;

(D) undertake inspections (including surveys) to ensure that all such Utility Adjustments are constructed in accordance with the approved Designs;

(E) invite LACMTA to inspect all such Utility Adjustments together with the City; and

(F) if requested by LACMTA, the City will undertake subsequent enforcement actions to enforce its franchise rights with respect to a required Utility Adjustment in the event no action is taken by the applicable Utility owner in response to a notice issued by the City under this EXHIBIT 5 provided that Section 2.7 (*Utility Adjustments*) of this Agreement will apply with respect to the City's Costs incurred in taking such enforcement actions; and further provided that to the extent that the applicable Utility owner disputes the City's right to exercise its franchise rights or other rights under Applicable Law with respect to a Utility Adjustment for the City Portion and/or commences any actions or legal proceedings with regard to the same, LACMTA's indemnity in favor of the City under Section 8.1 (*Indemnity*) of this Agreement will apply. If requested by LACMTA, the City will suspend or withdraw any enforcement or defense of its franchise rights or rights under Applicable Law to require a Utility Adjustment in the City Portion; or

(b) for any other Utility Conflict, the City will cooperate with and assist LACMTA in performing the necessary steps to ensure that applicable Utility owners implement the Utility Adjustments necessary to address conflicting Utilities that will impact the City Portion in a timely manner including:

(i) If requested by LACMTA, attending meetings with the Utility owners;

(ii) notifying LACMTA of any other Utility works requested by the City for City projects unrelated to the City Portion and coordinating any such other Utility adjustments with LACMTA; and

(iii) providing LACMTA with all information available to the City regarding Utility Conflicts or potential Utility Conflicts.

EXHIBIT 6 – DESIGN REQUIREMENTS

1. **GENERAL DESIGN CRITERIA**

Any Design work for any Rearrangements shall be performed in accordance with:

(a) the Design requirements set out in this EXHIBIT 6 or otherwise under the provisions of this Agreement and the relevant Work Order (if applicable); and

(b) all Governmental Approvals, Applicable Law and, subject to Section 3.5 (*City Standards*) of this Agreement, the City Standards.

2. **CITY STANDARDS**

The Parties agree that for the purposes of this Agreement, the **"City Standards"** will be those City design standards and ordinances, City-owned Utility rules and regulations, notified by the City to LACMTA, or otherwise incorporated in an amendment of this Agreement in accordance with Section 3.5 (*City Standards*) of this Agreement.

3. **SPECIFIC DESIGN REQUIREMENTS FOR REARRANGEMENTS**

3.1 **Surface Openings**. To the extent operationally and fiscally practical, LACMTA shall locate surface openings, if any to mitigate: (a) the effect on existing features of landscape and improvements; and (b) public disruption; in each case after taking account of health and safety concerns. Placement of gratings in sidewalks will be avoided to the extent reasonably practicable; however, all other openings, such as mechanical access openings, shall be regularly permitted in sidewalks, provided such openings are enclosed.

3.2 **Landscaping**. Trees and landscaped areas under ownership or daily control of the City shall be preserved whenever practical. Trees in the Project Site, which are not being removed by LACMTA, shall be adequately protected. Trees that must be removed due to Rearrangements shall be replaced by LACMTA, if the City elects and right-of-way is available. All landscaping changes shall be coordinated with the City's Urban Forestry Section. Replacement work shall be in accordance with applicable City Standards and shall be coordinated with the City. Landscaped areas removed due to Rearrangements shall be restored to the original condition to the extent practical as agreed to by the City and LACMTA. LACMTA shall prepare the Landscape Replacement Study in accordance with the FEIR Mitigation Monitoring and Reporting Program. Recycled water shall be used for landscaping to the furthest extent reasonably practicable.

3.3 **Traffic Control Devices and Lighting Systems**. If a Rearrangement requires the removal and reinstallation, or modification of existing or installation of new traffic control devices or lighting systems (**"Traffic Control and Lighting Work"**), then LACMTA must obtain the City's approval of LACMTA's Design for the Traffic Control and Lighting Work (which consent may not be unreasonably delayed or withheld).

3.4 **Private Projections in Public Ways**. If LACMTA determines that a private projection in, over or under any City Facilities or the Public Rights-of-Way must be removed to accommodate the NoHo to Pasadena Project, LACMTA will issue a Work Order to the City and the City shall take all reasonable actions within its powers to require the elimination of such projections by the time specified in the Work Order. If the City is not empowered to effect the removal of such projections, or if LACMTA otherwise elects, LACMTA will make its own arrangements for removal of such projections. The City will cooperate with LACMTA to minimize the cost to eliminate, move, remove or otherwise terminate projections.

3.5 **City Communications Facilities**. The relocation of any conflicting underground City communications facilities shall be done by employing intercept-style manholes at both ends of every conflicting communications conduit segment in question, directly on the alignment of existing conduit segment(s), and beyond the area of the conflicting communications facilities.

4. **PREPARATION AND SUBMISSION OF DESIGN DOCUMENTATION**

For those Rearrangements where LACMTA is responsible for the Design work under the provisions of this Agreement, LACMTA will, and will ensure that the LACMTA Contractors will:

(a) prepare and submit all Design Documentation to the City:

(i) in Packages in accordance with the schedule under the applicable design management plan defined by LACMTA and/or the applicable LACMTA Contractor and notified to the City (as may be updated and notified to the City from time to time); and

(ii) in a manner and at a rate which, having regard to the quantum of Design Documentation submitted, will give the City a reasonable opportunity to review the submitted Design Documentation;

(b) ensure that the Design Documentation submitted for the Final Design is of a level of detail which is sufficient to permit the City to determine whether the Design Documentation complies with this Agreement and the Construction work which will be performed in accordance with the Design Documentation will comply with this Agreement and highlights any material amendments made since any earlier submittal of that Design Documentation;

(c) invite the City to attend any pre-submittal workshops held where Design Documentation for a Rearrangement is to be presented; and

(d) if reasonably requested by the City, make available the appropriate design personnel to participate in design review meetings after submittal of any Design Documentation for a Rearrangement to explain the Design Documentation or a particular element of it and provide such information regarding the Design Documentation as the City may reasonably request.

EXHIBIT 7 – LACMTA SUBMITTAL REVIEW PROCEDURE

1. **GENERAL**

1.1 The Parties agree that individuals undertaking Design review on behalf of the City under this Agreement shall, where reasonably possible, be consistent throughout the Design Phase. The City will ensure that any individual undertaking Design review on behalf of the City under this agreement has the appropriate qualifications, capability and experience to perform the review.

1.2 The procedures set out in this EXHIBIT 7 will govern all LACMTA Submittals to the City pursuant to this Agreement.

2. **REVIEW PROCEDURE**

2.1 The City shall notify LACMTA and the relevant LACMTA Contractor (if applicable) within 10 days of receipt of a LACMTA Submittal from LACMTA or a LACMTA Contractor if it considers (acting reasonably based on the preliminary review) that the LACMTA Submittal submitted is incomplete or deficient for the City's review purposes and requires re-submission, together with a detailed description of the information that it deems to be missing or deficient. If no such Notice is delivered by the City within such ten-day period, the LACMTA Submittal shall be deemed complete and acceptable for review purposes.

2.2 The City shall (or must require that the relevant City Contractor) within the LACMTA Submittal Review Period:

(a) review the LACMTA Submittal; and

(b) notify LACMTA and the relevant LACMTA Contractor (if applicable) that it:

(i) approves the LACMTA Submittal; or

(ii) rejects the LACMTA Submittal with detailed reasons including all Compliance Comments.

2.3 All Compliance Comments shall be transmitted in the form of a comment matrix, through the LACMTA 'Quality Management Oversight' database or through another equivalent format (in each case, as notified and provided by LACMTA) and shall be accompanied by an annotated LACMTA Submittal (if applicable). Where a database is used for transmission of comments, LACMTA will provide the City (and the relevant City Contractors) with user accounts and training for this purpose.

2.4 If no comments are received within the LACMTA Submittal Review Period (or such longer time period as may be agreed to by the Parties), the LACMTA Submittal shall be deemed complete and approved by the City.

2.5 The Parties acknowledge that the LACMTA Submittal review process set out in this EXHIBIT 7 is intended to facilitate the LACMTA Submittal review process and be consistent (with necessary changes) with the LACMTA Guidelines on Enhanced Partnered Coordination and shall supersede the submittal / shop drawing review schedules specified in any standards referenced in this Agreement.

3. **GROUNDS FOR OBJECTION OR COMMENT**

3.1 The City will only be entitled to reject a LACMTA Submittal under Article 2 (*Review Procedure*) of this EXHIBIT 7 if such LACMTA Submittal fails to comply with the requirements set out in this Agreement, as specified in the City's Compliance Comments.

3.2 If the City rejects a LACMTA Submittal in accordance with Article 2 (*Review Procedure*) of this EXHIBIT 7, LACMTA must (or must require that the relevant LACMTA Contractor):

(a) address the Compliance Comments and re-submit the LACMTA Submittal for review; or

(b) notify the City that it does not agree with the grounds for rejection. If LACMTA does not agree with the grounds for rejection on the basis that such grounds would constitute a Betterment, Article 5 (*Betterments*) of this Agreement shall apply.

3.3 The City agrees that during the Final Design stage, it shall not raise any new issues, or make any comments, which are inconsistent with its comments on earlier submittals, or with any changes already agreed to by the City.

3.4 The City's approval of the Final Design for any Rearrangement will not be withheld if the submittal is consistent with the most recent earlier submittal for such Rearrangement, modified as appropriate to respond to the City's Compliance Comments on such earlier submittal (to the extent such comments were made in accordance with the provisions of this Agreement) and to reflect any subsequent changes agreed to by the City and LACMTA.

4. **NO COMMENCEMENT OF CONSTRUCTION WORK**

LACMTA and the City must not commence or permit the commencement of any Construction work that is the subject of, governed by or dependent upon a LACMTA Submittal until LACMTA (or a LACMTA Contractor) has submitted the relevant LACMTA Submittal to the City in accordance with this EXHIBIT 7 and:

(a) within ten days of receiving a Notice from LACMTA (or the relevant LACMTA Contractor (as applicable)) that the City failed to respond to a LACMTA Submittal within the relevant LACMTA Submittal Review Period (or any such longer time period agreed to by the Parties), the City fails to respond to such LACMTA Submittal; or

(b) the City has notified LACMTA (and the relevant LACMTA Contractor (as applicable)) that it approves such LACMTA Submittal.

EXHIBIT 8 – CONSTRUCTION REQUIREMENTS

1. **GENERAL REQUIREMENTS**

(a) Any Construction work for any Rearrangements or the City Portion to be performed within the Public Rights-of-Way shall be performed in accordance with:

(i) in the case of any Rearrangements, the approved Final Design (including any changes agreed under Section 3.6 (*Changes to Design*) of this Agreement);

(ii) all Governmental Approvals, Applicable Law and, subject to Section 3.5 (*City Standards*) of this Agreement, the City Standards;

(iii) the schedule for such Construction work agreed under the relevant Work Order (if applicable) or otherwise under the Project Schedule; and

(iv) all other Construction requirements set out in this EXHIBIT 8 or otherwise under the provisions of this Agreement and any relevant Work Order (if applicable).

(b) In conjunction with its contractors, LACMTA will be responsible for conducting public outreach to provide proper notifications to the affected communities prior to and during Construction complying with the FEIR. LACMTA will coordinate its outreach with the City's Public Information Office, as needed.

(c) LACMTA is responsible for ensuring that any LACMTA Contractors performing Construction work for the Rearrangements, in the Public Rights-of-Way, or on City-owned property have obtained all performance and payment bonds required under Applicable Law.

2. **WORKING HOURS**

Construction hours shall comply with the City Municipal Code and the holiday moratorium shall be observed in accordance with the City Municipal Code. Notwithstanding, the Parties acknowledge that extended working hours may be necessary to facilitate Construction of the City Portion. If a change is required to the working hours, the Parties will discuss in good faith extended working hours following joint review of the schedule and activities to be carried out by LACMTA and the LACMTA Contractors and agree to such change as appropriate.

3. **HAUL ROUTES**

The Parties will agree haul routes reasonably necessary to facilitate Construction, operation and maintenance of the City Portion. If a change is required to an agreed haul route, the Parties will negotiate in good faith to agree such change. The City Permits issued to LACMTA or LACMTA Contractor will include provisions for maintenance and cleaning of the haul routes.

4. **INTERRUPTIONS**

(a) The Parties acknowledge that certain components of the work in the City Portion will require interruption of the City services. The Parties will agree a plan for any such interruptions and, subject to City approval of the plan, the City consents to scheduled interruption of services deemed necessary by LACMTA. LACMTA must provide the City prior Notice before the City services are interrupted.

(b) LACMTA will notify affected parties, including residents, businesses, Council office, and other elected officials in advance of scheduled interruptions and will cooperate with the City to minimize interruption of the City services and resulting disruptions, provided that notification may be delayed where LACMTA is required to interrupt services in the event of emergency. Where the City determines that Temporary Facilities are necessary and appropriate, LACMTA shall accommodate this request.

5. **CONSTRUCTION STAGING PLANS**

5.1 **General Requirements**

(a) LACMTA or the LACMTA Contractors shall develop a construction staging plan (**"Construction Staging Plan"**) for any Construction work to be performed within the Public Rights-of-Way. The Staging Plan shall be reviewed and approved by the City.

(b) The City acknowledges that the Construction work to be performed by LACMTA or the LACMTA Contractors within the Public Rights-of-Way is intended to be performed progressively under multiple contractual packages and the Construction Staging Plans described in this EXHIBIT 8 may, therefore, be prepared for each contractual package or for a portion of such Construction work.

(c) A Construction Staging Plan shall provide, among other things, for:

(i) the handling of vehicular, bicycle, pedestrian and transit traffic on streets adjacent to the Construction with the Construction phasing showing street closures, detours, warning devices and other pertinent information specified on the plan (worksite traffic control plans);

(ii) actions to maintain access to businesses adjacent to the Construction areas, as possible, and actions to ensure safe access and circulation for pedestrians, bicyclists and vehicular and transit traffic as described in the worksite traffic control plans;

(iii) elements of public awareness as well as mechanisms to assist affected parties in complaint resolutions.

(d) The City understands that LACMTA requires flexibility in the execution of Construction phasing and traffic management planning during Construction, and agrees to impose only the minimum requirements for traffic management planning and Construction sequencing that are necessary in order to provide for public health and safety (including pedestrian, vehicular, transit, and bicycle safety), and functionality (including public and business access and circulation).

5.2 **Specific Requirements – Street Lighting Systems**

LACMTA or the LACMTA Contractors shall develop street lighting Construction Staging Plans, which shall provide, among other things, for:

(a) the safety and security at night time of vehicular, pedestrian, transit, and bicycle traffic on streets adjacent to Construction, with the street lighting Construction Staging Plans showing street closures, detours, lighting devices, circuit and power service connections, and other pertinent information; and

(b) lighting levels to maintain safe access to businesses adjacent to the Construction areas, and to ensure safe circulation for pedestrian and vehicular traffic.

5.3 **Specific Requirements – Traffic Management Plan**

(a) LACMTA and the City may agree that a street, highway, bridge or the other Public Rights-of-Way shall be temporarily closed for the necessity and convenience of the Construction of the NoHo to Pasadena Project. If agreed to, a Traffic Management Plan must be developed and submitted by LACMTA or the LACMTA Contractors, which shall provide, among other things, for worksite traffic control plans, traffic circulation plans, and temporary traffic signal plans.

(b) A traffic control plan developed using the California Manual on Uniform Traffic Control Devices shall be provided for all traffic control plans and submittal.

(c) The City's traffic department staff involved in the review and approval process shall facilitate the City's internal approvals regarding peak hour exemptions, holiday moratoriums, changes to existing parking restrictions in the work zone, night work, and noise variances.

(d) Any Traffic Management Plan must include a requirement that LACMTA or LACMTA Contractor shall be responsible for notifying all transit providers of any street closure that affects transit routes or Construction that affects transit stops.

5.4 **Review and Implementation of Construction Staging Plans**

(a) LACMTA (or the relevant LACMTA Contractor (as applicable)) must submit each Construction Staging Plan to the City for review in accordance with EXHIBIT 7 (*LACMTA Submittal Review Procedure*).

(b) LACMTA (or the relevant LACMTA Contractor (as applicable)) may update a Construction Staging Plan after it has been approved by the City and must promptly submit each updated Construction Staging Plan to the City for review in accordance with EXHIBIT 7 (*LACMTA Submittal Review Procedure*).

(c) LACMTA must, and must ensure that the LACMTA Contractors, implement and comply with each Construction Staging Plan which has been submitted to the City and which has been either approved (or deemed approved) under EXHIBIT 7 (*LACMTA Submittal Review Procedure*).

6. **WORK IN STREETS**

6.1 **General Requirements**

(a) The Parties acknowledge that the City has the duties of supervising, maintaining and controlling streets, highways, and the other Public Rights-of-Way. Accordingly, LACMTA shall give the City 14 days' advance written Notice where Construction work is to be performed in the Public Rights-of-Way. All full or directional street closures shall require a minimum 14 day notification.

(b) LACMTA and the LACMTA Contractors shall take all appropriate actions to ensure safe performance of the Construction work within the Public Rights-of-Way. The City reserves the right to stop work if public health and safety is or will be comprised by such work.

(c) If LACMTA or a LACMTA Contractor fails to perform any Construction work within the Public Rights-of-Way in accordance with the Final Design and/or Construction Staging Plans approved (or deemed approved) by the City under this Agreement then upon written Notice of the non-compliance from the City, LACMTA must cure or must ensure that the LACMTA Contractor cures, the non-compliance.

6.2 **Traffic Control and Lighting**

LACMTA must provide the City prior Notice before conducting the Traffic Control and Lighting Work that will result in an interruption to service of traffic control devices or lighting systems and LACMTA shall cooperate with the City to minimize such interruption.

6.3 **City Communication Facilities**

Construction of replacement conduit segments, inner ducts, and manholes that bypass the conflicting conduit segments shall be done prior to relocation of the communications cables. In addition, relocation/installation work of communications cables that carry live production traffic shall be scheduled during a maintenance window, in order to minimize system downtime and minimize the City network traffic disruption.

7. **TEMPORARY STREET CLOSURES**

Upon notification of a proposed temporary street closure, the City, as requested by LACMTA, shall initiate the appropriate proceedings and shall establish the necessary conditions for the closures. LACMTA shall be responsible for any [reasonable] Costs associated with a requested street closure.

8. **TEMPORARY FACILITIES**

8.1 **LACMTA Facilities**

Temporary Facilities may be necessary to facilitate Construction of the NoHo to Pasadena Project (including Rearrangements). In accordance with Section4.3(c)(*Rights-of-Way*) of this Agreement, the City shall provide reasonable assistance as may be required for LACMTA to obtain rights-of-way necessary to construct the City Portion. This shall include considering reasonable requests by LACMTA for LACMTA or its designee to use lands owned or controlled by the City for, the erection and use of Temporary Facilities thereon; provided that, the City shall first approve in writing the availability, location and duration of the Temporary Facilities, with the City's approval not to be unreasonably withheld. Upon completion of the related Construction and LACMTA's determination that the Temporary Facilities no longer are needed, LACMTA shall remove all Temporary Facilities and restore the area as nearly as practicable to its original condition unless LACMTA and the City agree to some other arrangement.

8.2 **City Facilities**

In the event that Temporary Facilities are necessary to effect a Rearrangement being constructed by the City, the City or its designee may use, without cost, lands owned or controlled by LACMTA for the purpose of using or erecting Temporary Facilities thereon; provided that, LACMTA shall first approve in writing the availability, location and duration of the Temporary Facilities. Upon completion of the Rearrangement in its permanent location, the City shall remove all Temporary Facilities and restore the area as nearly as practicable to its original condition unless the City and LACMTA agree to some other arrangement.

9. **UNDERGROUND SERVICE ALERT**

Prior to any commencement of underground work by either Party, an "Underground Service Alert" shall be notified in accordance with California law by such Party or its contractor.

10. **ENVIRONMENTAL CONTROLS**

All Construction work performed by the City or City Contractors pursuant to this Agreement shall comply with the environmental controls established by LACMTA in the LACMTA Contracts, including construction noise and vibration control, pollution controls, archaeological coordination and paleontological coordination and use of 'Best Management Practices'.

11. **SALVAGED MATERIALS**

The Parties may agree to salvage certain materials belonging to the City during the course of Rearrangement. If materials belonging to the City are to be reused, LACMTA's contractor shall exercise reasonable care in removal and storage of such materials. Materials shall be inspected and stored until such time as the progress of work allows the reinstallation of such materials. Materials that are not to be reused in a Rearrangement, but which the City desires to reclaim, may be recovered by the City staff within an agreed time frame or shall be delivered by LACMTA to a location proximate to the salvage site and suitable to the City. Subject to acceptance by LACMTA, if materials removed by LACMTA are not reused and are not desired by the City, such materials shall become the property of LACMTA.

12. **AS-BUILT DRAWINGS**

12.1 LACMTA and the City shall each maintain a set of "as-built" plans of Rearrangements performed by LACMTA and the City, respectively, during Construction. Red line mark-ups for temporary lighting systems, traffic signal

systems, and other the City Facilities shall be submitted to the City and LACMTA within 15 days after completion of Construction. All Design changes shall be documented on RFI/RFC forms. Upon completion of the Rearrangement work, the Party that performed the work shall furnish the other Party with reproducible "as-built" drawings showing all Replacement Facilities installed by the performing Party, within 75 days after completion of such work for each set of plans.

12.2 LACMTA and the City agree to provide the other with electronic files and full-size paper hard copies of those final contract documents that they have prepared, or caused to be prepared, to govern the Construction of a given Rearrangement by their respective contractor so that each Party may compile a complete set of contract documents. Each Party shall prepare or cause to be prepared the contract documents for which it is responsible.

EXHIBIT 9 – INSPECTION AND ACCEPTANCE PROCEDURE

1. **Substantial Completion**

1.1 The following requirements must be satisfied to achieve substantial completion of a Rearrangement (or a part of a Rearrangement that is capable of being accepted in advance of completion of the whole) ("**Substantial Completion**"):

(a) LACMTA (or the applicable LACMTA Contractor) has completed the work for the Rearrangement (or applicable part of the Rearrangement) except for Punch List items or outstanding work that is otherwise only required to be performed under this Agreement for the purposes of achieving Final Acceptance;

(b) all known defects or omissions in the work for the Rearrangement (or applicable part of the Rearrangement) have been remedied (other than Punch List items); and

(c) the Rearrangement (or applicable part of the Rearrangement) is ready for handover to the City in accordance with the requirements set out under this Agreement.

1.2 If LACMTA considers that the requirements for Substantial Completion of a Rearrangement (or the applicable part of the Rearrangement) have been satisfied in accordance with Section 1.1 (*Substantial Completion*) of this EXHIBIT 9, LACMTA shall submit a Notice to the City requesting a Statement of Substantial Completion in the form set out as Attachment 1 to this EXHIBIT 9. LACMTA may issue a Notice under this section 1.2 notwithstanding that there are known Punch List items or outstanding work that is otherwise only required to be performed under this Agreement for the purposes of achieving Final Acceptance, provided that LACMTA's Notice shall include the list of proposed Punch List items.

1.3 Within ten days (or such longer time period as may be agreed to by the Parties) of delivery of a Notice by LACMTA requesting a Statement of Substantial Completion, the City's designated final inspector ("City Inspector") and LACMTA will together inspect the Rearrangement (or the applicable part of the Rearrangement) to determine its status of completion and to agree the list of Punch List items.

1.4 Within 2 days (or such longer time period as may be agreed to by the Parties) of completion of the inspection of the applicable part of the Rearrangement, the City will either:

(a) if the City accepts the Rearrangement (or applicable part of the Rearrangement) as Substantially Complete in accordance with the terms of this Agreement subject to any agreed Punch List items and the work that is otherwise only required to be performed under this Agreement for the purposes of achieving Final Acceptance, issue a Statement of Substantial Completion, together with the Punch List items agreed by LACMTA and the City following inspection of the Rearrangement (or applicable part of the Rearrangement); or

(b) if the City determines that the Rearrangement (or applicable part of the Rearrangement) has not yet achieved Substantial Completion in accordance with the terms of this Agreement, reject by Notice LACMTA's request, together with a list of the corrections required to complete the Rearrangement (or applicable part of the Rearrangement) in accordance with the terms of this Agreement ("**Substantial Completion Correction List**"). Punch List items or outstanding work that is otherwise only required to be performed under this agreement for the purposes of achieving Final Acceptance, will not be a sufficient basis for rejecting a request for a Statement of Substantial Completion. Any such rejection must be on the basis that the work that is outstanding is sufficiently material in nature to prevent the safe use or operation of the Rearrangement (or applicable part of the Rearrangement).

1.5 If the City rejects a request for a Statement of Substantial Completion for a Rearrangement (or any part of a Rearrangement), LACMTA shall perform the corrections set out under the Substantial Completion Correction List, following which LACMTA will again deliver a Notice requesting a Statement of Substantial Completion.

1.6 Promptly after issuance of a Statement of Substantial Completion, LACMTA (or the LACMTA Contractors) will complete all work items on the Punch List attached to the Statement of Substantial Completion and satisfy all of its other obligations under this Agreement required to be completed before final acceptance for that Rearrangement, including submittal of applicable "as-built" drawings for that Rearrangement.

1.7 If LACMTA does not agree with the City Inspector's rejection of a request for a Statement of Substantial Completion or the corrections listed by the City Inspector under a Substantial Completion Correction List or if the Parties are unable to agree on the Punch List items, the matter will be referred to the issue resolution ladder under EXHIBIT 4 (*Roles and Responsibilities*) of this Agreement.

2. **Statement of Final Acceptance**

2.1 The following requirements must be satisfied to achieve Final Acceptance of a Rearrangement ("**Final Acceptance**"):

(a) the entire work for that Rearrangement is fully completed;

(b) all Punch List items for that Rearrangement (or for all parts of that Rearrangement where Substantial Completion of a part was permitted) are completed; and

(c) LACMTA (or the applicable LACMTA Contractor) has delivered all "as-built" drawings for the Rearrangement.

2.2 If LACMTA considers that the requirements for Final Acceptance of a Rearrangement have been satisfied in accordance with Section 2.1 of this EXHIBIT 9, LACMTA shall submit a Notice to the City requesting a Statement of Final Acceptance.

2.3 Within ten days (or such longer time period as may be agreed to by the Parties) of delivery of a Notice by LACMTA requesting a Statement of Final Acceptance, the City Inspector and LACMTA will together inspect the Rearrangement to determine its status of completion.

2.4 Within two days (or such longer time period as may be agreed to by the Parties) of completion of the inspection of the applicable part of the Rearrangement, the City will either:

(a) if the City accepts that the requirements for Final Acceptance of the Rearrangement have been achieved, issue a Statement of Final Acceptance; or

(b) if the City determines that the requirements for Final Acceptance of the Rearrangement have not been achieved, reject by Notice LACMTA's request, together with a list of the corrections required to satisfy the requirements for Final Acceptance of the Rearrangement in accordance with the terms of this Agreement ("**Final Acceptance Correction List**").

2.5 If the City rejects a request for a Statement of Final Acceptance for a Rearrangement, LACMTA shall perform the corrections set out under the Final Acceptance Correction List, following which LACMTA will again deliver a Notice requesting a Statement of Final Acceptance.

2.6 If LACMTA does not agree with the corrections listed by the City Inspector under a Final Acceptance Correction List, the matter will be referred to the issue resolution ladder set out in EXHIBIT 4 (*Roles and Responsibilities*) of this Agreement.

3. **Responsibility to Complete the Work**

3.1 Where a Statement of Substantial Completion is issued with respect to a part (and not the whole) of a Rearrangement, LACMTA shall retain full responsibility for completion of the whole of the Rearrangement.

3.2 The issuance of a Statement of Substantial Completion for a Rearrangement (or a part of a Rearrangement) shall not relieve LACMTA of its obligation to complete the work for the Punch List items and to promptly

remedy any omissions and latent or unnoticed defects in the Rearrangement covered by the Statement of Substantial Completion in accordance with the warranties under Section 8.2 (*Warranty*) of this Agreement.

3.3 Until a Statement of Substantial Completion is issued for a Rearrangement (or the applicable part of it), all responsibility for care and maintenance of the Rearrangement (or the applicable part of it) shall be borne by LACMTA. The City will be responsible for the maintenance, loss, or damage to a Rearrangement [(or the applicable part of a Rearrangement)] under a Statement of Substantial Completion upon issuance of that Statement of Substantial Completion except that:

(a) in accordance with sections 3.1 and 3.2 above, it shall be LACMTA's continuing responsibility to complete and deliver every part, and the integrated whole, of the Rearrangement and to satisfy the conditions to Final Acceptance of that Rearrangement; and

(b) responsibility and liability will remain with LACMTA to the extent of the warranties under Section 8.2 (*Warranty*) of this Agreement.

EXHIBIT 10 - OPERATION AND MAINTENANCE PRINCIPLES

1. **PRIMARY RESPONSIBILITIES**

1.1 LACMTA (directly or through the LACMTA Contractors) will be responsible for the operation and maintenance of the NoHo to Pasadena Project.

1.2 The City (directly or through the City Contractors) will be responsible for:

(a) the maintenance of all City Facilities within the Public Rights-of-Way including trees, gutters, sidewalks, ramps, streets, roadways, utilities, vaults, pull boxes, lights, signals, City loops, striping, signage, irrigation, bio swales and landscape; and

(b) operation of the traffic signal system within the jurisdiction and control of the City.

1.3 As described in Article 6 (*Operation and Maintenance*) of the Agreement, the City and LACMTA will discuss in good faith and agree the detailed operation and maintenance responsibilities of each of the Parties, including with respect to the following:

(a) dedicated bus lane policy particulars and enforcement;

(b) bus positions and route info on stations shared with City local buses;

(c) TSP equipment maintenance and adjustments;

(d) pavement maintenance;

(e) striping maintenance.

With respect to its responsibility for the operation of the traffic signal system within the jurisdiction and control of the City, the City shall work cooperatively with LACMTA to facilitate the safe and efficient operation of the City Portion. The City shall not modify the traffic signal model controller software on the City Portion without notification to and coordination with LACMTA.

2. **MAINTENANCE OF THE CITY PORTION**

LACMTA shall obtain appropriate permits from the City when performing maintenance work on or near the Public Rights-of-Way and conform to all of the City's permitting requirements for the submittal, review, and approval of temporary traffic control plans, use of Public Rights-of-Way, or any other activity requiring a permit or license in accordance with the City use of public property permit process and application and requirements for traffic control plans. All traffic control devices shall conform to accepted City practices and shall be installed and maintained in accordance to the California Manual on Uniform Traffic Control Devices. All City staff costs incurred for permitting such work shall be reimbursed by LACMTA through the Work Order process set forth in this Agreement.

3. **UTILITY CONTRACTS**

The City will provide electric and water service and service restoration in accordance with the City-owned Utility rules and regulations.

EXHIBIT 11 –FORMS

Part A: Form 60

Name of Offeror/Contractor/Utility Company (Name of Preparer):			Scope of Work/Deliverable (provide expanded description on Form 60 page 2)		
Home office address					
Division(s) and Locations where Work is to be performed			LACMTA Solicitation/Proposal/Contract Number/Work Order/Change Notice and/or Change Order Reference Number(s):		
NOTE: For proper calculations of cost elements link additional sheets to this summary page.					
1.	**Direct Labor**	**Est. Hours**	**Rate Per Hour**	**Est. Cost**	**TOTAL**
2.		0.00	$0.00	$0.00	
3.		0.00	$0.00	$0.00	
4.		0.00	$0.00	$0.00	
5.	**TOTAL DIRECT LABOR HOURS**	**0.00**	**TOTAL DIRECT LABOR**		**$0.00**
6.	**Labor Overhead (O/H)**	**O/H Rate**	**x Base**	**Est. Cost**	
7.		0%	$0.00		
8.			**TOTAL LABOR OVERHEAD**		**$0.00**
9.	**Direct Material**			**Est. Cost**	
10.	**a. Purchase Parts**			$0.00	
11.	**b. Subcontracted items**			$0.00	
12.	**c. Other**			$0.00	
13.			**TOTAL DIRECT MATERIAL**		**$0.00**
14.	**Equipment**		**Unit Cost**	**Est. Cost**	
15.			$0.00	$0.00	
16.			$0.00	$0.00	
17.			**TOTAL EQUIPMENT**		**$0.00**
18.	**Subcontractors***			**Est. Cost**	
19.				$0.00	
20.				$0.00	
21.				$0.00	
22.			**TOTAL SUBCONTRACTORS**		**$0.00**
23.			**TOTAL BURDENED COST (add lines 5, 8, 13, 17 and 22)**		**$0.00**
24.	**Other Direct Costs**			**Est. Cost**	
25.				$0.00	
26.				$0.00	
27.				$0.00	
28.			**TOTAL OTHER DIRECT COSTS**		**$0.00**
29.	**Travel**			**Est. Cost**	
30.	**a. Transportation**			$0.00	
31.	**b. Per Diem or Subsistence**			$0.00	
32.			**TOTAL TRAVEL**		**$0.00**
33.	**General and Administrative Expense**	**Rate %**	**% x Line 23**		
34.		0%	$0.00		
35.			**TOTAL GENERAL AND ADMINISTRATIVE EXPENSE**		**$0.00**
36.			**TOTAL ESTIMATED COSTS (Total Lines 23, 28, 32 and 35)**		**$0.00**
37.	**Profit/Fee** **Total Labor and Overhead (line 5 + line 8)**	**Rate %**	**% x Total Labor and Overhead**		
38.	`	0%	$0.00		
39.			**TOTAL FEE**		**$0.00**

40.					**TOTAL ESTIMATED PRICE (Total of Lines 36 and 39)**	**$0.00**
41.	**Milestone /Task Number**	**Milestones/Tasks**	**Hours**	**Completion Date**	**Payment Amount**	
42.					$0.00	
43.					$0.00	
44.					$0.00	
45.					**TOTAL MILESTONES/TASKS (Must equal line 40)**	**$0.00**
	* Attach Form 60 for all proposed subcontractors performing work under Form 60 Prime Contractor where applicable. Transfer Est. Cost to this Section.					
46.	Fill in applicable sections only					

47. Has any Agency of the United States Government, State government, local public agency or the Los Angeles County Metropolitan Transportation Authority (LACMTA) performed any review of your account or records, overhead rates and general and administrative rates in connection with any public prime contract or subcontract within the past twelve months? Yes No If yes, when? Reference Contract No.

48.a. Agency Name/Address	48.b. Individual to contact/Telephone Number

49. As required by LACMTA, firms not audited, as described above, shall submit financial data and calculations in sufficient detail to support all proposed direct costs and subcontractor costs.

50. The proposal reflects our estimates and/or actual costs as of the date and by submitting this proposal, Proposer/Consultant grants to LACMTA Contracting Officer and authorized representative(s) the right to examine, at any time before award, those records, which include books, documents, accounting procedures and practices, and other supporting data, regardless of type and form or whether such supporting information is specifically referenced or included in the proposal as the basis for pricing, that will permit an adequate evaluation of such cost or pricing data, along with the computations and projections used therein, for the purpose of verifying the cost or pricing data submitted. This right may also be exercised in connection with any negotiations/discussions prior to contract award or execution of contract modification.

51. CERTIFICATE

The labor rates and overhead costs are current and other estimated costs have been determined by generally accepted accounting principles. Proposer/Consultant represents: (a) that it has , has not , employed or retained any company or person (other than a full time bona fide employee working solely for the Proposer/Consultant) to solicit or secure a contract, and (b) that it has , has not , paid or agreed to pay to any company or person (other than a full time bona fide employee working solely for the Proposer/Consultant) any fee, commission, percentage or brokerage fee, contingent upon or resulting from the award of this contract, and agrees to information relating to (a) and (b) above, as requested by the Contracting Officer.

52. CERTIFICATE OF CURRENT COST OR PRICING DATA

This is to certify that, to the best of my knowledge and belief, the cost or pricing data (as defined in Section 2.101 of the Federal Acquisition Regulations (FAR) and required under subsection 15.403-4) submitted, either actually or by specific identification in writing, to LACMTA's Contracting Officer or to LACMTA's Contracting Officer's representative in support of _____* are accurate, complete and current as of _____**. This certification includes the cost or pricing data supporting any advance agreements and forward pricing rate agreements between the Proposer/Consultant/Contractor and LACMTA that are a part of the proposal.

53. This proposal as submitted represents our best estimates and/or actual costs as of this date.

54. Type Name and Title of Authorized Representative	Signature	Date***

55.		* Identify the proposal, quotation, request for price adjustment, or other submission involved, giving appropriate identifying number (e.g. Information For Bid No., Work Order No., Request for Proposal No., Change Order No., Modification No., etc.)
56.		** Insert the day, month and year when price negotiations were concluded and price agreement was reached.
57.		*** Insert the day, month and year of signing (i.e., When price negotiations were concluded and mutual agreement was reached on contract price).

Form 60 Attachments (Applicable if Box is checked)

	Scope of Work Expanded Description for which Cost Estimate is based on:
1	
2	

3	
4	
	Schedule in which Scope of Work is based on:
1	
2	
3	
4	
	The Non-Disclosure Agreement (NDA) provisions (as set out in the NDA between City and LACMTA) are applicable to the following Form 60-specific items:
1	
2	
3	
4	
	Track Allocation Request for Metro active bus rapid right-of-way encroachment is anticipated per stated Scope of Work. The following information is provided in advance to facilitate final Metro TAR approval:
1	
2	
3	
4	
FORM 60 IS SIGNED AND EXECUTED WITH THE FOLLOWING ADDITIONAL ASSUMPTIONS:	
1 CITY AS-BUILT RESEARCH BY CITY FOR METRO PROJECTS IN THE PLANNING PHASE SHALL BE TREATED AS PART OF LABOR OVERHEAD PORTION OF COST	

Part B - City Betterment Request Form[1]

CITY BETTERMENT REQUEST

Date: _____

To: The Los Angeles County Metropolitan Transportation Authority (LACMTA)

From: City of [●] (City)

Subject Scope/ Scope Element: _____

Project: NoHo to Pasadena Project (Project)

Pursuant to the cooperative agreement (CA) between the City and LACMTA with respect to the Project, this shall serve as a formal Notice the following design and/or construction scope is requested to be delivered as a Betterment as defined within the CA

Scope of requested Betterment:

_____

_____

The determination of the Betterment is based on the CA and the following justification:

_____

_____

The City requests LACMTA's response to this City Betterment Request as set out below.

CITY OF [●]

By:_____

Name: _____

Title: _____

Date:_____

_____

LACMTA has reviewed the above City Betterment Request and:

1. rejects the requested Betterment in accordance with the CA on the basis that the Betterment is:

   - ❑ incompatible with the Project;
   - ❑ cannot be performed within the constraints of Applicable Law, any applicable Governmental Approvals, and/or the Project Schedule; or
   - ❑ requested after establishment of the Basis of Design for the Subject Transportation Project.

[1] Please refer to Article 6. This is the form that would be used for the City to identify/request the design and construction of Betterments at its cost. You will see that the form also incorporates responses from LACMTA, approving or rejecting the Betterment and providing an estimated cost. The reasons for rejecting a Betterment listed here are aligned with the provisions of Article 6.

2. approves the Betterment in accordance with the CA subject to the following changes or terms as negotiated with the City (if none, enter "none"): An estimated cost is listed below:

   Design Costs: $_____ Construction Costs: $_____

LACMTA requests that the City counter-sign below to confirm its agreement to any changes or additional terms described above and the estimated cost.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By:_____

Name: _____

Title: _____

Date: _____

The City accepts the amendments or additional terms agreed and listed above and the design and construction cost estimates for the Betterment. The City acknowledges and agrees that in accordance with the terms of the CA, the City shall be solely responsible for all costs related to the Betterment (whether or not such costs exceed the estimates for the Betterment provided by LACMTA).

CITY OF [●]

By:_____

Name: _____

Title: _____

Date: _____

Part C – LACMTA Notice of Potential Betterment[2]

Date: _____

To: City of [●] (City)

From: The Los Angeles County Metropolitan Transportation Authority (LACMTA)

Subject Scope/ Scope Element: _____

Project: NoHo to Pasadena Project (Project)

Pursuant to the cooperative agreement (CA) between the City and LACMTA, this shall serve as a formal Notice the following City comment or request with respect to the Design Documentation and/or Construction plans or work for the Project has been identified as a potential Betterment as defined within the CA.

Scope of City comment or request identified as a potential Betterment (including reference number or other identification of the relevant City comment or request):

_____
_____

The City comment or request has been identified as a potential Betterment based on the Agreement and the following justification:

- ❑ if implemented, the City comment or request would comprise an upgrade, change or addition to a City Facility (or a part of a City Facility) that provides for greater capacity, capability, durability, appearance, efficiency or function or other betterments of that City Facility over that which was provided by the City Facility prior to the Project and none of the exclusions listed in the CA apply; or

- ❑ If implemented, the City comment or request would comprise a change in or supplement to, the City Standards applicable to that work after the establishment of the Basis of Design and none of the exclusions listed in the CA apply.

Details:_____
_____

LACMTA requests the City's response to this LACMTA Notice of Potential Betterment as set out below. In accordance with Article 5 (*Betterments*) of the CA, if the City fails to respond within 10 days of this LACMTA Notice of Potential Betterment, the relevant City comment or request will be deemed to be withdrawn provided that such deemed withdrawal shall be without prejudice to the City's right to submit the Betterment under a subsequent City Betterment Request under Article 5 (*Betterments*) of the CA.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By:_____

Name: _____

Title: _____

Date: _____

[2] Please refer to Article 6. This is the form that would be used by LACMTA if it identifies a City request or comment as a potential Betterment. The reasons for identifying a City request or comment as a potential Betterment listed in the form are intended to align with the definition of Betterment. It also includes a response form from the City, withdrawing the comment or enclosing a City Betterment Request.

The City has reviewed the above LACMTA Notice of Potential Betterment and:

- ❑ withdraws the relevant City comment or request referenced in the above LACMTA Notice of Potential Betterment; or

- ❑ submits the City comment or request referenced in the above LACMTA Notice of Potential Betterment as a City request for a Betterment in accordance with Article 5 (*Betterments*) of the CA and for this purpose encloses a completed City Betterment Request.

CITY OF [●]

By:_____

Name: _____

Title: _____

Date: _____

EXHIBIT 12 – CITY-PERFORMED PROJECT WORK

1. **Request for the City to Perform Design and/or Construction work**

1.1 In accordance with Section 3.1(b)(ii) (*Design Responsibilities*) and Section 4.1(b)(ii) (*Construction Responsibilities*) of this Agreement, LACMTA may request by Notice that the City prepare a cost estimate and proposal for the City to perform Design work and/or Construction work with respect to the City Portion of the NoHo to Pasadena (rather than a Rearrangement) ("**City-Performed Project Work"**). The request submitted by LACMTA shall set out:

(a) the proposed scope, criteria, specifications, and requirements for the proposed City-Performed Project Work including with respect to Utility Conflicts (taking account of the information identified and agreements reached under EXHIBIT 5 (*Utility Adjustment Procedures*));

(b) any prescribed governmental and lender requirements applicable to the proposed City-Performed Project Work under applicable grant, funding or financing agreements; and

(c) the then current Project Schedule and proposed schedule for the City-Performed Project Work, including the proposed dates for providing the City and the City Contractors with access to the Project Right-of-Way.

1.2 Promptly (and in any event within 15 days or any other time period agreed by the Parties) after submission of a Notice by LACMTA under Section 1.1 above, the Parties will meet to discuss the request and following such meeting the City will, within 15 days of that meeting, Notify LACMTA if it is not able to perform or procure the City-Performed Project Work or will otherwise, within 30 days of that meeting, provide LACMTA with:

(a) the City's estimate for the Cost of procuring and performing the City-Performed Project Work; and

(b) any City comments to the proposed scope, criteria, specifications, requirements, and schedule for the City-Performed Project Work.

1.3 The Parties will discuss in good faith the cost estimate and comments submitted by the City and mutually agree the scope, criteria, specifications, requirements, cost estimates, and schedule for the proposed City-Performed Project Work.

1.4 If the Parties agree that the City will proceed with a procurement for the City-Performed Project Work, the City will submit a Form 60 in accordance with Section 2.3 (*Work Orders*) of this Agreement, and following agreement of the Parties, LACMTA will issue a Work Order authorizing the procurement of the City-Performed Project Work.

2. **Schedule for the City-Performed Project Work**

2.1 The schedule agreed by the Parties for the procurement and performance of any City-Performed Project Work will be aligned with, and allow for, the timely delivery of the City Portion in accordance with the Project Schedule.

2.2 If at any time the City becomes aware of any delay to the procurement or performance of any City-Performed Project Work, the City shall promptly give Notice to LACMTA to that effect specifying the reason for the delay and the estimated impact to the agreed schedule.

3. **Constructability Reviews of Designs for the City-Performed Project Work**

Where the City-Performed Project Work for a Project includes only Construction work (and not the preparation of the Designs for that Construction work) then, if requested by LACMTA, agreed by the Parties and authorized under a Work Order, the City or a City Contractor (if included as part of a procurement under section 4 below) will perform Design support services prior to commencing the City-Performed Project Work, including performing constructability reviews.

4. **Procurement of City-Performed Project Work**

4.1 Any procurement for City-Performed Project Work that will not be performed by City forces shall be performed:

(a) on the basis of full and open competition;

(b) utilizing the agreed scope, criteria, specifications, and requirements applicable to the scope of the City-Performed Project Work that is being procured;

(c) in accordance with the requirements set out in this EXHIBIT 12 or otherwise under the provisions of this Agreement;

(d) in accordance with the applicable Annual Work Plan and Work Order(s), including the agreed schedule set out under that Annual Work Plan and those Work Order(s); and

(e) in accordance with all Governmental Approvals, Applicable Law, and any additional prescribed governmental and lender requirements under the applicable grant, funding or financing agreements notified to the City in accordance with Section 2.8 (*Governmental and Lender Requirements*) of this Agreement.

4.2 Prior to advertising a procurement for the performance (in whole or in part) of City-Performed Project Work, the City shall provide LACMTA with the draft procurement documents, including the draft contractual terms and conditions, intended to be issued by the City for that work. LACMTA will review the draft procurement documents and provide comments to the City. The Parties will discuss in good faith and resolve comments submitted by LACMTA and mutually agree the form of procurement documents to be issued by the City. If the Parties are unable to agree the form of procurement documents, LACMTA may withdraw the request for City-Performed Project Work in accordance with section 4.4 below.

4.3 LACMTA shall have the right to require a minimum number of bids or proposals, to review the bids or proposals received, and to approve the recommendation for contract award prior to presentation to the City Council for award. The City agrees that it shall not present a contract for any part of City-Performed Project Work for to the City Council for award until the bidder or proposer proposed for award has been approved by LACMTA.

4.4 LACMTA reserves the right (in its sole discretion) to withdraw the request for City-Performed Project Work at any time during procurement and to require that the City cancel the procurement and reject all bids or proposals, if received at the time of withdrawal, provided that LACMTA shall be required to reimburse the City for the costs of services in coordinating and managing the procurement in accordance with the terms of the applicable Work Order.

5. **Performance of City-Performed Project Work**

5.1 After review and approval of any contract award under Section 4 (*Procurement of City-Performed Project Work*) of this EXHIBIT 12 and the City's submission of a Form 60 in accordance with Section 2.3 (*Work Orders*) of this Agreement, LACMTA will issue a Work Order authorizing the performance of the City-Performed Project Work (or a part of it, as applicable). The payment terms for the City-Performed Project Work will be mutually agreed by the Parties under that Work Order.

5.2 Any City-Performed Project Work shall be performed in accordance with:

(a) in the case of any Construction work, the Final Design for the City-Performed Project Work that is approved-for-construction;

(b) the requirements set out in this EXHIBIT 12 or otherwise under the provisions of this Agreement, and the agreed scope, criteria, specifications, requirements, and contractual terms and conditions;

(c) the environmental controls established in the LACMTA Contracts for the NoHo to Pasadena Project, including construction noise and vibration control, pollution controls, and archaeological and paleontological coordination;

(d) the applicable Annual Work Plan and Work Order(s), including the agreed schedule set out under that Annual Work Plan and those Work Order(s);

(e) Good Industry Practice;

(f) the Project Right-of-Way constraints and other physical limits affecting the City Portion; and

(g) the FEIR and all other applicable Governmental Approvals, Applicable Law, and any additional prescribed governmental and lender requirements under the applicable grant, funding or financing agreements notified to the City in accordance with Section 2.8 (*Governmental and Lender Requirements*) of this Agreement.

5.3 In performing any City-Performed Project Work, the City and any City Contractors, must comply with all quality assurance, quality control, and quality management requirements set out in the agreed scope, criteria, specifications, and requirements, and in accordance with Applicable Law and Good Industry Practice.

5.4 In performing any City-Performed Project Work, the City and any City Contractors shall coordinate their work with the work of LACMTA and the LACMTA Contractors, including as defined under any interface requirements set out in the agreed scope, criteria, specifications, requirements, and contractual terms and conditions.

5.5 The City will obtain LACMTA's approval for any modifications to any City Contract for City-Performed Project Work and in any event shall inform LACMTA promptly when the City has reason to believe that the agreed Cost estimate for the City-Performed Project Work is likely to be exceeded, and shall obtain LACMTA authorization of such a Cost increase under Section 2.3 (*Work Orders*) of this Agreement.

6. **Inspection**

All City-Performed Project Work will be subject to inspection in accordance with the agreed scope, criteria, specifications, requirements, and contractual terms and conditions.

7. **Debarred Contractors**

In accordance with California Public Contract Code Section 6109(a), the City shall not perform City-Performed Project Work with any contractor who is ineligible to perform work on a public works project pursuant to California Labor Code Section 1777.1 or Section 1777.7. In accordance with California Public Contract Code Section 6109(b), any contract on a public works project entered into between the City and a debarred contractor is void as a matter of law. A debarred contractor may not receive any public money for performing work as a contractor on a public works contract, and any public money that may have been paid to a debarred contractor by the City for City-Performed Project Work shall be returned to LACMTA. The City shall be responsible for the payment of wages to workers of a debarred contractor who has been allowed by the City to perform any City-Performed Project Work. The Parties agree to strictly comply with the Applicable Law and will act on information related to any debarred contractor in accordance with Applicable Law.

Attachment 2 – Project Alignment

Figure 1: Project Alignment – Pass Ave / SR-134 Ramps to Buena Vista St. / Olive Ave.

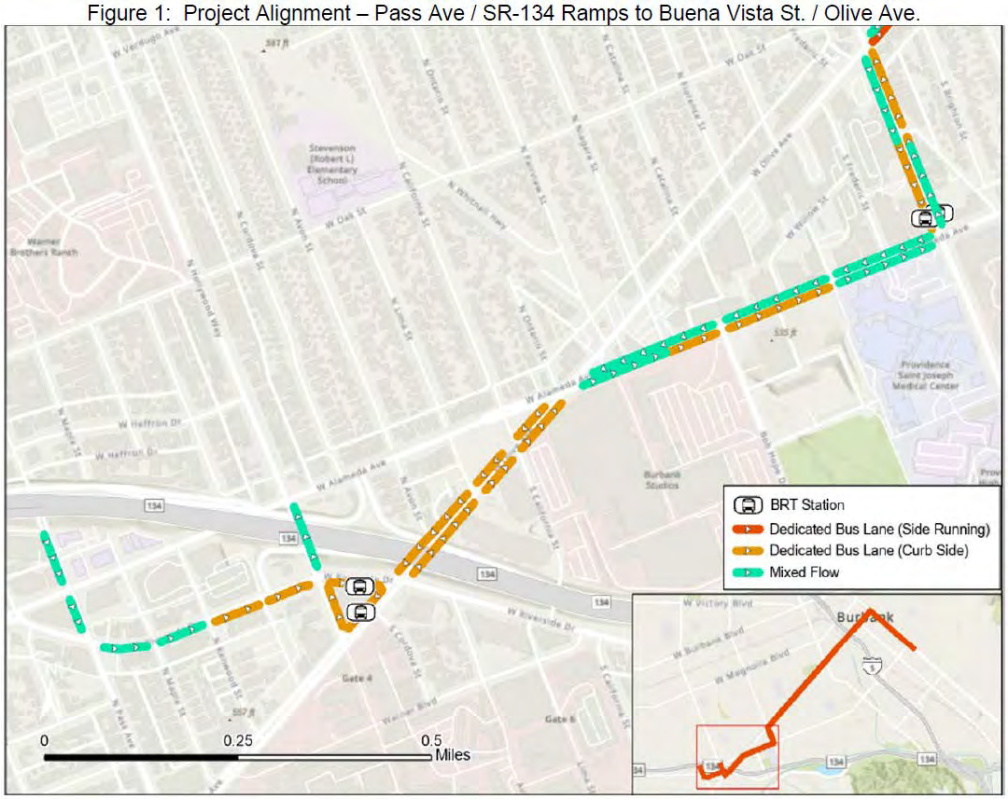
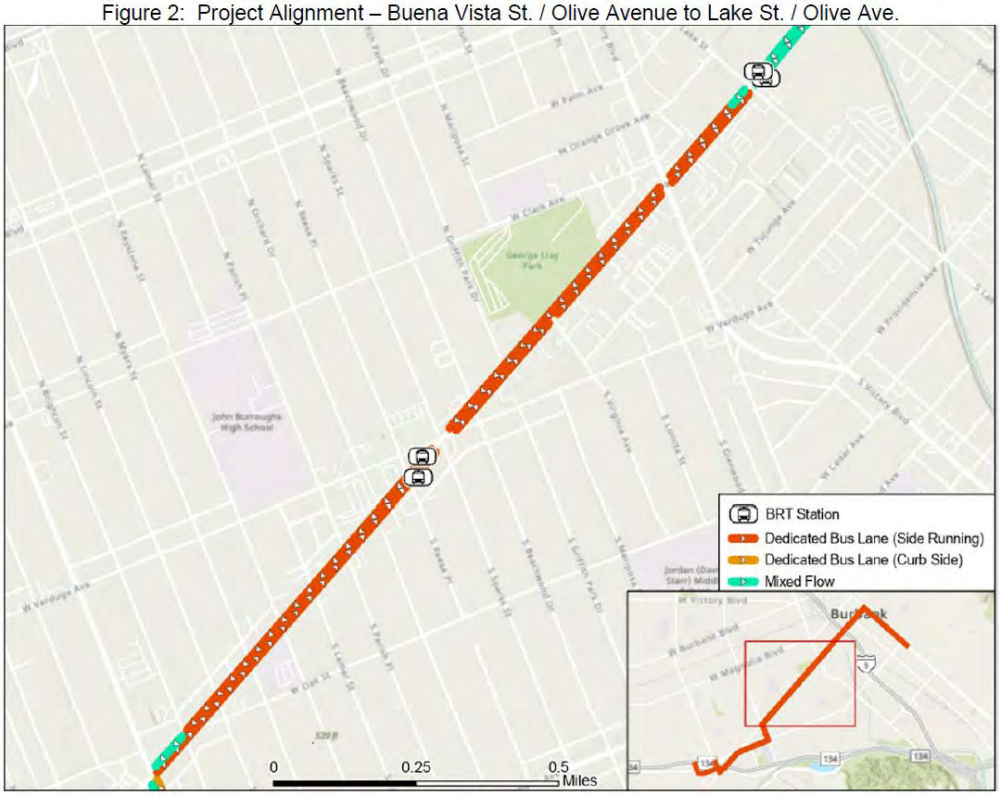


Figure 2: Project Alignment – Buena Vista St. / Olive Avenue to Lake St. / Olive Ave.



ATTACHMENT 2 - 1

Figure 3: Project Alignment –Lake St. / Olive Ave. to Glenoaks Blvd. / Alameda Ave.



ATTACHMENT 2 - 2

STAFF REPORT

COMMUNITY DEVELOPMENT

DATE: April 12, 2022

TO: Justin Hess, City Manager

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

SUBJECT: Approval of a Metro North Hollywood to Pasadena Bus Rapid Transit Project Final Environmental Report Comment Letter

RECOMMENDATION

1) Approve a comment letter to Metro's Final Environmental Impact Report (Attachment 1) for the North Hollywood to Pasadena Bus Rapid Transit Project and direct staff to submit it to Metro prior to the Metro Board of Directors Planning and Programming Committee Meeting on April 20, 2022.
2) Select Option 1 as the City Council's preferred project configuration as it collaborates with Metro on the project's final design, and to communicate the preferred configuration to Metro as part of the comment letter.

BACKGROUND

Metro is currently conducting environmental review and public outreach for its North Hollywood to Pasadena Bus Rapid Transit (BRT) Project. This 18-mile project would construct a BRT between the North Hollywood Red Line / Orange Line Station and the Gold Line in Pasadena, passing through the cities of Los Angeles, Burbank, Glendale, and Pasadena. BRT is high-capacity bus transit that offers fewer stops and speed improvements over a traditional bus route. Unlike a traditional transit project operating in Metro right of way, the project uses local city street right of way for operations as well as location of stations.

The proposed route (Attachment 2) would generally run from North Hollywood via Lankershim Boulevard and the Route 134 freeway before exiting the freeway in Burbank to serve the Burbank Media District. From there, the route would proceed east along Olive Avenue through Downtown Burbank, then south on Glenoaks Boulevard where it would leave the City and travel eastward to Downtown Glendale, the Los Angeles community of Eagle Rock, and Pasadena. The project would construct five stations in

Burbank: 1) Hollywood Way at Olive Avenue / Riverside Drive, 2) Alameda Avenue at Naomi Street / Buena Vista Street, 3) Olive Avenue at Verdugo Avenue / Sparks Street, 4) Olive Avenue at Lake Street, 4) Olive Avenue at San Fernando Boulevard, and 5) Glenoaks Boulevard at Alameda Avenue.

To achieve higher speeds and capacities, BRT generally operates in dedicated bus lanes on city streets, but is also flexible to operate in mixed-flow traffic using traffic signal technology or small bypass lanes to speed up travel times. In some cases, dedicated bus lanes can be built within roadway medians or other excess right of way, but often their implementation requires converting travel lanes or parking lanes into bus lanes. In addition to bus lanes, however, BRT also offers additional speed and reliability improvements such as all-door level boarding, payment required prior to boarding, further space between stations, and traffic signal priority. In Burbank, the route is proposed to operate mostly as a dedicated bus lane along portions of Alameda Avenue in the Media District, Olive Avenue, and Glenoaks Boulevard. Depending on the street configuration and width, the bus lane would be constructed by eliminating a vehicle travel lane and converting it into a bus lane. However, BRT has inherent flexibility. Depending on the neighborhood context of a particular BRT segment and the availability of right-of-way to construct dedicated BRT lanes, dedicated lanes are not required in all areas to provide a viable transportation alternative.

DISCUSSION

Staff has followed Metro's development of the project since 2016, and both Staff and City Council have provided written input and comments on the project throughout its environmental review which began in 2018. On October 26, 2020, Metro released a Draft Environmental Impact Report (DEIR) and provided the public and stakeholders the opportunity to provide comments on the project. The purpose of the DEIR is for Metro to describe the proposed project, analyze how the project would impact the environment, and identify if there are mitigations available to mitigate identified impacts.

Based on staff's review of the proposed project and the DEIR, staff believes that the NoHo to Pasadena BRT project supports several of the City's goals and policies:

- Supports Burbank's 12,000 Housing Unit Goal
- Relieves Transportation Impacts caused by Jobs-Housing Imbalance
- Connects Burbank Residents to Regional Transit and Eases Impact of Regional Traffic on Neighborhoods
- Supports Metrolink Capital Investments to Achieve 15-Minute Service
- Supports General Plan and Specific Plans
- Avoids Sensitive Corridors

While the project would implement several important City land use and transportation Goals and Policies, Metro's DEIR for the project revealed that its choice for how it proposes to implement elements of the project would cause impacts to the City. The City Council approved a DEIR comment letter that discussed several of these impacts (Attachment 3).

In 2020, staff recommended to the City Council that while the project has benefits for Burbank, it needs to be constructed in a way that respects Burbank's land use patterns and transportation priorities, and should be modified in a way that allows Burbank to enjoy its mobility benefits while still building and protecting neighborhoods.

Since release of the DEIR in 2020, Metro staff has modified the project in Burbank to address some of the City Council's concerns. Notable modifications to the project in Burbank include:

- **Converting one travel lane each direction on Olive Avenue into Bus Lanes**. The original project description proposed to implement bus lanes on Olive Avenue by removing parking and narrowing sidewalks to achieve bus lanes along with two travel lanes in each direction ("curb-running"). In response to the City's comments in the DEIR, Metro now proposes to implement bus lanes on Olive by removing one travel lane in each direction instead, which would preserve street parking and sidewalk widths ("side-running"). The City's comment asked that this segment be implemented as "mixed-flow" where buses operate in regular traffic lanes.
- **Realigning the project to serve Disney and St. Joseph's Hospital.** The original project bypassed these major employment and medical destinations, and in response to the City's concerns, Metro has modified the alignment in the Media District to utilize Alameda Avenue between Olive Avenue and Buena Vista Street, and Buena Vista Street between Alameda Avenue and Olive Avenue, with a stop planned at Alameda Avenue and Naomi Street / Buena Vista Street. Bus lanes are proposed on Alameda Avenue by removing limited street parking and converting the parking lane into a curb-running dedicated bus lane.
- **Removing the Olive Bridge station and relocating it to Olive Avenue and Lake Street.** Metro's proposed implementation of the Olive Bridge station involved making minimal modifications to this 63-year-old structure that Staff believed were not feasible. In response, Metro has opted to relocate this station off the bridge entirely, and to locate it at Olive Avenue and Lake Street. This new location would require a 1/3 mile walk for BRT passengers to connect to Metrolink along the Olive Avenue frontage roads near the BWP campus and Borrmann Steel.
- **Removing the Olive Avenue / Buena Vista Street station and adding an Olive Avenue / Verdugo Avenue Station.** Metro removed the Olive / Buena Vista station to accommodate the project's realignment to serve Disney and St. Joseph's Hospital while maintaining proper station spacing. In addition, a new station was added at the Olive / Verdugo / Sparks intersection (previously this station was identified as optional). This station would be integrated with the City's planned intersection realignment.

On March 25, 2022, Metro released a Final Environmental Impact Report (FEIR) for the project. The purpose of the FEIR is to provide written responses to all the comments received during the DEIR, provide updated documentation and/or analysis in response to comments that Metro believes have merit, and potentially modify elements of the project in response to comments received. In response to the FEIR, staff reviewed Metro's

response to comments for each of the City's comments submitted with the DEIR and ascertained whether Metro's response adequately addressed the City's concern. In some cases, Metro clarified or modified the document in response to the City's comments, and these adjustments were sufficient to address the City's concerns. In other areas, Metro's response did not adequately address the City's concern, and in those cases, staff recommends the City submit a follow-up comment letter that responds to the FEIR. The City Council's DEIR comment letter included the following major issues, which Metro responded to in the FEIR:

- **Construction of Some Dedicated Bus Lane Segments Incompatible with General Plan Policies and Adjoining Land Uses.** The City's DEIR comment letter stated that the implementation of bus lanes in some areas would create impacts to surrounding residential and strip commercial land uses due to loss of parking, and that required street widening would reduce sidewalk widths to below the standards of the Burbank2035 General Plan. In response, Metro has introduced a new "side-running" bus lane option that would maintain parking and sidewalk widths at the expense of removing a vehicle lane on Olive Avenue, and therefore addresses the City's concerns (albeit at the expense of increased vehicle congestion on this major arterial roadway).
- **Proposed Station at Olive Avenue Bridge as designed Creates Safety and Mobility Element Policy Impacts.** The City's DEIR comment letter stated that Metro's proposed implementation of the Olive Bridge station would introduce safety, design, and constructability impacts, and would reduce vehicle lanes on Olive Avenue. In response, Metro has relocated this station to the intersection of Olive and Lake, which addresses the City's concerns, but introduces additional issues related to poor connectivity to the Downtown Metrolink Station.
- **Project Should Help Implement Media District Transit Center.** The City's DEIR comment letter indicated that Metro should analyze whether the project supports or inhibits the creation of a transit center in the Media District according to Burbank2035 General Plan Policy 4.3. In response, Metro indicated that the project would not preclude the creation of a transit center in the Media District, but did not address whether the project's implementation would support this policy.
- **Metro Should Mitigate Public Service Impacts.** The City's DEIR comment letter stated that the DEIR failed to disclose whether the project would impact police and fire public service impacts. In response, Metro indicated that the project would not change population levels in Burbank that would affect public services, and indicated that dedicated bus lanes could improve emergency access times by providing a clearer lane of travel for emergency vehicles. However, it did not address the substance of the City's comment relating to the DEIR's lack of information on the effects of how new bus riders might require the need for more emergency services, and where the costs to enforce motor vehicle laws related to dedicated bus lanes would be paid.
- **Project DEIR Should Resolve Policy Impacts.** The City's DEIR comment letter stated that the DEIR should address potential significant impacts related to General Plan policies. Many of the City's policy impact concerns are resolved with

Metro's proposed changes to configuration of the bus lanes (from curb-running to side-running) and elimination of some bus lane segments such as on Glenoaks Boulevard. These changes come at the expense of introducing additional congestion on Olive Avenue, which is no longer an impact under CEQA, and introducing the potential for increased cut-through traffic into residential neighborhoods, which could conflict with other Burbank2035 General Plan Goals and Policies related to neighborhood protection. The FEIR also discloses that reducing a travel lane on Olive Avenue "may" conflict with the General Plan Mobility Element Street Classifications, but cites other portions of the Mobility Element policies related to Major Arterial, Transit Corridor streets that support the project.

A full analysis of Metro's response to the City's comments is included as Attachment 4. In response to the FEIR, staff recommends the City Council direct staff to submit a comment letter to identify issues raised in the DEIR that have not been addressed. Below is a summary of some of the remaining issues identified by staff to be included in the City's comments to Metro.

Apart from the technical comments discussed above, staff believes there are two significant project concerns that should be communicated to Metro. These issues are summarized below.

Bus Lanes on Olive Avenue between Buena Vista and Lake Streets

Staff, the City Council, and the community have continued to voice concerns over the potential impacts of bus lanes on Olive Avenue. Metro's change from "curb-running" (bus lanes created from parking lane) to "side-running" (bus lanes created from a travel lane) has eliminated the primary concerns of parking and economic impacts to adjacent strip-commercial land uses on Olive Avenue, the risk for parking spillover into single family neighborhoods, and impacts to sidewalk widths and pedestrian access along and across Olive Avenue caused by street widening. The side-running option removes these issues from the project.

The side-running option would affect transportation and land use along Olive Avenue in different ways. Removing a travel lane on Olive Avenue would increase congestion and delay for motor vehicles traveling along the street, given the amount of traffic that currently uses Olive Avenue. Metro indicates that converting a travel lane to a bus lane would cause vehicle traffic to shift onto other streets (to bypass the resulting vehicle delays), and that the traffic that continues to use Olive Avenue would see improved travel times because the signal improvements made for the BRT would also improve travel for cars. Staff agrees that traffic will shift to other streets in response to the conversion to a bus lane, but disagrees with Metro's assessment of the amount of traffic that will shift. Metro's analysis of how other streets in Burbank can accept the traffic shifts from Olive Avenue fails to account for the delays caused by that shifted traffic to other arterial intersections in the City. Metro's traffic analysis looks at the mid-block street segment capacity of the alternate streets, but doesn't analyze the available capacity at those streets' intersections. In urban street networks like Burbank, the roadway capacity constraints are at

intersections, not along the street segments. Staff believes that had Metro looked at intersections instead, they would have found far less “spare capacity” on these alternate streets to accept the traffic shifts from Olive, and more congestion on Olive Avenue caused by the conversion of mixed-flow lanes to bus lanes. This increased congestion would therefore increase the potential for cut-through traffic that would impact residential neighborhoods adjacent to the intersections on Olive that will experience greater volumes and delay.

Staff has not conducted a parallel traffic modelling exercise that looks at intersection capacity, However, based on staff’s experience in analyzing traffic conditions in Burbank for development projects, as well as looking at other lane reduction projects such as the Verdugo Avenue reconfiguration, converting a travel lane on Olive Avenue to a bus lane would result in some lesser amount of traffic shifts to other streets (due to less available intersection capacity elsewhere) and would result in higher levels of intersection congestion and delay on Olive Avenue during peak periods that would be noticeable to the driving public. Staff believes that congestion would likely be minimal during off-peak periods, but would be increased during morning and evening weekday commute periods and possibly during some mid-day periods as well. Some of this could be offset by the proposed traffic signal improvements, but would be at the expense of delay on intersecting arterial streets.

As discussed above, Staff believes that the increased intersection congestion and delay at intersections along Olive Avenue (particularly Buena Vista, Verdugo, and Victory), would increase the risk of peak-period cut-through traffic into adjoining neighborhoods near these intersections. This increased risk could be ameliorated through a neighborhood protection program, which should be included as part of the project’s development. Staff believes that a protection program for Burbank’s neighborhoods must be included if bus lanes are implemented on Olive Avenue.

Necessity of an Olive Bridge Station at Metrolink

Metro’s removal of the Olive Avenue Bridge station and its relocation to Lake Street will significantly compromise the project’s ability to meet the goals and objectives of providing a convenient, reliable, regional transit service alternative for Burbank residents and employees. Staff believes that connecting the proposed BRT project to Metrolink is critical to creating a travel alternative to the automobile, to support the region’s investments in Metrolink service, and to accommodate the traffic caused by Burbank’s three-to-one jobs-housing imbalance. The proposed station at Olive and Lake would require passengers to walk 1/3 mile to connect to Metrolink along an uninviting and narrow pedestrian path alongside and under the Olive overpass, which would unduly burden patrons with disabilities. While the environment can be improved with first-last mile pedestrian improvements, the travel time needed to make this connection is too lengthy for this connection to be convenient. Connecting the BRT to Metrolink must be a high priority for the project.

Staff believes that the City Council should insist that the Metro Board of Directors direct Metro staff to work with the City to develop a program to upgrade the Olive Avenue Bridge

to include a BRT station, with vertical connections to the Metrolink Station below, and with necessary pedestrian improvements made to the bridge to increase rider safety and convenience. This will likely require a substantial modification or reconstruction of the Bridge, and would likely take longer to implement than the BRT project's 2024 timeline for opening. Nonetheless, Staff recommends that the City Council request that Metro do more than offer to move the station should the City reconfigure the bridge, but instead should ask Metro to actively work with the City to seek outside state and federal funding for the necessary improvements, and to include this project as one of its formal funding priorities. The City has already committed a portion of its Measure R Arroyo Verdugo Highway Operations Improvement Funds to the project that could be leveraged with other outside funding. Metro could identify the Olive / Lake station as an interim station while the Olive Bridge program is developed, designed, and constructed.

City of Burbank's Position

Staff recommends that the City Council submit an FEIR comment letter that communicates to Metro the City's remaining concerns about the project, including concerns regarding bus lanes on Olive Avenue and necessity of an Olive Bridge Station.

In addition to comments on the FEIR, staff recommends the City Council communicate a clear position on the project so that the Metro Board of Directors understands the City's requirements for the project to serve the City. Given the changes Metro has made to the project, the current recommended approach to Olive bus lanes and the Olive bridge, along with Staff's position that the BRT project still supports several overall city goals and policies, staff recommends Council take the Option 1 position to be communicated to Metro. A second option is presented for Council's consideration

Option 1 – Support BRT Project and install Mixed-flow Operations on Olive Avenue until Ridership Goal Met

Under Option 1, the City Council would support the project as proposed by Metro with the caveat that no side-running bus lanes on Olive Avenue be installed until the project achieves 17,500 average daily weekday boardings, which is 50 percent of the year 2042 project ridership predicted by Metro. This option would mean that Metro would delay implementation of the bus lanes until such time as ridership on the route rises to a level where the project is carrying about half of the people currently travelling on Olive in motor vehicles, and would therefore represent a point at which removing vehicle capacity for people travelling in cars is offset by improving the travel for a similar number of people travelling by transit. Staff believes this delayed implementation is possible because of the relatively minor signing and striping changes needed to reconfigure Olive from mixed-flow to side-running bus lane. Staff recommends the City Council recommend Option 1 to Metro.

Option 2 – Support BRT Project and Install Side-running Bus Lanes for 36-Month Trial

Under Option 2, the City Council would support the project as proposed by Metro, including the inclusion of side-running bus lanes on Olive Avenue. However, the implementation of bus lanes would be subject to the project achieving at least 17,500 average daily weekday boardings within 36 months of opening day. Should the project

not achieve that ridership level, then the City would have the right to direct Metro to remove the lanes and return the roadway to mixed-flow operations. This would allow the City to test the implementation of the bus lanes, measure traffic shifts and delays, and establish a performance period for the project to achieve the ridership goals predicted by Metro. If these ridership goals are not met, then Metro would commit to restoring the street and allow the project to operate as mixed-flow after 36 months. Metro may be more amenable to pursuing the Olive Bridge and neighborhood protection improvements (discussed further below) if the City Council chose Option 2 because it would allow Metro to implement the project with dedicated bus lanes to start. Metro's goal is to implement as many miles of dedicated bus lanes as possible with the opening of the project.

Additional Conditions for Both Options

In addition to requesting Metro implement either Option 1 or Option 2, staff recommends the City request that the Metro Board of Directors establish the Olive Avenue Bridge program as an official project pursued by Metro, and to work with the City to define a project scope, budget, and funding strategy to seek outside funding to construct the improvement. Should funding be secured, Metro would implement this project in collaboration with the City to design and construct the improvements and move the station to the new/reconfigured bridge once complete. This would follow the strategy used for the Empire Avenue Interchange, which was led by Caltrans in close collaboration with the City.

Finally, staff believes that both options require investments in additional first-last mile improvements as well as neighborhood protection measures to ensure Olive Avenue vehicle traffic does not divert into adjoining neighborhoods. Staff recommends the City Council request an additional $5 million be allocated to the City for first-last mile and neighborhood protection elements beyond those already provided by the project. This ensures that the City continue to protect neighborhoods as it builds necessary regional transit connections that support its other goals and policies.

Staff recommends the City Council select Option 1 to require mixed-flow operations on Olive Avenue and direct staff to clearly indicate to Metro that allowing the project to proceed in Burbank will be contingent on Metro constructing the project as requested by the City Council and addressing these issues. Staff continues to believe that the project advances several important City goals and policies, while addressing needed regional transit and reducing vehicle miles travelled into the City. But, as stated through the City Council's comment letter in 2020, it must be done in a manner that protects Burbank neighborhoods and respects Burbank's land use and transportation priorities.

FISCAL IMPACT

There is no fiscal impact to the City by submitting comments on Metro's FEIR. Ensuring that Metro addresses the City's concerns will allow the City to advance several land use and transportation goals while protecting neighborhoods. The proposed conditions will also reduce the likelihood that impacts born to the City by the project will have to be mitigated with City funds.

CONCLUSION

Metro is proposing to construct a high capacity, BRT route between the North Hollywood Red Line / Orange Line Station and the Gold Line in Pasadena with a route that would pass through the City of Burbank. The project has the potential to support several City Council goals related to land use, mobility, housing production, and easing impacts of the jobs-housing imbalance. While staff believes the City Council should support the project, this support should be contingent on Metro resolving the remaining issues related to bus lanes on Olive Avenue, a station on the Olive Avenue Bridge, and addressing other items not adequately responded to in the FEIR.

To ensure that the project supports the City's General Plan and builds and protects Burbank neighborhoods, staff recommends the City Council approve the attached FEIR comment letter, and recommends the City Council select Option 1 included in this staff report to request mixed-flow operations on Olive Avenue. The proposed comment letter would be transmitted to Metro ahead of the Metro Planning and Programming Committee meeting on April 20, 2022 when approval of the project will be discussed. In addition, staff and the City Council should continue to work with its regional, county, and state officials to ensure the project is implemented in a way that serves the City of Burbank.

ATTACHMENTS

Attachment 1: Draft FEIR Comment Letter
Attachment 2: North Hollywood to Pasadena Bus Rapid Transit Proposed Project Route
Attachment 3: City Council 2020 Draft EIR Comment Letter
Attachment 4: Matrix of City's DEIR Comments and Metro's FEIR Responses

CITY OF BURBANK

OFFICE OF THE CITY COUNCIL

April 20, 2022

Metropolitan Transportation Authority
Attn: North Hollywood to Pasadena Bus Rapid Transit Corridor Project FEIR Comment
One Gateway Plaza
Los Angeles, CA 90012

RE: City of Burbank Comments on North Hollywood to Pasadena Bus Rapid Transit Corridor Project and Final Environmental Impact Report

Dear Members of the Board of Directors:

The City of Burbank wants to thank you for the opportunity to provide comments prior to your consideration to approve the North Hollywood to Pasadena Bus Rapid Transit Corridor Project and to certify the Final Environmental Impact Report. The City of Burbank remains committed to ensuring that the proposed project expands the Los Angeles County regional transit network, connects Burbank jobs to reliable and convenient transit, and supports Burbank's goal of connecting 12,000 new housing units to transportation alternatives. We want to ensure that our City's residents and businesses are protected from potential impacts caused by the project, and we also want to ensure the project's success in further connecting to the regional transportation network. With these important goals in mind, the City of Burbank submits the following comments in response to the Final Environmental Impact Report and the changes proposed by Metro staff.

Dedicated Bus Lanes on Olive Avenue

The Burbank Community and the City Council have continued to voice concerns over the potential impacts of bus lanes on Olive Avenue. Metro's change from "curb-running" (bus lanes created from parking lane) to "side-running" (bus lanes created from a travel lane) has eliminated the primary concerns of parking and economic impacts to adjacent strip-commercial land uses on Olive Avenue, the risk for parking spillover into single family neighborhoods, and impacts to sidewalk widths and pedestrian access along and across Olive Avenue caused by street widening. We appreciate that Metro listened to the comments we submitted as part of the Draft EIR and removed the curb-running option from consideration.

The side-running option would affect transportation and land use along Olive Avenue differently than the curb-running option. Removing a travel lane on Olive Avenue would increase congestion and delay for motor vehicles traveling along the street, given the amount of traffic that currently uses Olive Avenue. Metro included a traffic diversion analysis in the FEIR that indicates that converting a travel lane to a bus lane would cause vehicle traffic to shift onto other streets (to bypass the resulting vehicle delays), and that the traffic that continues to use Olive Avenue would actually see improved travel times because the signal improvements made for the BRT would also improve travel for cars. Unfortunately this analysis and its assumptions were not documented in the FEIR. While the City agrees that traffic will shift to other streets, we disagrees with Metro's assessment of the amount of traffic that will shift. Based on verbal discussions with Metro's staff regarding the assumptions made in this analysis, the City believes that it fails to account for the delays caused by that shifted traffic to other arterial intersections in the City

275 E. Olive Avenue • P.O. Box 6459 • Burbank, CA 91510-6459 • (818) 238-5751 • FAX (818) 238-5757

printed on recycled paper

because it fails to properly analyze the available capacity at those streets' intersections. In urban street networks like Burbank, the roadway capacity constraints are at intersections, not along the street segments, which were measured by Metro. We believe converting a travel lane on Olive Avenue to a bus lane would result in some lesser amount of traffic shifts to other streets (due to less available intersection capacity elsewhere) and would result in higher levels of intersection congestion and delay on Olive Avenue during peak periods that would be noticeable to the driving public and would increase the risk of peak-period cut-through traffic into adjoining neighborhoods. A more detailed analysis of these shifts, along with an operational analysis of the project's impacts to Olive Avenue should be conducted to properly disclose how the project will affect Olive Avenue. A more detailed analysis will likely show that vehicle congestion on Olive Avenue will increase, along with a resulting increase in cut-through and spillover traffic into adjacent residential neighborhoods.

City of Burbank Requests Additional Funding for Neighborhood Protection

The City Council believes that implementation of side-running bus-only lanes require investments in additional neighborhood protection measures to ensure Olive Avenue vehicle traffic does not divert into adjoining neighborhoods The City Council requests that Metro fund additional neighborhood protection and/or first-last mile improvements in the amount of $5 million directed to neighborhoods adjacent to Olive Avenue between Alameda Avenue and Victory Boulevard, and that these improvements may be defined by the City of Burbank. These neighborhood protection elements would be funded as part of the project, and would be in addition to any other first-last mile improvements earmarked for project stations. This funding is necessary for the City to be able to protect neighborhoods while it simultaneously supports necessary regional transit connections that support its other goals and policies.

Olive Avenue between Buena Vista and Lake Should be Configured as Mixed-Flow Unless Ridership Goals Met Within 36 Months

Because implementation of a side-running bus lane and removing a travel lane could be detrimental to Burbank neighborhoods, Metro and the City will not see the true effects of this roadway reconfiguration until after the project is constructed. In addition, once the project is constructed, its operation may reveal that project ridership may not be high enough to justify the impacts on these neighborhoods caused by the conversion of travel lanes to bus lanes. Therefore, the City Council will not permit the construction of side-running bus lanes on Olive Avenue until the project achieves at least 17,500 average daily weekday boardings within 36 months of opening day. Should the project achieve that ridership level, then the City and Metro shall confer and consider whether Metro should install side-running bus lanes on Olive Avenue at its sole cost. This allows Metro and the City of Burbank to evaluate whether the project's ridership sufficiently justifies the conversion of vehicle lanes to bus lanes and the potential impact that conversion has on adjacent residential neighborhoods.

City Believes Olive Bridge Station Should be a Required Separate Project

Metro's removal of the Olive Avenue Bridge station and its relocation to Lake Street will significantly compromise the project's ability to meet the goals and objectives of providing a convenient, reliable, regional transit service for the region's transit riders. Connecting the proposed BRT project to Metrolink is critical to creating a travel alternative to the automobile and to support the region's investments in Metrolink service. The new proposed station at Olive and Lake would require connecting Metrolink riders to walk 1/3 mile along an uninviting and narrow pedestrian path alongside and under the Olive overpass, which would unduly burden patrons with

disabilities. This lack of connection is contrary to Burbank2035 Mobility Element Policy 4.8, which is to "Promote multimodal transit centers and stops to encourage seamless connections between local and regional transit systems, pedestrian and bicycle networks, and commercial and employment centers." Further, moving the station to Lake Street does not address the FEIR's failure to address the project's connection to the following existing and planned Class I and IV bicycle facilities, which is also contrary to Policy 4.8: Chandler Bikeway, Burbank Channel Bikeway, San Fernando Bikeway, First Street Bikeway, and Front Street Cycle Track. Connecting the BRT to Metrolink and the adjacent bicycle facilities must be a high priority for the project.

The City Council requests that the Metro Board of Directors direct its staff to work with the City to develop a program to upgrade the Olive Avenue Bridge to include a BRT station, including the required vertical connections to the Metrolink Station below and the necessary pedestrian improvements made to the bridge. This will likely require a substantial modification or reconstruction of the Bridge, and would likely take longer to implement than the BRT project's 2024 timeline for opening. The City Council believes Metro do more than simply offer to move the station should the City reconfigure the bridge, but instead should actively seek outside state and federal funding for the necessary improvements, and include this project as one of its formal funding priorities. The City has already committed a portion of its Measure R Arroyo Verdugo Highway Operations Improvement Funds to the project that could be leveraged with other outside funding.

Additional Comments on Metro's FEIR Responses to City of Burbank

Other Transportation Plan, Policy, and Safety Impacts

The City's DEIR comment letter stated that the DEIR was inadequate in assessing the proposed projects impact on Olive Avenue vehicular efficiency, and did not disclose whether the project will cause spillover into adjacent neighborhoods. The DEIR further did not assess whether potential BRT improvements may influence street traffic including proposed transit signal priority improvements. In response, Metro indicated that curb-running bus lanes would not have an impact on vehicle travel, and that side-running bus lanes (that convert two vehicle lanes to two bus lanes) would not cause residential spillover traffic onto residential streets because Olive Avenue vehicle traffic will shift to other streets such that the speeds of the remaining traffic on Olive Avenue will not be affected. Because of this, vehicle traffic will not spillover into adjacent residential neighborhoods. Unfortunately no documentation was provided with the traffic diversion analysis included in the FEIR to support this assertion. Given the amount of traffic currently on Olive Avenue, the limited ability for alternative streets to accommodate diverted traffic, and the loss of vehicle capacity caused by the side-running bus lanes, the City believes that the proposed project will cause spillover traffic into residential neighborhoods, which is contrary to Burbank2035 Mobility Element Policy 6.1, which is to "Maintain arterial street efficiency to discourage spillover traffic into residential neighborhoods". The FEIR is therefore inadequate in evaluating this policy conflict with Burbank2035, and important effects the project will have on adjacent residential neighborhoods is not disclosed to the public or to the Metro Board of Directors.

The City's DEIR comment letter stated that the DEIR failed to disclose a policy impact with Burbank 2035 General Plan Planned Bicycle Routes, which includes provision for a Class II bike route on Glenoaks Boulevard between Providencia and Alameda Avenue. In response, Metro indicated that the proposed project would operate as mixed-flow on Glenoaks Boulevard between Olive Avenue and Providencia Avenue. This response referenced the wrong segment of Glenoaks Boulevard, and did not address the potential conflict. The proposed project should accommodate the proposed bicycle facility on Glenoaks Boulevard, including accommodating the

implementation of that facility in accordance with the goals and policies of the City's Complete Streets Plan, which could include a buffered or protected bicycle facility that would match the facility planned for Glenoaks Boulevard in the City of Glendale.

Public Service Impacts

The City's DEIR comment letter stated that the DEIR conclusion that the project will not cause impacts to police public services did not include evidence to support this conclusion, and that the DEIR did not disclose whether local police resources would be required to police the project as well as enforce new bus lane or other vehicle code regulations that apply to the project. In response, Metro indicated in the FEIR that the project would not have impacts on police public services because it will not increase population levels necessitating additional police resources. However, the FEIR did not address the City's concern relating to additional police public service resources needed to ensure public safety of the project, other than to indicate that Metro would "develop appropriate enforcement strategies." The City requests that Metro identify how required police public services will be provided for the project and which agency will be expected to bear the costs of these services.

Utility Systems and Roadway Infrastructure

The City's DEIR comment letter stated that the DEIR failed to identify a significant impact to the City's recycled water interconnection with the City of Glendale. In response, Metro indicated that impacts to this facility would be identified as part of the project's design phase. However, the City believe this response is inadequate given the importance of this interconnect and fails to disclose the project's potential impact. Mitigation of this impact could involve redesigning the project in this area to avoid this infrastructure, which could introduce secondary impacts that are not identified as part of the FEIR.

Similarly, the City's DEIR comment letter stated that the DEIR failed to identify the impacts to overhead and underground utilities, drainage, sidewalk widths, street trees, street lights, sidewalk furniture, and landscape. In response, Metro indicated that the project is not anticipated to require the construction or relocation of utilities that could cause an impact because these relocations would be coordinated with utility providers, and a utility base map will be prepared to identify utility conflicts. This response is inadequate because the mere coordination with utility providers is not substantial evidence to support the assertion that no impacts are anticipated.

The City's DEIR comment letter stated that the DEIR failed to document the increased annual pavement maintenance costs to the City's streets caused by frequent heavy bus service operating in the curb lane of Olive Avenue, which could require mitigation measures to improve the pavement structural section to accommodate the bus traffic. In response, Metro indicated that the small amount of bus trips added by the project to Olive Avenue relative to the existing traffic on Olive would not be expected to accelerate pavement deterioration. However, given the size and speed of the large buses used for the project as well as their travel on the outer edges of Olive Avenue, the City remains concerned that the project will accelerate the pavement wear of Olive Avenue. The City requests further details on the proposed joint maintenance agreement that would identify the maintenance obligations of both parties in maintaining the project.

The City of Burbank remains committed to the NoHo to Pasadena BRT project and believes it will be an important way for the City and Metro to improve regional transit, provide competitive travel options, improve air quality, and reduce Greenhouse Gas emissions. The City believes that the project's success hinges on its ability to provide an important travel alternative while protecting Burbank neighborhoods from impacts and connecting directly to the Metrolink system. Metro's changes to the project description between the release of the Draft and Final EIRs is responsive

to many of the City's requests. Addressing the remaining concerns and changes expressed in this letter will ensure that this project will be a successful enhancement to the regional transit network and will be compatible with the Burbank neighborhoods that it will travel through.

The Burbank City Council respectfully requests the Metro Board of Directors consider the points raised in this letter as it considers approving the project.

Sincerely,

Jess A. Talamantes, Mayor

Konstantine Anthony, Vice Mayor

Bob Frutos, Council Member

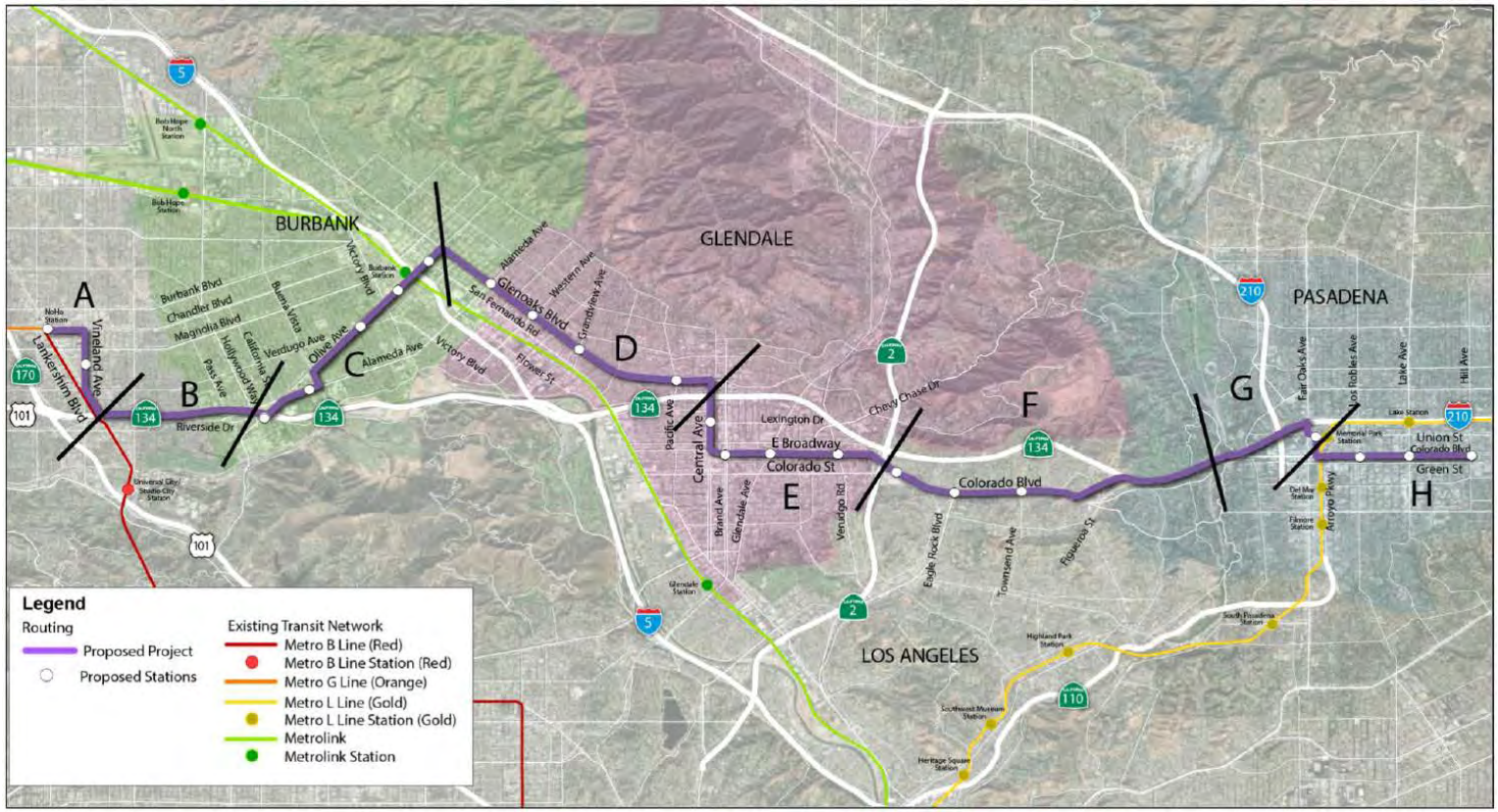
Sharon Springer, Council Member

Nick Schultz, Council Member

ATTACHMENT 3 - 14

Attachment 2

North Hollywood to Pasadena Bus Rapid Transit Project
Proposed Project Route



ATTACHMENT 3 - 15

CITY OF BURBANK

OFFICE OF THE CITY COUNCIL

December 20, 2020

Metropolitan Transportation Authority
Attn: North Hollywood to Pasadena Bus Rapid Transit Corridor Project DEIR Comment
One Gateway Plaza
Los Angeles, CA 90012

RE: City of Burbank Comments on Draft Environmental Impact Report for the Metro North Hollywood to Pasadena Bus Rapid Transit Corridor Project

Dear Members of the Board of Directors:

The City of Burbank wants to thank you for the opportunity to provide comments on the Draft Environmental Impact Report (DEIR) for Metro's North Hollywood to Pasadena Bus Rapid Transit Corridor Project. As the City of Burbank is located along the proposed corridor and would have several stations located within the city, we are committed to ensuring that the proposed project expands the Los Angeles County regional transit network, connects Burbank jobs to reliable and convenient transit, and supports Burbank's goal of connecting 12,000 new housing units to transportation alternatives. In meeting these goals, the City also wishes to ensure Metro builds the project in a way that ensures that the interests of Burbank's residents and businesses are protected from significant adverse environmental impacts caused by the project. With the release of the DEIR, the City submits the following comments to ensure that the Project's environmental impacts are fully disclosed, analyzed, considered, and mitigated.

Insufficient Range of Project Alternatives

The DEIR fails to include an adequate range of project alternatives to mitigate potential project impacts. Specifically, the nature of Bus Rapid Transit allows for different BRT elements and roadway cross sections to be implemented depending on the local context of the project. The DEIR includes a project alternative with full BRT implementation including dedicated bus lanes and transit priority lanes on virtually the entire corridor. It also includes an "Improved Existing Bus Service Alternative" that would implement regular transit service frequency improvements but would construct no BRT improvements. This "all or nothing" project alternative approach fails to comply with CEQA's requirement to evaluate a reasonable range of feasible alternatives. The DEIR does not acknowledge that the implementation of targeted BRT elements, like bus lanes or queue jumps, installed at high-congestion and other critical areas, can dramatically

275 E. Olive Avenue • P.O. Box 6459 • Burbank, CA 91510-6459 • (818) 238-5751 • FAX (818) 238-5757

printed on recycled paper

improve travel time and potentially meet project objectives without creating a significant adverse environmental impact. To be legally adequate, the DEIR should include a project alternative that includes targeted BRT elements in areas where they would have highest impact to improving transit service in the corridor.

Also, more disruptive BRT elements, such as dedicated bus lanes, have tradeoffs with existing roadway elements like sidewalks, travel lanes and parking. And BRT elements have varying levels of transit improvement relative to adjoining vehicle traffic congestion and delays. The DEIR does not include adequate information on the existing congestion levels and delays on the corridor relative to the proposed transit service for the public and decision makers to evaluate the relative improvement and tradeoffs that BRT elements like dedicated bus lanes have along different segments of the project corridor. The DEIR therefore does not include adequate project alternatives nor information on existing roadway congestion levels to fully disclose the relative benefits, tradeoffs, and impacts that the project has on the environment. In particular, there is insufficient information in the DEIR for the public and decision makers to evaluate whether the proposed bus lanes on Olive Avenue and Glenoaks Boulevard should be implemented as peak-only bus lanes, or whether buses should travel in more mixed-flow segments because existing vehicle congestion and delay in the existing general purpose lanes is low and therefore bus lanes are not warranted.

The project alternative proposes to install a new BRT transit station at the top of the Olive Avenue overpass to directly connect BRT riders to the Downtown Burbank Metrolink Station below. The City of Burbank suggested and proposes this direct connection. However, the implementation of this connection as described in the DEIR introduces substantial transportation policy and safety impacts by reducing travel lanes on Olive Avenue contrary to the Burbank General Plan and creating a pedestrian crossing and travel lane merge movements along an old bridge vertical curve that will likely introduce new safety impacts. The construction of the proposed station is also likely infeasible because any types of heavy construction including station platforms, ADA ramps, signal foundations, pull boxes, and underground conduits will likely compromise the structural integrity of the existing bridge. The DEIR should include a project alternative that implements this station by widening the Olive Avenue bridge to expand pedestrian sidewalks, improving substandard bridge railings, creating a bus turnout and station platform outside of the existing Olive Avenue roadway, and constructing a second elevator on the south side of Olive Avenue to eliminate the proposed hazardous pedestrian crossing. This project alternative would eliminate several project impacts identified above, and would likely contribute to an environmentally superior project alternative.

The Project Alternatives section identifies that the No Project Alternative is environmentally superior, and then identifies the "Improved Existing Bus Service Alternative" (Alternative 2) as the environmentally superior alternative of the remaining two build alternatives. The project alternative is not identified as environmentally superior and the DEIR fails to address how the project alternative meets the stated project objectives better than the environmentally superior alternative to warrant it being chosen

over the environmentally superior Alternative 2. Based on this omission, the public and decision makers are led to believe that Alternative 2 should be selected as the preferred project, rather than the proposed project. As such, the alternatives analysis is legally inadequate.

Transportation Plan, Policy, and Safety Impacts not Identified and Mitigated

The DEIR indicates that the project would have a less-than significant transportation impact because the project does not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. While the proposed project is consistent with some City of Burbank Mobility Element policies related to transit facilities as documented in the DEIR, , the DEIR fails to document several inconsistencies with numerous other Burbank Mobility Element policies related to roadway, transit, bicycle, and pedestrian facilities which are not disclosed in the DEIR. The proposed project is inconsistent with the following transportation program, plans, or policies:

Roadway Policy Impacts

- *Burbank2035 General Plan Mobility Element Roadway Circulation Street Classifications.*
  The DEIR fails to disclose the significant adverse impact the project will cause on maintaining the City's circulation network and street classifications. The Burbank General Plan designates Olive Avenue as a Major Arterial (General Plan Exhibit M-2) with five travel lanes. Major arterials should give priority to regional transit and auto traffic, and should encourage good transit and automobile progression using traffic signal timing (General Plan Page 4-11). The DEIR indicates that Olive Avenue would retain two travel lanes on Olive Avenue in each direction, but fails to disclose that the project would remove one travel lane in each direction on the Olive Avenue overpass of Interstate 5, which reduces the number of travel lanes from five lanes to three and conflicts with the General Plan street classification and roadway cross section requirements for major arterials which requires two lanes in each direction. The DEIR is inadequate in disclosing this significant roadway policy impact and in failing to identify appropriate mitigation measures for this impact. The DEIR must disclose congestion and potential impacts to public safety caused by narrowing of Olive Avenue to one lane in each direction. The DEIR must include a project alternative or mitigation measure that implements this station by widening the Olive Avenue bridge to expand pedestrian sidewalks, improving substandard bridge railing, creating a bus turnout and station platform outside of the existing Olive Avenue roadway, and constructing a second elevator on the south side of Olive Avenue to eliminate the proposed hazardous pedestrian crossing.
- *Burbank2035 General Plan Mobility Element Policy 1.2: Recognize that...wholesale changes to street rights-of-way are infeasible.*
  The DEIR is inadequate in failing to disclose a roadway policy impact with Burbank General Plan Mobility Element Policy 1.2. The project proposes to

widen the entire length of Olive Avenue by one to two feet through the entire length of the City to accommodate a transit-only bus lane. Burbank2035 General Plan Policy 1.2 does not support "wholesale changes to street rights-of-way," therefore the project is inconsistent with Policy 1.2.

- *Burbank2035 General Plan Mobility Element Policy 3.4: All street improvements should be implemented within the existing right-of-way. Consider street widening and right-of-way acquisition as methods of last resort.* The DEIR is inadequate in identifying roadway policy significant impacts with the Burbank General Plan Mobility Element. The project would require the curb-to-curb street width of Olive Avenue and Glenoaks Boulevard to be widened by up to four feet along the entire length of the project, which conflicts with Mobility Element Policy 3.4. The DEIR does not investigate feasible mitigation measures to address this policy impact, such as project alternatives that preserve the existing street roadway width consistent with this policy. Further, the DEIR does not identify the numerous locations along Olive Avenue where the half-street street right-of-way width is only 40 feet, , which may be insufficient to accommodate the proposed project's 36-foot wide half-street width (72-foot total width)without eliminating sidewalks. Providing ADA-accessible sidewalks in these locations may require property acquisition which is not disclosed in the DEIR, and which is inconsistent with Policy 3.4.
- *Burbank2035 General Plan Mobility Element Policy 6.1: Maintain arterial street efficiency to discourage spillover traffic into residential neighborhoods.* The DEIR is inadequate in assessing the proposed project's impact on Olive Avenue and Glenoaks Boulevard arterial street efficiency, and does not disclose whether the project will cause arterial spillover traffic into adjacent residential neighborhoods. The proposed project includes transit signal priority and transit queue jumps at intersections, but does not disclose how these improvements may influence arterial street traffic. In particular, Olive Avenue is a diagonal street that intersects other north-south and east-west arterial streets. Implementing transit system priority signal timing on this diagonal arterial may introduce unacceptable delays on all other north-south and east-west streets near the proposed project, and may prevent the City from synchronizing its other arterial streets. The DEIR must disclose and analyze how potential transit system signal priority will affect the City's arterial traffic signal coordination and synchronization.

<u>Transit Policy Impacts</u>

- *Burbank2035 General Plan Mobility Element Policy 4.1: Ensure that local transit service is reliable, safe, and provides high-quality service to major employment centers, shopping districts, regional transit centers, and residential areas*

  The proposed project corridor passes by, but does not serve, the Disney Studio Campus and St. Joseph's Hospital and related medical complexes at the

intersection of Buena Vista Street and Alameda Avenue. Because the proposed project passes near, but does not serve this major employment center, the project conflicts with Burbank General Plan Policy 4.1 which requires transit to serve the City's major employment centers. DEIR should study a route alternative to divert the project alignment onto Alameda Avenue and Buena Vista Street to serve this major employment and community center and including a stop at the Buena Vista Street / Alameda Avenue Intersection.

- *Burbank2035 General Plan Mobility Element Policy 4.3: Improve and Expand Transit Centers; create a new transit center in the Media District*
  The Burbank2035 General Plan identifies a future bus transit center to be located within the Burbank Media District, at a location where local and regional bus lines intersect. The proposed project includes a station located where this future transit center is identified. However, the DEIR fails to analyze how the proposed project supports or inhibits the development of this transit center. The DEIR should evaluate how the construction of the proposed project's stop at Hollywood Way / Riverside Drive / Olive Avenue can serve as the foundation for a future bus transit center in the Media District, specifically how the proposed project's station will provide connections to BurbankBus, Metro Local, and Metro Express service in the Media District while supporting the required first-last mile improvements necessary to support the station.
- *Burbank2035 General Plan Mobility Element Policy 4.8: Promote multimodal transit centers and stops to encourage seamless connections between local and regional transit systems, pedestrian and bicycle networks, and commercial and employment centers.*
  The DEIR fails to analyze how the proposed project is compatible with Burbank2035 General Plan Mobility Element Policy 4.8 relating to the project's seamless connection between the Downtown Metrolink Station as well as the City's existing and planned off-street bicycle network that serves the Downtown Burbank Metrolink Station. The proposed transit station on the Olive Avenue overpass does not support a seamless connection to the existing Burbank Channel Class I Bikeway, and the future Chandler Extension Class I Bikeway because it requires eastbound riders to navigate a circuitous route across Olive Avenue and down the existing elevator. The proposed project should promote a more seamless connection to these other transportation systems by implementing this station by widening the Olive Avenue bridge to expand pedestrian sidewalks, improving substandard bridge railings, creating a bus turnout and station platform outside of the existing Olive Avenue roadway, and constructing a second elevator on the south side of Olive Avenue to eliminate the proposed hazardous pedestrian crossing.

The DEIR fails to analyze the proposed project's potential ridership impacts to the existing BurbankBus Pink Route service in conflict with Burbank2035 General Plan Mobility Element Policy 4.8. The Pink Route provides local

service along the Olive Avenue corridor and connects the Universal City Red Line Station and Downtown Burbank Metrolink Station to the Media District. This impact is especially pertinent as the City is being asked to become the primary local transit provider in the corridor due to the NextGen Bus Plan eliminating Metro 155 service.

Pedestrian Policy Impacts

- *Burbank2035 General Plan Mobility Element Pedestrian Transportation Sidewalk Standards*
  The DEIR fails to disclose a significant policy impact with Burbank2035 General Plan Mobility Element standard sidewalk width requirements. The project would widen Olive Avenue and Glenoaks Boulevard by one to two feet in both directions to convert the existing on-street parking into a bus-only lane. This would require sidewalks widths on Olive Avenue and Glenoaks Boulevard to be reduced below the standard widths identified in the Burbank2035 General Plan (Table M-2 – Sidewalk Standards, Page 4-21). The sidewalk width standards are generally 15 feet along the project corridor, and the required street widening would reduce these widths to 14 feet. In some locations on Olive Avenue, sidewalk widths would be reduced to 4 feet, which does not meet ADA minimum width standards. The DEIR fails to identify a significant transportation impact, nor does it identify feasible mitigation measures to this significant impact. *Burbank General Plan Mobility Element Policy 9.2: Address the needs of people with disabilities and comply with the requirements of the ADA during the planning and implementation of transportation improvement projects.*
  The DEIR fails to disclose a significant policy impact with the Burbank General Plan Mobility Element because the project proposes to reduce sidewalk widths on Olive Avenue in certain segments to four feet wide, which is below the ADA minimum width.

Bicycle Policy Impacts

- *Burbank2035 General Plan Mobility Element Bicycle Routes*
  The DEIR fails to disclose a policy impact with the Burbank General Plan Mobility Element Planned Bicycle Routes and the Bicycle Master Plan Top Priority Projects, which both include the addition of Class II bicycle lanes on Glenoaks Boulevard between Providencia Avenue and Alameda Avenue, with connections to the Class III bicycle route on Providencia Avenue. Further, the project precludes the City from connecting this planned facility to the Downtown Burbank Metrolink Station via Glenoaks Boulevard between Providencia Avenue and Verdugo Avenue, which is a bicycle network gap identified in the City's Complete Streets Plan. The DEIR must identify a mitigation measure for this policy impact.

Other Transportation Impacts

The DEIR fails to disclose a potential transportation impact by introducing a hazard due to a geometric design feature. The project proposes to construct a transit station at the top of the Olive Avenue Overpass, and install a signalized pedestrian crosswalk at the crest of the overpass. The DEIR did not analyze of the placement of this pedestrian crossing at the top of a 60 year old overpass with poor vehicle sightlines due to high roadway grades caused by the profile of the overpass. The project proposes to construct two roadway travel lane drops on the overpass immediately approaching the proposed station platform, and the DEIR does not disclose or analyze whether the introduction of this roadway design feature on the existing overpass creates a potentially significant adverse impact. The project also proposes to introduce additional pedestrian traffic travelling to and from the new station platform. These pedestrians will be boarding and alighting buses mixed with through pedestrian traffic on the bridge's existing seven foot sidewalks. These sidewalks are located along bridge railings that are of substandard height (39 inches) separating pedestrian traffic from falling to the Interstate 5 freeway below.

The DEIR fails to analyze whether the proposed station loading platforms with midblock crosswalk on the Olive bridge is feasible. A midblock crosswalk on the Olive bridge is likely hazardous for pedestrians and vehicles due to creating a visibility issue on the bridge's vertical curve. The DEIR did not adequately investigate whether a signalized crosswalk can be constructed on the existing Olive bridge given the types of heavy construction including station platforms, ADA ramps, signal foundations, pull boxes, and underground conduits that will be required and may likely compromise the structural integrity of the existing bridge. The DEIR is inadequate in analyzing these potential safety impacts and identifying mitigation measures for those potentially significant adverse impacts. The DEIR should include a project alternative or mitigation measure that implements this station by widening the Olive Avenue bridge to maintain four travel lanes, expand pedestrian sidewalks, improve substandard bridge railings, creating a bus turnout and station platform outside of the existing Olive Avenue roadway, and constructing a second elevator on the south side of Olive Avenue to eliminate the proposed hazardous pedestrian crossing.

The DEIR fails to analyze a potential transportation impact caused by a hazardous geometric design feature by proposing bus left turn movements to westbound Olive Avenue from the far-most right turn lane of northbound Glenoaks Boulevard. The DEIR does not disclose this potential hazardous condition or identify mitigation measures to reduce potential significant impacts. Making a left turn from the far-most right turn lane also violates California Vehicle Code Section 22100(b) and may cause other drivers to unintentionally copy the same movement, thereby introducing a new hazardous condition for pedestrians and road users.

The DEIR fails to analyze a potential transportation impact caused by a hazardous geometric design feature by proposing to install center-running median bus lanes on Glenoaks Boulevard at the Alameda Avenue and Providencia Avenue

intersections across conflicting left turn movements to these streets. The DEIR does not disclose this potential hazardous condition or identify mitigation measures to reduce potential significant impacts.

The proposed project allows right-turning vehicles to merge with the curb-running bus lane approaching each intersection and allows right turns be made from the bus lane. Existing right turn lanes with protected right turn signal indication cannot be merged with the curb-running bus lane due to the complexity of the signal operation at these locations. Removing the protected right turn indication will compromise vehicular safety at these locations. The DEIR failed to analyze the impact of traffic circulation should these protected right turn lanes be removed. The DEIR fails to analyze a potential transportation impact caused by hazardous geometric design feature by proposing to integrate the bus stations into the sidewalk area and using a curb extension to facilitate access and pedestrian circulation.

The DEIR fails to adequately analyze if including 11 foot bus only curb lanes adjacent to the existing 10 foot travel lanes on Olive Avenue and Glenoaks Boulevard will create a potentially significant adverse safety impact. The DEIR should analyze how the geometric configuration of BRT elements, such as dedicated lanes, curb extensions, and bus stations may create hazardous geometric design features, particularly where the alignment is required to make left or right turns, enter, exit, and cross freeway ramps, bicycle facilities, and pedestrian crossings at intersections.

Cumulative Impacts Not Fully Disclosed

The DEIR appears to use the "related projects list" method of analyzing potential cumulative impacts. The list of cumulative projects (Table 5-1, Page 5.2) included in the Cumulative Impact section of the DEIR omits several projects in the City of Burbank, including approved entitlements for the City's three major studio campuses. The City of Burbank's cumulative project list can be provided to Metro to add the additional cumulative projects located within ½ mile of the project alignment

The DEIR related projects list includes the City of Los Angeles Colorado Boulevard Specific Plan, but does not include the two City of Burbank Specific Plans that the alignment passes through (Media District and Burbank Center Specific Plans). Further, the Burbank Center Plan is not considered in the Population and Housing Section of the DEIR.

The DEIR related project list includes the unfunded Metro Los Angeles – Glendale – Burbank Feasibility Study, but does not include the funded Antelope Valley Line Improvement Project, which will fund capital improvements to expand Metrolink service to 30 minute, all-day, bi-directional service. The DEIR's failure to include these service improvements as a cumulative project makes the DEIR inadequate in analyzing the need for the BRT project to seamlessly connect to this important regional connection, and

inclusion of this cumulative project would likely provide support for the Olive Avenue / Metrolink transit stop improvements described elsewhere in this comment letter.

The DEIR identifies the Metro / City of Burbank Olive/Verdugo/Sparks intersection improvement project as a related project, but does not identify the conflict the proposed project would have with the City's planned improvement of this intersection, which would construct pedestrian, bicycle, and vehicle channelization improvements that would preclude the installation of bus lanes through the intersection.

The DEIR identifies the City of Burbank Olive Avenue Bridge Improvement project as a related project, but does not disclose that the proposed narrowing of Olive Avenue to one lane in each direction is in conflict with one of the purposes of the bridge improvement, which is to improve operational efficiency while also adding bicycle and pedestrian improvements to the bridge. Constructing a transit stop at the top of the bridge in the middle of the travelled roadway would conflict with this project. These numerous omissions and inconsistencies render the Cumulative Impacts analysis legally inadequate because the findings and conclusions are not supported by substantial evidence.

Aesthetic and Biological Resources Not Addressed

The DEIR identifies that a significant aesthetic impact would occur if the project would "substantially damage scenic resources, including...trees..." and identifies several impacts to existing mature tree landscape elements along the corridor outside the City of Burbank (Page 3.2-14). However, the project does not apply this threshold to the City of Burbank and therefore does not identify impacts to mature street trees in the City of Burbank. In particular, the project would require the removal of several rows of large mature street trees on Olive Avenue and Glenoaks Boulevard in Downtown Burbank. These trees would be removed because the project is required to widen Olive avenue by one to two feet for the proposed project. By applying the project's aesthetic impact significance thresholds to the City's street trees, the DEIR should identify a significant impact to aesthetic resources in Burbank by removing these trees, and should identify feasible mitigation measures to lessen these impacts. In addition, the DEIR must analyze the removal of these trees as a significant Biological Resources impact give the contribution these mature street trees give to the City's urban forest resources. Without this additional analysis, the Aesthetics and Biological Resources impact analyses are legally inadequate because they are not supported by substantial evidence.

Public Service Impacts Not Identified

The DEIR indicates that the proposed project will cause no impact to police public services because it will not lead to an increase in police service calls or the local jurisdictional service ratio. However, there is no evidence to support this conclusion (Page 4-22). The DEIR states that the project will be subject to Metro's transit police strategy including Transit Services Bureau officers and contracted polices services. But it does not state directly if the proposed project will be patrolled and staffed by Metro transit police or local jurisdictional police, and if local police will be contracted to provide

police service. Also, the DEIR is silent on whether local or Metro law enforcement will be required to enforce bus-only lanes and other transit-only facilities, and fails to define the requirements and costs to enforce bus-only facilities. The DEIR fails to adequately identify if the project will pose a significant adverse impact to police service. Therefore, the Public Service impact analysis is legally inadequate because it is not supported by substantial evidence.

Utility Systems and Roadway Infrastructure not Analyzed

The DEIR indicates that the project will have no impact to electric utility systems, but does not document why this statement is true. Metro is proposing to utilize electric transit vehicles for the project, which could require substantial electrical utility system improvements if vehicle charging is expected to occur within the City of Burbank. The DEIR indicates that "the location of charging stations for electric buses would be analyzed and located where sufficient capacity is located" (Appendix S, Page 29) but does not include this analysis in the DEIR. The DEIR is insufficient in determining whether the proposed project will create a significant impact to the City's electrical utility system.

The DEIR fails to identify a significant impact to the City's recycled water interconnect with the City of Glendale located in the Glenoaks Boulevard median south of Alameda Avenue. The proposed project will likely impact this critical recycled water interconnect including hydrants, valves, vacuum/air release valves, meter boxes, and a fiber optic communication pull box. The DEIR should identify this significant impact and identify mitigation measures to mitigate it.

The DEIR fails to identify the impacts caused by several miles of street widening with respect to existing overhead and underground utilities, drainage, sidewalk width, street trees, street lights, sidewalk furniture, landscape, etc. The DEIR should disclose any potential significant impacts to public infrastructure. As such, the Utility Systems impact analysis is legally inadequate because it is not supported by substantial evidence.

The DEIR fails to document the increased annual pavement maintenance costs to the City's streets caused by frequent heavy bus service operating in the curb lane of Olive Avenue and Glenoaks Boulevard. Identifying impacts to increased pavement wear could require mitigation measures such as strengthening the roadway cross section in the bus lanes to accommodate heavy bus travel. The DEIR also fails to identify maintenance costs for other roadway elements including signs, striping, traffic signals, and other roadway infrastructure. Additional comments related to civil public infrastructure are attached to this comment letter.

Other Project Considerations

The City recognizes that impacts to public parking are not considered CEQA impacts. Nonetheless, the project proposes to eliminate 500 curb parking spaces along Olive Avenue and Glenoaks Boulevard without identifying a parking program or plan to address this lack of curb parking. These parking spaces currently serve a significant amount of

mid-century, single story strip commercial development that does not include on-site parking. Removing parking for these land uses without providing a parking program to address this parking loss would create an economic impact on these strip commercial businesses who rely on this curb parking. Removing all parking inventory for these businesses would impact the business viability and prevent use and re-use of these older buildings. Further, wholesale removal of curb parking would push parking demand into adjacent residential neighborhoods, likely requiring the City of Burbank to implement additional permit parking zones in these residentially-adjacent neighborhoods. The DEIR should disclose this potential economic affect and provide a program or plan to offset the loss of parking caused by the proposed project. The DEIR should also propose project alternatives to the implementation of full-time bus lanes in areas where loss of curb parking will impact adjoining land uses.

The DEIR fails to disclose if new transit stations will induce additional parking demand around them, especially if parking demand will impact sensitive residential or strip commercial land uses. Bus Rapid Transit is meant to operate similarly to light rail transit, but BRT stations, unlike light rail stations are built without parking. The DEIR should disclose the number of new transit riders at each station who are expected to arrive by automobile and identify potential parking demands caused by the proposed project.

Thank you again for providing an opportunity to comment on the DEIR for the Noho to Pasadena Bus Rapid Transit Corridor Project located in the City of Burbank. If you have any questions regarding the contents of this letter, please feel free to contact David Kriske, Assistant Community Development Director with the Community Development Department, at 818.238.5269 or via email at dkriske@burbankca.gov.

Sincerely,

Sharon Springer, Mayor

Bob Frutos, Vice Mayor

Jess A. Talamantes, Council Member

Emily Gabel-Luddy, Council Member

Timothy M. Murphy, Council Member

Attachment: Memorandum

ATTACHMENT 3 - 26

MEMORANDUM

PUBLIC WORKS

DATE: November 30, 2020

TO: David Kriske, Assistant Community Development Director

FROM: Daniel J. Rynn, Chief Assistant Public Works Director – City Engineer

SUBJECT: Project No. Metro Bus Rapid Transit Project
Located at North Hollywood to Pasadena

Project Description:

On October 26, 2020, Metro released a Draft Environmental Impact Report (DEIR) for its North Hollywood to Pasadena Bus Rapid Transit Project. The Proposed Project would run from the North Hollywood Red/Orange Line Station in the City of Los Angeles through the Cities of Burbank and Glendale and into the City of Pasadena ending at Pasadena City College. Bus Rapid Transit is high capacity, frequent bus service that operates on local streets in both mixed-flow and dedicated bus lanes with fixed transit stops like a rail line. The Proposed Project would operate along a combination of local roadways and freeway sections with various configurations of mixed-flow and dedicated bus lanes depending on location. Attachment 1 shows the project corridor. In Burbank, the route is proposed to operate as a dedicated bus lane along Olive Avenue and Glenoaks Boulevard.

The bus lane would be constructed by generally widening these streets by one to two feet on each side and eliminating on-street parking. Stations are proposed in public right of way on Olive Avenue at Hollywood Way, Alameda Avenue, I-5 Olive overpass / Metrolink Station, and San Fernando. A station is also proposed on Glenoaks Boulevard at Alameda Avenue. The project would be served by electric transit buses.

ENGINEERING DIVISION

General Requirements:

- The City's arterial paving program has identified portions of Olive Ave to be repaved by 2022. Any impacts to the pavement on these segments of Olive Ave will have to be repaired per the City of Burbank Standards.

- Bus pads will be required at all bus stops.

- The Olive Ave bridge currently has two lanes of traffic in each direction. Creating one lane in each direction as a dedicated bus lane may cause additional traffic congestion and additional pedestrian traffic over the bridge and to the Metrolink access point. The DEIR should consider widening the bridge to create the dedicated bus lanes and/or bus turnouts. At a minimum, the sidewalk widths should be increased and the substandard safety barrier rails on both sides of the bridge should be upgraded.

For additional information or questions, please contact Anthony Roman, Civil Engineer Associate, at (818) 238-3945.

Checked by: Anthony Roman Date: November 18, 2020

WATER RECLAMATION AND SEWER

SECTION 2.9 – CONSTRUCTION:

- Proposed stations/stops located near City of Burbank and/ or County of Los Angeles catch basins must include trash receptacles.

SECTION 2.10 – PERMITS AND APPROVALS:

- Altering any part of the existing storm drain infrastructure requires approval and permits from the City of Burbank and/ or the County of Los Angeles.

SECTION 4.1.3 – HYDROLOGY AND WATER QUALITY:

- In addition to SWPPP and County SUSMP requirements, the City of Burbank has a Low Impact Development (LID) ordinance. Due to the proposed construction activities, revise document to include the aforementioned City LID ordinance.

SECTION 4.1.9 – UTILITIES AND SERVICE SYSTEMS:

- Best Management Practices shall apply to all construction projects and shall be required from time of land clearing, demolition or commencement of construction. Refer to BMC 9-3-407 for additional information.

- Certain construction and re-construction activities on private property will need to comply with post-construction Best Management Practices (BMPs), which include Sections 8-1-1007 and 9-3-414.D of the BMC authorizing the City to require projects to comply with the Standard Urban Stormwater Mitigation Plan provisions and the City's **Low Impact Development** (LID) ordinance. For questions on these requirements, please contact the City's Building Division at (818) 238-5220.

- The project will disturb more than 5,000 SF within the City's transportation corridors (i.e., public streets, parkway areas, and public parking) and as such, is subject to the City's Green Streets Policy requirements. This policy can be reviewed at the following address: http://file.burbankca.gov/publicworks/OnlineCounter/permits/app_docs_procedures/greenstreet/gspolicy.pdf

For additional information or questions, please contact Eden Lopez at (818) 238-3930.

Checked by: Stephen Walker Date: November 19, 2020

TRAFFIC ENGINEERING

General Requirements:

CONDITIONS:

- An operational analysis shall be performed to show traffic congestion caused by narrowing of Olive Avenue to one lane in each direction.

- The DEIR should provide a feasibility study to address the impacts and review whether the proposed station loading platforms with midblock crosswalk on the Olive bridge is feasible. Midblock crosswalk on the Olive bridge is hazardous for pedestrians and vehicles due to visibility issue on the vertical curve. A signalized crosswalk cannot be constructed on the existing Olive bridge because any types of heavy construction including station platforms, ADA ramps, signal foundations, pull boxes, and underground conduits will compromise the structural integrity of the existing bridge. Metro may need to reconstruct the bridge to maintain 4 travel lanes with bus turnouts or dedicated bus lanes, sidewalk widening, and new pedestrian signals.

- An operational analysis shall be performed to show traffic congestion caused by narrowing of Olive Avenue to one lane in each direction.

- The DEIR also fails to identify the feasibility of street widening with respect to existing overhead and underground utilities, drainage, sidewalk width, sidewalk furniture, landscape, etc.

- The DEIR should provide a feasibility study to address the impacts and review whether the proposed station loading platforms with midblock crosswalk on the Olive bridge is feasible. Midblock crosswalk on the Olive bridge is hazardous for pedestrians and vehicles due to visibility issue on the vertical curve. A signalized crosswalk cannot be constructed on the existing Olive bridge because any types of heavy construction including station platforms, ADA ramps, signal foundations, pull boxes, and underground conduits will compromise the structural integrity of the existing bridge. Metro may need to reconstruct the bridge to maintain 4 travel lanes with bus turnouts or dedicated bus lanes, sidewalk widening, and new pedestrian signals.

- Making a left turn from the far-most right turn lane also violates California Vehicle Code Section 22100(b) and may cause other drivers to unintentionally copy the same movement, thereby introducing a new hazardous condition for pedestrians and road users.

- The proposed project allows right-turning vehicles to merge with the curb-running bus lane approaching each intersection and allows right turns be made from the bus lane. Existing right turn lanes with protected right turn signal indication cannot be merged with the curb-running bus lane due to the complexity of the signal operation at these locations. Removing the protected right turn indication will compromise vehicular safety at these locations. The DEIR failed to analyze the impact of traffic circulation should these protected right turn lanes be removed.
- The DEIR fails to analyze a potential transportation impact caused by hazardous geometric design feature by proposing to integrate the bus stations into the sidewalk area and using a curb extension to facilitate access and pedestrian circulation. The DEIR does not disclose traffic congestion as a result of the dedicated bus lanes in combination with narrowing of the roadway at bus stations via curb extension.

- The DEIR showed cross sections but fails to identify locations where existing lane width is substandard and fails to analyze the potentially hazardous condition as a result of addition of dedicated bus lanes in the already congested and substandard travel lanes. City of Burbank requires minimum 10.5 feet travel lane and 12 feet curb lane where there is transit service. The DEIR should analyze how the geometric configuration of BRT elements, such as dedicated lanes, curb extensions, and bus stations may create hazardous geometric design features,

particularly where the alignment is required to make left or right turns, enter, exit, and cross freeway ramps, bicycle facilities, and pedestrian crossings at intersections. Should curb parking be modified to provide a dedicated bus lane or queue jump, the project DEIR should analyze how these elements may reduce travel lanes below 10.5 feet, curb lanes below 12 feet.

For additional information or questions, please contact Vikki Davtian, Principal Engineer – Traffic, at (818) 238-3922.

Checked by: Vikki Davtian Date: November 30, 2020

FIELD SERVICES

General Comments:

Utilities and Service Systems:

- The proposed project would utilize electric-powered vehicles, which may require recharging using electrical networks. The project should analyze the potential to create electrical system impacts associated with powering required transit vehicle charging stations located in the City of Burbank.

- The proposed project would potentially conflict with, or require the relocation/reconstruction of, storm water drainage facilities in roadways along the project's alignment. The Project DEIR should analyze the project's impact of City and County storm water facilities within the project alignment.

- The unique nature of a BRT project, whereby a regional transit agency constructs capital improvements and operates transit vehicles on public infrastructure owned by another agency, could result in additional impacts to City of Burbank public service systems. In particular, the project DEIR should identify impacts to roadway maintenance of local streets including the increased maintenance needed for pavement, signage, striping, station maintenance, lighting, and other roadway infrastructure used by the project and owned and maintained by the City. Also, the DEIR should analyze right-of-way impacts to land adjacent to streets along the alignment, including any land acquisition required for stations or roadway widening. Also, the City seeks clarification on whether public easements necessary for the project will be required within City right of way.

Transportation:

- Refer to attached letter.

For additional information or questions, please contact Public Works Field Services at (818) 238-3800.

Checked by: John Molinar Date: November 23, 2020

ATTACHMENT 3 - 32

Attachment 4
Matrix of Burbank DEIR Comments and Metro FEIR Responses

Comment #	Burbank Comments	Metro Response
1	Introduction	
2	The DEIR fails to include an adequate range of project alternatives to mitigate potential project impacts. Specifically, the nature of Bus Rapid Transit allows for different BRT elements and roadway cross sections to be implemented depending on the local context of the project. The DEIR includes a project alternative with full BRT implementation including dedicated bus lanes and transit priority lanes on virtually the entire corridor. It also includes an "Improved Existing Bus Service Alternative" that would implement regular transit service frequency improvements but would construct no BRT improvements. This "all or nothing" project alternative approach fails to comply with CEQA's requirement to evaluate a reasonable range of feasible alternatives. The DEIR does not acknowledge that the implementation of targeted BRT elements, like bus lanes or queue jumps, installed at high-congestion and other critical areas, can dramatically improve travel time and potentially meet project objectives without creating a significant adverse environmental impact. To be legally adequate, the DEIR should include a project alternative that includes targeted BRT elements in areas where they would have highest impact to improving transit service in the corridor.	The comment mischaracterizes the definition of project alternatives. While the comment characterizes the Proposed Project as implementing dedicated BRT lanes along "virtually the entire corridor," the Proposed Project has been planned and designed with the local context in mind. There are multiple instances along the proposed route where the Project has foregone proposing dedicated bus lanes and other BRT features based on local considerations and contexts. For example, the Proposed Project would operate in mixed-flow traffic for a portion of the route on Central Avenue between Glenoaks Boulevard and Doran Street and for the entirety of the route in Pasadena. The Alternatives Analysis prepared as a predecessor to the Draft EIR evaluated multiple route alignments and street configurations, and the Proposed Project is the outcome of a multi-year planning process taking into account local considerations and contexts. The alternatives to the Proposed Project are the No Project Alternative (Alternative 1) and the Improved Existing Bus Service Alternative (Alternative 2). The comment asserts that the Draft EIR must include an alternative that includes targeted BRT elements to satisfy legal requirements for a reasonable range of alternatives. As stated on page 6-8 of Chapter 6, Alternatives to the Project, Alternative 2 would be a local express service with some BRT characteristics. The service may be as frequent as that proposed for BRT with buses that would operate in mixed-flow traffic with transit signal priority systems (i.e., queue jumps as mentioned in the comment). Stops would be more frequent than the BRT line but less frequent than local bus lines (typically every 0.6 miles on average). Travel times would be faster than for local service but slower than the travel times expected from the BRT project. Stops would occur at existing bus stations and there would be no median-running, center-running, or side-running configuration. Alternative 2 includes the targeted BRT elements requested in the comment. In accordance with Section 15126 of the CEQA Guidelines, Consideration and Discussion of Alternatives to the Proposed Project, an EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. This requirement has been satisfied in the Draft EIR.
3	Also, more disruptive BRT elements, such as dedicated bus lanes, have tradeoffs with existing roadway elements like sidewalks, travel lanes and parking. And BRT elements have varying levels of transit improvement relative to adjoining vehicle traffic congestion and delays. The DEIR does not include adequate information on the existing congestion levels and delays on the corridor relative to the proposed transit service for the public and decision makers to evaluate the relative improvement and tradeoffs that BRT elements like dedicated bus lanes have along different segments of the project corridor. The DEIR therefore does not include adequate project alternatives nor information on existing roadway congestion levels to fully disclose the relative benefits, tradeoffs, and impacts that the project has on the environment. In particular, there is insufficient information in the DEIR for the public and decision makers to evaluate whether the proposed bus lanes on Olive Avenue and Glenoaks Boulevard should be implemented as peak-only bus lanes, or whether buses should travel in more mixed-flow segments because existing vehicle congestion and delay in the existing general purpose lanes is low and therefore bus lanes are not warranted.	The 2020 CEQA Guidelines do not require traffic congestion analyses. Metro is not required to consider traffic congestion in the CEQA process, although it may be considered by the Board of Directors during the decision-making process. Traffic analysis information has been provided to the City of Burbank outside of the CEQA process. Based upon the traffic analysis, signalized intersections along Olive Avenue are projected to operate at LOS D or better with the exception of the intersections at Buena Vista Street, Verdugo Avenue/Sparks Street, and Victory Boulevard, which are forecast to operate at LOS E or F in 2042 for No Project and/or Proposed Project Scenarios. Signalized intersections along Glenoaks Boulevard are projected to operate at LOS D or better under the No Build and With Project Scenarios. These results are generally consistent between the No Project and Proposed Project Scenarios.

4	The project alternative proposes to install a new BRT transit station at the top of the Olive Avenue overpass to directly connect BRT riders to the Downtown Burbank Metrolink Station below. The City of Burbank suggested and proposes this direct connection. However, the implementation of this connection as described in the DEIR introduces substantial transportation policy and safety impacts by reducing travel lanes on Olive Avenue contrary to the Burbank General Plan and creating a pedestrian crossing and travel lane merge movements along an old bridge vertical curve that will likely introduce new safety impacts. The construction of the proposed station is also likely infeasible because any types of heavy construction including station platforms, ADA ramps, signal foundations, pull boxes, and underground conduits will likely compromise the structural integrity of the existing bridge. The DEIR should include a project alternative that implements this station by widening the Olive Avenue bridge to expand pedestrian sidewalks, improving substandard bridge railings, creating a bus turnout and station platform outside of the existing Olive Avenue roadway, and constructing a second elevator on the south side of Olive Avenue to eliminate the proposed hazardous pedestrian crossing. This project alternative would eliminate several project impacts identified above, and would likely contribute to an environmentally superior project alternative.	Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge and is no longer considering implementing dedicated bus lanes in this location. The location of the station has instead been shifted to Olive Avenue at Lake Street.
5	The Project Alternatives section identifies that the No Project Alternative is environmentally superior, and then identifies the "Improved Existing Bus Service Alternative" (Alternative 2) as the environmentally superior alternative of the remaining two build alternatives. The project alternative is not identified as environmentally superior and the DEIR fails to address how the project alternative meets the stated project objectives better than the environmentally superior alternative to warrant it being chosen over the environmentally superior Alternative 2. Based on this omission, the public and decision makers are led to believe that Alternative 2 should be selected as the preferred project, rather than the proposed project. As such, the alternatives analysis is legally inadequate.	The comment misinterprets the purpose of identifying the environmentally superior alternative in a Draft EIR. The comment suggests that the Proposed Project could be the environmentally superior alternative, which is not accurate. As stated on page 6-17 of Chapter 6, Alternatives to the Project, CEQA Guidelines Section 15126.6 requires that an "environmentally superior" alternative be identified among the alternatives that are evaluated in the Draft EIR to foster informed decision-making. The environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts when compared to the Proposed Project while attaining most of the basic objectives of the Project. For the North Hollywood to Pasadena Bus Rapid Transit Corridor Project, the No Project Alternative is considered the environmentally superior alternative because there would be no physical changes to the existing environment resulting in construction or operational impacts. If the No Project Alternative is identified as the environmentally superior alternative, CEQA requires identification of the environmentally superior alternative other than the No Project Alternative from among the Proposed Project and the other alternatives evaluated in the Draft EIR. Alternative 2 is the environmentally superior alternative among the remaining alternatives because, as compared to the Proposed Project, it avoids or reduces all construction impacts related to transportation, biological resources, cultural resources, noise, and tribal cultural resources. It also avoids or reduces operational impacts related to transportation, aesthetics, cultural resources, and geology and soils. CEQA does not require that the alternatives analysis in the EIR address how the Project or its alternatives meet the stated Project Objectives, simply that a reasonable range of alternatives to the project, or the location of the project, be identified for decision-making purposes. The comment does not take issue with the ability of either the Proposed Project or Alternative 2 to meet the Project Objectives. CEQA does not require the feasibility determination (including discussion of the degree to which the alternatives meet the objectives) to be included in the EIR (Flanders Foundation v. City of Carmel-by-the-Sea (2012) 202 Cal.App.4th 603.). The decision to the approve the Project will require a finding on the feasibility of the alternatives to the project weighing the desirability of the project "based on a reasonable balancing of the relevant economic, environmental, social, and technological factors against the benefits of the Environmentally Superior Alternative. This decision is left to the Metro Board of Directors as the decision-making body for the Proposed Project.
6	Policy compliance intro	

7	The DEIR fails to disclose the significant adverse impact the project will cause on maintaining the City's circulation network and street classifications. The Burbank General Plan designates Olive Avenue as a Major Arterial (General Plan Exhibit M-2) with five travel lanes. Major arterials should give priority to regional transit and auto traffic, and should encourage good transit and automobile progression using traffic signal timing (General Plan Page 4-11). The DEIR indicates that Olive Avenue would retain two travel lanes on Olive Avenue in each direction, but fails to disclose that the project would remove one travel lane in each direction on the Olive Avenue overpass of Interstate 5, which reduces the number of travel lanes from five lanes to three and conflicts with the General Plan street classification and roadway cross section requirements for major arterials which requires two lanes in each direction. The DEIR is inadequate in disclosing this significant roadway policy impact and in failing to identify appropriate mitigation measures for this impact. The DEIR must disclose congestion and potential impacts to public safety caused by narrowing of Olive Avenue to one lane in each direction. The DEIR must include a project alternative or mitigation measure that implements this station by widening the Olive Avenue bridge to expand pedestrian sidewalks, improving substandard bridge railing, creating a bus turnout and station platform outside of the existing Olive Avenue roadway, and constructing a second elevator on the south side of Olive Avenue to eliminate the proposed hazardous pedestrian crossing.	The comment incorrectly states that the Draft EIR must disclose and mitigate significant congestion impacts related to reducing travel lanes on Olive Avenue. The 2020 CEQA Guidelines do not require traffic congestion analyses. Metro is not required to consider traffic congestion in the CEQA process, although it may be considered by the Board of Directors during the decision-making process. Review of the City's Mobility Element and street classification system did not identify a requirement for Major Arterials to provide and maintain two travel lanes in each direction but rather a requirement for Major Arterials to maintain a 76-foot Traveled Way and a 100-foot Right of Way (Mobility Element on page 4-11). Regardless of the lane configuration of Olive Avenue, the existing width of right-of-way would by maintained by the Project. Further, the City's Mobility Element street classification system identifies several priorities and requirements for Major Arterials. In order, the priorities are (1) Where transit conflicts with cars, design streets to maximize person versus vehicle throughput, (2) On-street parking may be removed to accommodate transit stops or turn lanes. Maximize traffic signal coordination; consider transit signal priority, and (3) Property dedication may be required to maximize sidewalk widths or to provide intersection capacity enhancements. To the extent that the Project presents a conflict between transit and cars due to the conversion of a travel lane to a side-running bus lane, the Project maximizes person versus vehicle throughput by providing a premium transit service along Olive Avenue, consistent with the street classification list of priorities. Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge and is no longer considering implementing dedicated bus lanes in this location thereby maintaining the existing lane configuration through the Olive Avenue Bridge.
8	The DEIR is inadequate in failing to disclose a roadway policy impact with Burbank General Plan Mobility Element Policy 1.2. The project proposes to widen the entire length of Olive Avenue by one to two feet through the entire length of the City to accommodate a transit-only bus lane. Burbank2035 General Plan Policy 1.2 does not support "wholesale changes to street rights-of-way," therefore the project is inconsistent with Policy 1.2.	The comment mischaracterizes the Proposed Project. The Proposed Project does not include street widening (i.e., narrowing of the sidewalk).
9	The DEIR is inadequate in identifying roadway policy significant impacts with the Burbank General Plan Mobility Element. The project would require the curb-to-curb street width of Olive Avenue and Glenoaks Boulevard to be widened by up to four feet along the entire length of the project, which conflicts with Mobility Element Policy 3.4. The DEIR does not investigate feasible mitigation measures to address this policy impact, such as project alternatives that preserve the existing street roadway width consistent with this policy. Further, the DEIR does not identify the numerous locations along Olive Avenue where the half-street street right-of-way width is only 40 feet, , which may be insufficient to accommodate the proposed project's 36-foot wide half-street width (72-foot total width)without eliminating sidewalks. Providing ADA-accessible sidewalks in these locations may require property acquisition which is not disclosed in the DEIR, and which is inconsistent with Policy 3.4.	The comment mischaracterizes the Proposed Project. The Proposed Project does not include street widening (i.e., narrowing of the sidewalk). The Proposed Project has been designed to avoid widening and acquisitions as feasible. This is consistent with Policy 3.4 which states, "Consider street widening and right-of-way acquisitions as methods of last resort." Details of the size and location of any potential acquisitions have not been identified at this stage in the design process.
10	The DEIR is inadequate in assessing the proposed project's impact on Olive Avenue and Glenoaks Boulevard arterial street efficiency, and does not disclose whether the project will cause arterial spillover traffic into adjacent residential neighborhoods. The proposed project sincludes transit signal priority and queue jumps at intersections, but does not disclose how therse improvements may influence arterial street traffic. In particular, Olive Avenue isa diagonal street that intersects other north-south and eas-weststreets near the proposed project, and may prevent the City from synchronizing its other arterial streets. The DEIR must disclose and analyze how potential transit system signal priority will affect the City's arterial traffic signal coordination and synchronization.	Where proposed, the curb-running bus lanes configuration is not anticipated to result in spillover traffic into residential neighborhoods, since the curb-running bus lanes configuration maintains the existing number of travel lanes throughout most of Burbank. The side-running bus lanes configuration, which reduces the number of travel lanes on Olive Avenue between Buena Vista Street and Lake Street, is expected to result in a shift of traffic to parallel streets including Alameda Avenue and Burbank Boulevard. Not much traffic is expected to divert to local residential roadways, since out-of-direction travel would be required resulting in longer travel distances and longer travel times, especially considering the speed impediments along the local residential roadways (e.g., stops signs, speed bumps).
11	The proposed corridor passes by, but does not serve, the Disney Studio Campus and St. Joseph's Hospoital and related medical complxes at the intersection of Buena Vista and Alameda Avenue….SEIR should study a route alternative to divert the project alignment onto Alameda Avenue and Buena Vista Street to serve this major employment and community center, and including a stop at the Buena Vista Street/Alameda Avenue intersection.	The Proposed Project follows the Alameda Avenue and Buena Vista Street alignment suggested in the comment and includes a station in proximity to the Alameda Avenue and Naomi Street intersection.

12	The Burbank2035 General Plan identifies a future bus transit center to be located within the Burbank Media District, at a location where local and regional bus lines intersect. The proposed project includes a station located where this future transit center is identified. However, the DEIR fails to analyze how the proposed project supports or inhibits the development of this transit center. The DEIR should evaluate how the construction of the proposed project's stop at Hollywood Way/Riverside Drive/Olive Ave can serve as the foundation for a future bus transit center in the Media District, specifically how the proposed project's station will provide connections to BurbankBus, Metro Local, and Metro Express Service in the MEdia District while supporting required first-last mile improvements necesary to support the station.	The Proposed Project would not acquire land in Burbank that would potentially be used for a transit center in the Media District. The Proposed Project would improve, and not interfere, with the City's ability to create a new transit center in the Media District, as set forth in Policy 4-3 of the Burbank2035 General Plan Mobility Element.
13	The DEIR fails to analyze how the propsoed project is compatible with Burbank2035 General Plan Mobility Element Policy 4.8 relating to the project's seamless connection between the Downtown Metrolink Station as well as the City's existing and planned off-street bicycle network that serves the Downtown Burbank Metrolink Station. The proposed transit station on the Olive Avenue overpass does not support a seamless connection to the existing Burbank Channel Class I Bikeway, and the future Chandler Extension Class I Bikeway because it requires eastbound riders to navigate a circuitous route across Olive Avenue and down the existing elevator. The proposed project should promote a more seamless connection to these other transportation systems by implementing this station by widening the Olive Avenue bridge to expand pedestrian sidewalks, improving substandard bridge railings, creating a bus turnout and station platform outside the existing Olive Avenue roadway, and constructing a second elevator on the south side of Olive Avenue to eliminate the proposed hazardous pedestrian crossing.	Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge. The location of the station has been shifted to Olive Avenue at Lake Street.
14	The DEIR fails to analyze the proposed project's potential ridership impacts to the existing BurbankBus Pink Route service in conflict with Burbank2035 General Plan Mobility Element Policy 4.8. The Pink Route provides local service along the Olive Avenue corridor and connects the Universal City Red Line Station and Downtown Burbank Metrolink Station to the Media District. This impact is especially pertinent as the City is being asked to become the primary local transit provider in the corridor due to the NextGen Bus Plan eliminating Metro 155 service.	The alignment of the Proposed Project overlaps with the BurbankBus Pink Route between Hollywood Way/Riverside Drive/Olive Avenue in the Media District and the Downtown Burbank Metrolink Station. The Proposed Project's limited-stop service will complement the local service provided by the BurbankBus Pink Route. In addition, the BurbankBus Pink Route will obtain travel time and reliability benefits from the dedicated bus lanes implemented for the Proposed Project.
15	The DEIR fails to disclose a significant policy impact with Burbank2035 General Plan Mobility Element standard sidewalk width requirements. The project would widen Olive Avenue and Glenoaks Boulevard by one to two feet in both directions to convert the existing on-street parking into a bus-only lane. This would require sidewalks widths on Olive Avenue and Glenoaks Boulevard to be reduced below the standard widths identified in the Burbank2035 General Plan (Table M-2 – Sidewalk Standards, Page 4-21). The sidewalk width standards are generally 15 feet along the project corridor, and the required street widening would reduce these widths to 14 feet. In some locations on Olive Avenue, sidewalk widths would be reduced to 4 feet, which does not meet ADA minimum width standards. The DEIR fails to identify a significant transportation impact, nor does it identify feasible mitigation measures to this significant impact. Burbank General Plan Mobility Element Policy 9.2: Address the needs of people with disabilities and comply with the requirements of the ADA during the planning and implementation of transportation improvement projects. The DEIR fails to disclose a significant policy impact with the Burbank General Plan Mobility Element because the project proposes to reduce sidewalk widths on Olive Avenue in certain segments to four feet wide, which is below the ADA minimum width.	The comment mischaracterizes the Proposed Project. The Proposed Project does not include street widening (i.e., narrowing of the sidewalk).
16	The DEIR fails to disclose a policy impact with the Burbank General Plan Mobility Element Planned Bicycle Routes and the Bicycle Master Plan Top Priority Projects, which both include the addition of Class II bicycle lanes on Glenoaks Boulevard between Providencia Avenue and Alameda Avenue, with connections to the Class III bicycle route on Providencia Avenue. Further, the project precludes the City from connecting this planned facility to the Downtown Burbank Metrolink Station via Glenoaks Boulevard between Providencia Avenue and Verdugo Avenue, which is a bicycle network gap identified in the City's Complete Streets Plan. The DEIR must identify a mitigation measure for this policy impact.	The Proposed Project would operate in mixed-flow traffic on Glenoaks Boulevard between Olive Avenue and Providencia Avenue; thus the Project would not impact the City of Burbank's ability to address a gap in the bicycle network on Glenoaks Boulevard between Verdugo Avenue and Providencia Avenue.

17	The DEIR fails to disclose a potential transportation impact by introducing a hazard due to a geometric design feature. The project proposes to construct a transit station at the top of the Olive Avenue Overpass, and install a signalized pedestrian crosswalk at the crest of the overpass. The DEIR did not analyze of the placement of this pedestrian crossing at the top of a 60 year old overpass with poor vehicle sightlines due to high roadway grades caused by the profile of the overpass. The project proposes to construct two roadway travel lane drops on the overpass immediately approaching the proposed station platform, and the DEIR does not disclose or analyze whether the introduction of this roadway design feature on the existing overpass creates a potentially significant adverse impact. The project also proposes to introduce additional pedestrian traffic travelling to and from the new station platform. These pedestrians will be boarding and alighting buses mixed with through pedestrian traffic on the bridge's existing seven foot sidewalks. These sidewalks are located along bridge railings that are of substandard height (39 inches) separating pedestrian traffic from falling to the Interstate 5 freeway below	Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge.
18	The DEIR fails to analyze whether the proposed station loading platforms with midblock crosswalk on the Olive bridge is feasible. A midblock crosswalk on the Olive bridge is likely hazardous for pedestrians and vehicles due to creating a visibility issue on the bridge's vertical curve. The DEIR did not adequately investigate whether a signalized crosswalk can be constructed on the existing Olive bridge given the types of heavy construction including station platforms, ADA ramps, signal foundations, pull boxes, and underground conduits that will be required and may likely compromise the structural integrity of the existing bridge. The DEIR is inadequate in analyzing these potential safety impacts and identifying mitigation measures for those potentially significant adverse impacts. The DEIR should include a project alternative or mitigation measure that implements this station by widening the Olive Avenue bridge to maintain four travel lanes, expand pedestrian sidewalks, improve substandard bridge railings, creating a bus turnout and station platform outside of the existing Olive Avenue roadway, and constructing a second elevator on the south side of Olive Avenue to eliminate the proposed hazardous pedestrian crossing.	Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge.
19	The DEIR fails to analyze a potential transportation impact caused by a hazardous geometric design feature by proposing bus left turn movements to westbound Olive Avenue from the far-most right turn lane of northbound Glenoaks Boulevard. The DEIR does not disclose this potential hazardous condition or identify mitigation measures to reduce potential significant impacts. Making a left turn from the far-most right turn lane also violates California Vehicle Code Section 22100(b) and may cause other drivers to unintentionally copy the same movement, thereby introducing a new hazardous condition for pedestrians and road users.	The Proposed Project will operate in mixed-flow traffic on Glenoaks Boulevard on the approach to Olive Avenue; thus, the proposed BRT will execute a left-turn to westbound Olive Avenue from the left-turn lane shared with automobile traffic.
20	The DEIR fails to analyze a potential transportation impact caused by a hazardous geometric design feature by proposing to install center-running median bus lanes on Glenoaks Boulevard at the Alameda Avenue and Providencia Avenue intersections across conflicting left turn movements to these streets. The DEIR does not disclose this potential hazardous condition or identify mitigation measures to reduce potential significant impacts.	The Proposed Project would be designed in the engineering phase to confirm that left-turn movements can be executed in a safe manner at the Glenoaks Boulevard intersections with Providencia Avenue and Alameda Avenue. The eastbound-westbound left turns would operate under a protected signal phase. If geometric analysis demonstrates a conflict between the routing of the eastbound and westbound left turns if they operate concurrently, lead-lag signal phasing can be implemented so the eastbound and westbound left turns occur during separate protected signal phases.
21	The proposed project allows right-turning vehicles to merge with the curb-running bus lane approaching each intersection and allows right turns be made from the bus lane. Existing right turn lanes with protected right turn signal indication cannot be merged with the curb-running bus lane due to the complexity of the signal operation at these locations. Removing the protected right turn indication will compromise vehicular safety at these locations. The DEIR failed to analyze the impact of traffic circulation should these protected right turn lanes be removed. The DEIR fails to analyze a potential transportation impact caused by hazardous geometric design feature by proposing to integrate the bus stations into the sidewalk area and using a curb extension to facilitate access and pedestrian circulation.	The curb-running bus lanes configuration along Olive Avenue and the BRT stations along the sidewalks are not expected to create a hazardous geometric condition. Likewise, the side-running bus lanes configuration along Olive Avenue with the BRT stations provided along curb extensions are not expected to create a hazardous geometric condition. Right turns are allowed to be made from dedicated bus lanes across many BRT systems, including along Wilshire Boulevard locally. Metro will work with the City of Burbank during the Project's engineering phase to confirm that the Proposed Project does not create hazardous geometric conditions.
22	The DEIR fails to adequately analyze if including 11 foot bus only curb lanes adjacent to the existing 10 foot travel lanes on Olive Avenue and Glenoaks Boulevard will create a potentially significant adverse safety impact. The DEIR should analyze how the geometric configuration of BRT elements, such as dedicated lanes, curb extensions, and bus stations may create hazardous geometric design features, particularly where the alignment is required to make left or right turns, enter, exit, and cross freeway ramps, bicycle facilities, and pedestrian crossings at intersections.	The Proposed Project's BRT will abide by traffic regulations when operating in the street right-of-way. Lane widths and traffic control measures will meet the applicable design standards. Therefore, the Proposed Project is not expected to create hazardous geometric design features.

23	The DEIR appears to use the "related projects list" method of analyzing potential cumulative impacts. The list of cumulative projects (Table 5-1, Page 5.2) included in the Cumulative Impact section of the DEIR omits several projects in the City of Burbank, including approved entitlements for the City's three major studio campuses. The City of Burbank's cumulative project list can be provided to Metro to add the additional cumulative projects located within ½ mile of the project alignment	The comment states that the cumulative project list is missing several projects within the City of Burbank that should be included in the Cumulative Impact Analysis. Please see Chapter 3, Corrections and Additions, of the Final EIR for the updated cumulative projects list based on information provided by the City of Burbank on May 3, 2021. The updated cumulative projects list clarifies and amplifies the information provided in the Draft EIR. No new or substantially more severe cumulative impacts have been identified based on the updated list. The additions to the cumulative list do not directly or indirectly affect the environmental resource analyses included in Chapter 5, Cumulative Impacts, of the Draft EIR. Therefore, no revisions to the cumulative impact analysis are necessary.
24	The DEIR related projects list includes the City of Los Angeles Colorado Boulevard Specific Plan, but does not include the two City of Burbank Specific Plans that the alignment passes through (Media District and Burbank Center Specific Plans). Further, the Burbank Center Plan is not considered in the Population and Housing Section of the DEIR.	Both the Burbank Media District and the Burbank Center Specific Plans were included in the analysis of population and housing and land use impacts, as discussed in Appendices Q and L, respectively. Conflicts and compliance with these planning documents were assessed individually in these technical analyses rather than cumulatively. The Proposed Project would be compatible with the land use plans, goals, and policies adopted by the regional and local jurisdictions within the Project Area. While it is anticipated that land uses in the Project Area will change over time to address growing population and regional demands for infrastructure and services, individual City jurisdictions and metropolitan planning organizations such as SCAG are responsible for planning such development. Land uses surrounding the Proposed Project stations may intensify due to transit oriented development (TOD) pressures and zoning initiatives that have been planned and encouraged by the Project Area cities including the Cities of Los Angeles, Glendale, Burbank, and Pasadena. This growth pattern would be consistent with regional planning efforts to focus future growth in areas served by transit to address environmental concerns related to climate change and availability of services and infrastructure to meet future demand. Accordingly, the Proposed Project would be consistent with regional and local plans aimed at improving regional mobility and focusing growth in areas well served by transit. As described in Chapter 4, Other Environmental Considerations, of the Draft EIR, no significant impacts related to land use or population and housing were identified.
25	The DEIR related project list includes the unfunded Metro Los Angeles – Glendale – Burbank Feasibility Study, but does not include the funded Antelope Valley Line Improvement Project, which will fund capital improvements to expand Metrolink service to 30 minute, all-day, bi-directional service. The DEIR's failure to include these service improvements as a cumulative project makes the DEIR inadequate in analyzing the need for the BRT project to seamlessly connect to this important regional connection, and inclusion of this cumulative project would likely provide support for the Olive Avenue / Metrolink transit stop improvements described elsewhere in this comment letter.	The comment states that the EIR omitted analysis of Metro's Antelope Valley Line (AVL) Capacity and Service Improvements Project in the cumulative projects list and therefore omits necessary analysis of the need for the Project to have additional improvements to the Burbank Metrolink station connection. The AVL Capacity and Service Improvements Project has been added to the analysis in the EIR. Please see Chapter 3, Corrections and Additions, of the Final EIR. Adding AVL to the cumulative list does not directly or indirectly affect the environmental resource analyses included in Chapter 5, Cumulative Impacts, of the Draft EIR. The AVL Capacity and Service Improvements Project does not propose any improvements to the Burbank Metrolink station or tracks in the vicinity of the Proposed Project and simply proposes increased frequency of service to the station. The Proposed Project no longer proposes any improvements to the Olive Avenue bridge where the Burbank Metrolink Station is located. Thus, there is no potential conflict between the Proposed Project, the existing Burbank Metrolink Station, or existing and future Metrolink service.
26	The DEIR identifies the Metro / City of Burbank Olive/Verdugo/Sparks intersection improvement project as a related project, but does not identify the conflict the proposed project would have with the City's planned improvement of this intersection, which would construct pedestrian, bicycle, and vehicle channelization improvements that would preclude the installation of bus lanes through the intersection.	The Draft EIR acknowledged proposed spot widening to add a curb-running bus lane through the Olive Avenue/Sparks Street/Verdugo Avenue intersection and potential overlap of the two projects' construction activities. The Project now includes a side-running bus lane instead of a curb-running bus lane and Metro no longer proposes widening at this location. Metro is committed to working with the City of Burbank during engineering to confirm that improvements are not in conflict with the City's planned improvements at the Olive/Verdugo/Sparks intersection. It should be noted that at the time of this Final EIR, the City of Burbank has not prepared publicly-available design plans for the improvements nor programmed funds for the improvements.
27	The DEIR identifies the City of Burbank Olive Avenue Bridge Improvement project as a related project, but does not disclose that the proposed narrowing of Olive Avenue to one lane in each direction is in conflict with one of the purposes of the bridge improvement, which is to improve operational efficiency while also adding bicycle and pedestrian improvements to the bridge. Constructing a transit stop at the top of the bridge in the middle of the travelled roadway would conflict with this project. These numerous omissions and inconsistencies render the Cumulative Impacts analysis legally inadequate because the findings and conclusions are not supported by substantial evidence.	Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge as well as dedicated bus lanes across the bridge.

28	The DEIR identifies that a significant aesthetic impact would occur if the project would "substantially damage scenic resources, including…trees…" and identifies several impacts to existing mature tree landscape elements along the corridor outside the City of Burbank (Page 3.2-14). However, the project does not apply this threshold to the City of Burbank and therefore does not identify impacts to mature street trees in the City of Burbank. In particular, the project would require the removal of several rows of large mature street trees on Olive Avenue and Glenoaks Boulevard in Downtown Burbank. These trees would be removed because the project is required to widen Olive avenue by one to two feet for the proposed project. By applying the project's aesthetic impact significance thresholds to the City's street trees, the DEIR should identify a significant impact to aesthetic resources in Burbank by removing these trees, and should identify feasible mitigation measures to lessen these impacts. In addition, the DEIR must analyze the removal of these trees as a significant Biological Resources impact give the contribution these mature street trees give to the City's urban forest resources. Without this additional analysis, the Aesthetics and Biological Resources impact analyses are legally inadequate because they are not supported by substantial evidence.	At this stage of the Conceptual Design, it is anticipated that a majority of the street trees along Olive Avenue would remain unaffected by the Project and further design refinement would be needed to identify the precise number and location of affected trees. Side-running bus lane configurations of the Proposed Project are anticipated to have fewer impacts on trees than the no longer considered curb-running configuration. The removal of street trees was not considered a significant impact alone unless those street trees have been identified by stakeholders as important aesthetic resources through scoping comments or in a planning document. In absence of a clear identification of a given resource's importance, impacts to aesthetic resources were assessed based on the context to the aesthetic environment and input from stakeholders, local jurisdictions, and the public. The Draft EIR acknowledges that tree removals could occur at various locations but notes that further design refinement during the Preliminary Engineering phase would avoid most conflicts with existing street trees located within sidewalks. Further, Mitigation Measure VIS-1 would reduce any impacts to streetscape vegetation to a less-than-significant level by requiring replacement landscaping in accordance with local streetscape requirements and design criteria.
29	The DEIR indicates that the proposed project will cause no impact to police public services because it will not lead to an increase in police service calls or the local jurisdictional service ratio. However, there is no evidence to support this conclusion (Page 4-22). The DEIR states that the project will be subject to Metro's transit police strategy including Transit Services Bureau officers and contracted polices services. But it does not state directly if the proposed project will be patrolled and staffed by Metro transit police or local jurisdictional police, and if local police will be contracted to provide police service. Also, the DEIR is silent on whether local or Metro law enforcement will be required to enforce bus-only lanes and other transit-only facilities, and fails to define the requirements and costs to enforce bus-only facilities. The DEIR fails to adequately identify if the project will pose a significant adverse impact to police service. Therefore, the Public Service impact analysis is legally inadequate because it is not supported by substantial evidence.	Contrary to the comment's assertion, the Draft EIR does not state that the Project would have no effect on police service calls or service ratios, but rather states that no police facilities would be affected and no changes in population would result requiring new or expanded police service or facilities. As stated in the Draft EIR, police response may improve as the dedicated bus lanes would be available to emergency vehicles in the event of an emergency, avoiding typical roadway congestion. Metro acknowledges that its transit policing strategy generally only applies to Metro facilities such as stations and that some local police service would be required to respond to service calls along the Project corridor; however, there are existing Metro bus services and facilities within the City of Burbank and it is anticipated that no significant change in the frequency, nature, or magnitude of police service requirements would be posed by the Project. As described in the Draft EIR, new BRT stations would be designed using Metro's Design Criteria which maximize lighting, visibility, and overall user safety which may improve safety along the Project route. Regarding enforcement of bus lane restrictions, Metro would coordinate with the City and local police service agencies to develop appropriate enforcement strategies. Per newly enacted legislation under Assembly Bill (AB) 917, operations of the Proposed Project may incorporate camera enforcement on the buses.
30	The DEIR indicates that the project will have no impact to electric utility systems, but does not document why this statement is true. Metro is proposing to utilize electric transit vehicles for the project, which could require substantial electrical utility system improvements if vehicle charging is expected to occur within the City of Burbank. The DEIR indicates that "the location of charging stations for electric buses would be analyzed and located where sufficient capacity is located" (Appendix S, Page 29) but does not include this analysis in the DEIR. The DEIR is insufficient in determining whether the proposed project will create a significant impact to the City's electrical utility system.	As discussed in Chapter 4, Other Environmental Considerations, of the Draft EIR there is no plan to locate electric bus charging infrastructure in the City of Burbank and the infrastructure required to charge vehicles for the Proposed Project and the Metro fleet generally would be located where adequate capacity is available. The Draft EIR does identify the North Hollywood Metro B/G (Red/Orange) Line Station as a likely location for charging infrastructure and another location at Pasadena City College is under consideration. Currently and for the purposes of the EIR, it has been assumed that overnight electric charging infrastructure for the Proposed Project would be located at one of Metro's existing bus depots. No aspect of the planning or design for the Proposed Project has considered electric vehicle charging infrastructure within the City of Burbank.
31	The DEIR fails to identify a significant impact to the City's recycled water interconnect with the City of Glendale located in the Glenoaks Boulevard median south of Alameda Avenue. The proposed project will likely impact this critical recycled water interconnect including hydrants, valves, vacuum/air release valves, meter boxes, and a fiber optic communication pull box. The DEIR should identify this significant impact and identify mitigation measures to mitigate it.	The comment identifies a recycled water interconnect with the City of Glendale located within the Glenoaks Boulevard median south of Alameda Avenue and states that the Proposed Project would result in impacts to the interconnect. Potential impacts to the referenced interconnect have not been identified during the Project's early phase of conceptual design. If impacts to the interconnect are identified in the Proposed Project's engineering and design phase, the design and engineering process will confirm the functionality of the interconnect.

32	The DEIR fails to identify the impacts caused by several miles of street widening with respect to existing overhead and underground utilities, drainage, sidewalk width, street trees, street lights, sidewalk furniture, landscape, etc. The DEIR should disclose any potential significant impacts to public infrastructure. As such, the Utility Systems impact analysis is legally inadequate because it is not supported by substantial evidence.	The comment states that the Draft EIR does not adequately address potential utility impacts related to proposed street widening. As discussed in Chapter 4, Other Environmental Considerations, of the Draft EIR, construction of the Proposed Project is not anticipated to require or result in the construction or relocation of utilities which could cause a significant environmental impact because utility relocations would be coordinated with utility providers. At this stage in the conceptual design, utility facilities have not been identified as designs are not advanced enough to determine potential conflicts. As discussed in Appendix S Utilities and Service Systems of the Draft EIR a utility composite base map would be developed to outline the utilities within the Project boundary. The base map would be used to identify conflict locations with Proposed Project work and existing utility facilities. Each utility company would need to be contacted on a periodic basis to determine if there are any new plans for their facilities. The utility composite base map would be updated as new information becomes available. Utility coordination meetings would be set up with each utility company with potentially affected facilities to help determine if relocation would be required or the facility could be protected-in-place. The utility coordination meetings would help to confirm the utility companies are engaged early during project development. Preliminary relocation concepts would be developed and presented to each utility owner with affected facilities. In addition, the resource analyses factored in utility relocations, as necessary. For example, the air quality analysis is premised on a regional analysis that accounts for a conservative projection of the maximum daily equipment and vehicle activity that could be occurring along the entire Project corridor in a given day. Analyzing such a worst-case scenario ensures that all other construction activities would not produce air quality impacts that exceed those analyzed in this document.
33	The DEIR fails to document the increased annual pavement maintenance costs to the City's streets caused by frequent heavy bus service operating in the curb lane of Olive Avenue and Glenoaks Boulevard. Identifying impacts to increased pavement wear could require mitigation measures such as strengthening the roadway cross section in the bus lanes to accommodate heavy bus travel. The DEIR also fails to identify maintenance costs for other roadway elements including signs, striping, traffic signals, and other roadway infrastructure. Additional comments related to civil public infrastructure are attached to this comment letter.	The comment states that the Draft EIR fails to address long-term effects of frequent bus travel on City pavement requiring increased maintenance cost and activities. As discussed in Chapter 2, Project Description, the Proposed Project's BRT service would operate with 10-minute frequency throughout most of the day on weekdays tapering to 15 to 20 minutes frequency during the evenings, and with 15-minute frequency during most of the day on weekends tapering to 30 minutes in the evenings. Substantial deterioration of the pavement is not anticipated because the Proposed Project's BRT service would provide only six buses per hour per direction (or approximately 200 buses per day) and would operate in travel lanes on Olive Avenue that already accommodate between approximately 22,000 and 28,000 vehicles per day, including automobiles, trucks, and buses. In addition, concrete bus pads would be installed at the Proposed Project's BRT stations. A joint maintenance agreement for Project elements will be developed during final design and prior to the opening of Project operations.
34	The City recognizes that impacts to public parking are not considered CEQA impacts. Nonetheless, the project proposes to eliminate 500 curb parking spaces along Olive Avenue and Glenoaks Boulevard without identifying a parking program or plan to address this lack of curb parking. These parking spaces currently serve a significant amount of mid-century, single story strip commercial development that does not include on-site parking. Removing parking for these land uses without providing a parking program to address this parking loss would create an economic impact on these strip commercial businesses who rely on this curb parking. Removing all parking inventory for these businesses would impact the business viability and prevent use and re-use of these older buildings. Further, wholesale removal of curb parking would push parking demand into adjacent residential neighborhoods, likely requiring the City of Burbank to implement additional permit parking zones in these residentially-adjacent neighborhoods. The DEIR should disclose this potential economic affect and provide a program or plan to offset the loss of parking caused by the proposed project. The DEIR should also propose project alternatives to the implementation of full-time bus lanes in areas where loss of curb parking will impact adjoining land uses.	Metro acknowledges that parking is a concern for the affected community and associated businesses; however, as the commenter states, parking loss and economic or social effects are not considered environmental effects for the purposes of CEQA. The side-running bus lanes configuration retains most of the existing on-street parking.
35	The DEIR fails to disclose if new transit stations will induce additional parking demand around them, especially if parking demand will impact sensitive residential or strip commercial land uses. Bus Rapid Transit is meant to operate similarly to light rail transit, but BRT stations, unlike light rail stations are built without parking. The DEIR should disclose the number of new transit riders at each station who are expected to arrive by automobile and identify potential parking demands caused by the proposed project.	The Proposed Project's BRT system is not anticipated to induce parking demand, as the BRT stations are spaced more frequently (i.e., closer together) than light rail transit stations. In general, BRT stations are spaced at one-mile intervals, resulting in no greater than a 10-minute walk to access a station.
36	Thank you again for providing an opportunity to comment on the DEIR for the Noho to Pasadena Bus Rapid Transit Corridor Project located in the City of Burbank. If you have any questions regarding the contents of this letter, please feel free to contact David Kriske, Assistant Community Development Director with the Community Development Department, at 818.238.5269 or via email at dkriske@burbankca.gov.	The comment concludes the letter with contact information for City staff. Metro acknowledges the preceding comments and looks forward to continued coordination with the City of Burbank. No further response is required.
37-62	*[Additional Specific Comments provided by Memorandum]*	*[Metro included specific detailed responses to City's Specific Comments - See FEIR Section 4.0 for details]*

Approval of a Cooperative Agreement for Design and Construction of the Metro NoHo to Pasadena BRT Corridor Project

City Council
March 26, 2024

COMMUNITY DEVELOPMENT

Recommendation

1. Approve a Cooperative Agreement with Metro for design and construction of the NoHo to Pasadena BRT Corridor Project, subject to Staff's proposed changes.

2. Direct staff on whether to include a more detailed project description which specifies the inclusion of mixed-flow lanes on Olive Avenue.

Tonight's Presentation

- What is Bus Rapid Transit (BRT)?
- Project Description, Alignment, and Status
- Proposed Cooperative Agreement
  - Recommended Changes
  - Project Description
- Recommendation



BUR-0207





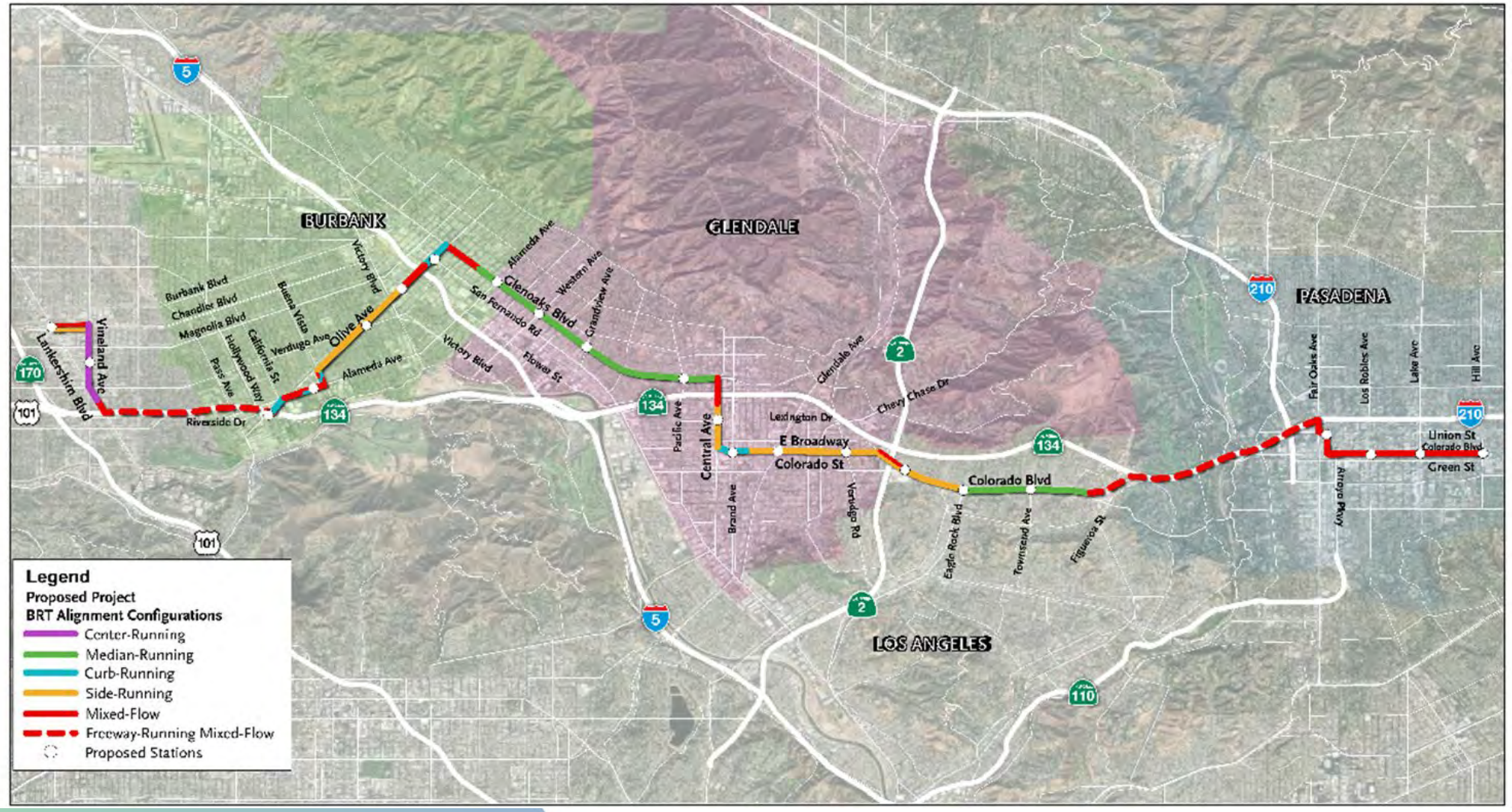


What is BRT?

BRT: Premium rail-like service
"Light Rail on Tires"

- Dedicated Stations
- Pay Fare Prior to Boarding
- Frequent Service (every 5 to 10 minutes)
- Street Improvements to Increase Speed
  - Dedicated Lanes
  - Queue Jumps
  - Signal Priority
- Will Use Electric Vehicles

Project Description & Alignment



BUR-0209

Current Project Status

Prelim Studies | DEIR/S | LPA | FEIR/S | Cert ★ | Pre-Con | Award | Constr | Open

Recent Activities

- Preliminary engineering
- Meetings with each city on corridor to discuss project design
- Advancing project design (e.g., bus lanes, stations, transit signal priority)



Next Actions

- Late 2023 thru Early 2024: Metro Procures Design Consultant Services
- **March 2024: City Council to Consider Approval of Cooperative Agreement**
- Early 2024 thru Mid 2025: Metro Completes Design Plans
- Mid 2025 thru Mid 2027: Construction

Proposed Alignment In Burbank

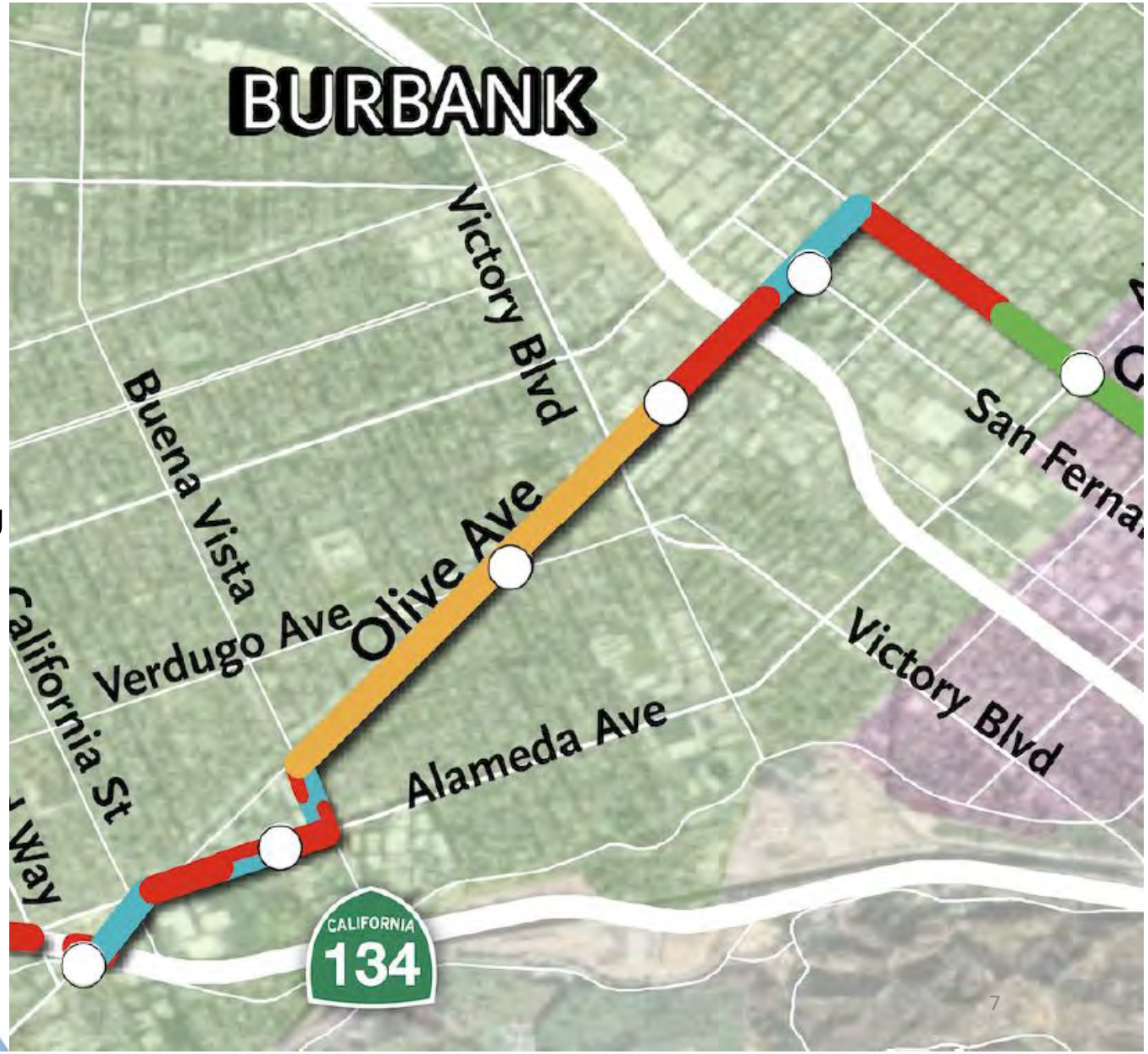
- Station
- Mixed Flow with Cars
- Bus Lane – Center Running Travel Lane Removal
- Bus Lane – Curb Running (Parking Removal)

City Council Direction

- Mixed Flow with Cars until Ridership Goal Met

Metro Board Approval

- Bus Lane – Side Running Travel Lane Removal



BUR-0211

Cooperative Agreement

Defines how City and Metro Work Together to Design the Project

- Define Roles and Responsibilities
- Clarify Design Parameters
- Procedures for Plan Review and Approval
- Dispute Resolution
- Utility Conflicts
- High Level Project Maintenance
- City Reimbursement for Project Costs

Cooperative Agreement

<u>Recommended Staff Changes:</u>

- No Metro Credit for Expired Service Life
- Agreement Should Define Major Project Elements to be Maintained by Metro
- City-owned Utility Adjustments Procedures

Cooperative Agreement

Project Description

- Metro and City Still Disagree on Olive Avenue Mixed Flow versus Bus Lane

Option 1:

- Include Explicit Project Description w/ Mixed Flow
  - Explicitly conveys City's position in Agreement
  - Metro may not be able to approve without further action
  - City risks proceeding with no agreement

Cooperative Agreement

Project Description

- Metro and City Still Disagree on Olive Avenue Mixed Flow versus Bus Lane

Option 2: Remove Project Description

- Recommended by Metro
- City / Metro can approve agreement, resume design
- City works with Metro to resolve Olive design
- City can withhold permits if design does not meet City Council's direction

Olive Bridge Connection to Metrolink

Olive Bridge BRT station not included in the project.

In lieu of making Olive Bridge connection contingent on approving Agreement, Staff recommends:

- Add Olive Bridge to CIP in FY 2024-25
- City to begin high-level planning
- Explore outside funding



Recommendation

1. Approve a Cooperative Agreement with Metro for design and construction of the NoHo to Pasadena BRT Corridor Project, subject to Staff's proposed changes

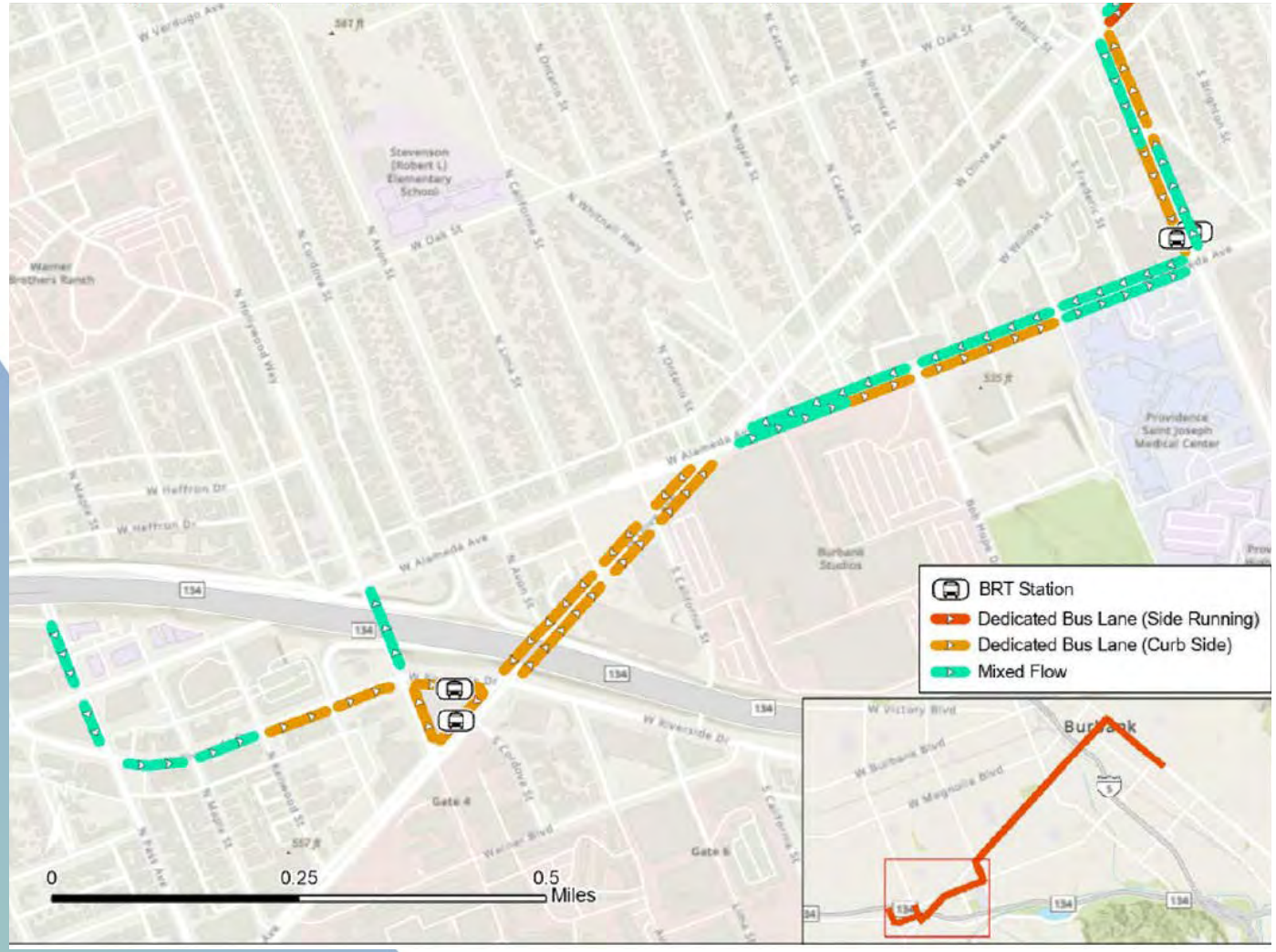
2. Direct staff on whether to include a more detailed project description which specifies the inclusion of mixed-flow lanes on Olive Avenue.

Questions and Discussion

David Kriske
Assistant Community Development Director
(818) 238-5269
DKriske@BurbankCA.gov

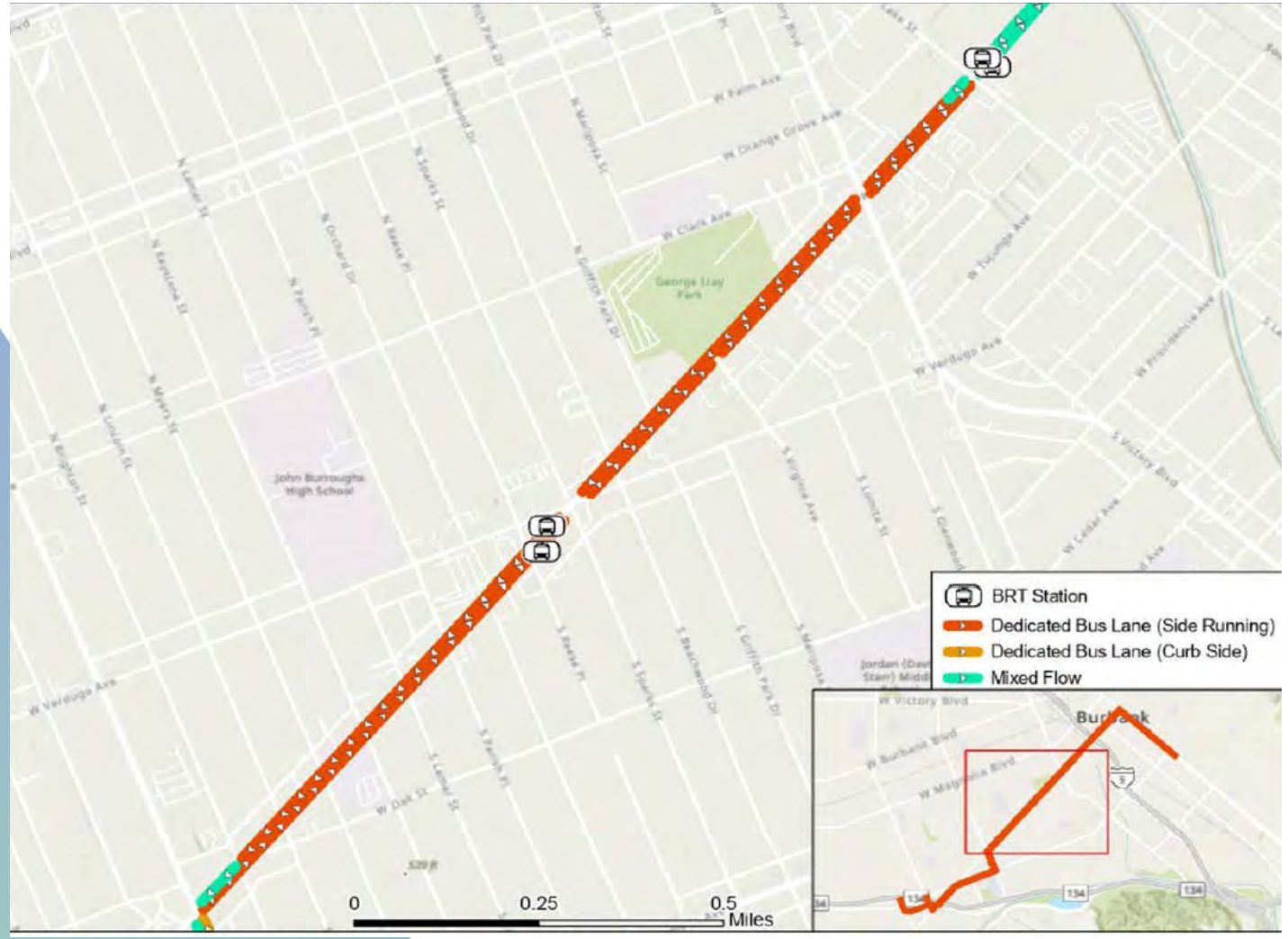
Detailed Alignment Maps for Questions

Pass Avenue / SR-134 Ramp to Buena Vista / Olive



BUR-0220

Buena Vista / Olive to Lake / Olive



BUR-0221

Lake / Olive to Glenoaks / Alameda



BUR-0222

Compendium Exhibit 4 Continued

Placeholder for Video Clip From March 26th City Council Meeting Re Approval of a Cooperative Agreement with the Metropolitan Transportation Authority for the Design and Construction of the North Hollywood to Pasadena Bus Rapid Transit Corridor Project

EXHIBIT 5

CITY OF BURBANK
CITY COUNCIL MEETING
TUESDAY, MARCH 26, 2024

Call to Order

A Closed Session Meeting of the City Council of the City of Burbank was held in the Council Chamber, 275 East Olive Avenue, on the above date. The meeting was called to order at 5:02 p.m. by Mayor Schultz.

Present: Council Members Anthony, Mullins, Takahashi, Vice-Mayor Perez, and Mayor Schultz.

Absent: None.

Also Present: City Manager Hess, City Attorney McDougall, and City Clerk Clark.

CLOSED SESSION PUBLIC COMMENT

There being no response to the Mayor's invitation for Public Comment on Closed Session matters, the City Council recessed at this time to the City Hall First Floor Conference Room to hold a Closed Session on the following:

1. Conference with Legal Counsel – Existing Litigation:
   a. Pursuant to Govt. Code §54956.9(d)(1)
   b. Name of Case: Argueta v. City of Burbank
   c. Case No.: 23STCV06809
   d. Brief description and nature of case: Other Employment Complaint Case (General Jurisdiction)
2. Conference with Legal Counsel – Existing Litigation:
   a. Pursuant to Govt. Code §54956.9(d)(1)
   b. Name of Case: Bernard v. City of Burbank
   c. Case No.: 22STCV08882
   d. Brief description and nature of case: Other Employment Complaint Case (General Jurisdiction)
3. Conference with Legal Counsel – Existing Litigation:
   a. Pursuant to Govt. Code §54956.9(d)(1)
   b. Name of Case: Jesse Vasquez v. City of Burbank, et al.
   c. Case No.: 23STCV09389
   d. Brief description and nature of case: Other Employment Complaint Case (General Jurisdiction)
4. Conference with Legal Counsel – Existing Litigation:
   a. Pursuant to Govt. Code §54956.9(d)(1)
   b. Name of Case: Guardians of the Pines, an unincorporated association v. City of Burbank, a municipal corporation
   c. Case No.: 23STCP03707
   d. Brief description and nature of case: Writ/Judicial Review (General Jurisdiction)

Call to Order

A Meeting of the City Council of the City of Burbank was held in the Council Chamber, 275 East Olive Avenue, on the above date. The meeting was called to order at 6:06 p.m. by Mayor Schultz.

Moment of Reflection

Mayor Schultz held a Moment of Reflection to begin the meeting with positive and collective support for our beloved community.

Flag Salute

The Pledge of Allegiance was led by Mayor Schultz.

Roll Call

Present: Council Members Anthony, Mullins, Takahashi, Vice-Mayor Perez, and Mayor Schultz.

Absent: None.

Also Present: City Manager Hess, City Attorney McDougall, and City Clerk Clark.

Mayor Schultz indicated there would be two (2) periods of Public Comment at this evening's meeting and those who wish to participate in General Public Comment and each of the Public Hearing Public Comment periods may call in at (818) 238-3335. The Reports to Council Public Comment period will only be taken in person.

ANNOUNCEMENTS:

Mayor Schultz displayed a PowerPoint Presentation announcing the following: (1) BWP Community Survey & Community Meeting #3; (2) Sustainable Water Use – Watering Schedule; and (3) Parks Master Plan Community Survey.

COUNCIL PRESENTATIONS/RECOGNITIONS:

Mayor Schultz announced the presentation of an Update from the Burbank-Glendale-Pasadena Airport Authority will be rescheduled.

CITY MANAGER REPORT:

City Manager Hess invited Mandip Samra, Assistant General Manager – Power Supply, who provided a brief report on the Iron-Flow Battery.

REPORTING ON CLOSED SESSION:

City Attorney McDougall reported that the City Council met in Closed Session regarding the agendized Closed Session items and City Council took no reportable action.

General Public Comment

GENERAL PUBLIC COMMENT:

Appearing to comment were: Xara Shaw, Erik Larsen, Joel Schlossman, Kevin Muldoon, Martin De La Cruz, Thomas Klohn, Hovanes, Mary Jane Hetrick, Jack Mitchell, Bob Greene, Tony Rodriguez, Diana Rios, Ana Carrion, Bart Reed, Monica Ballesteros, Jo Pimienta, Dana Morris, Eric, Michael Schiff, Alfonso Directo Jr., Vicki Kirschenbaum, Shannon Hartman, Johnny Escobedo, Chris Rizzoti, Randy West, Kevin Harrop, Ron Bax, Scott Meyers, Jessica Vitanza, MJ Barnett, David Donahue, James Ingram, Susan O'Carroll, and Alan DerMarderosian.

Meeting recessed/ reconvened

The City Council Meeting recessed at 6:43 p.m. and reconvened at 6:48 p.m.

Calling in to comment were: Barry Sarna, Christopher Matthew Spencer, Linda Walmsley, Gary Bric, Michael Honeck, Jacob Chuslo, Jamie Keyser, Josh Sackheim, Karry Ann Luttge, James, Max Deger, Arno Dionysian, Laura Ioanou, Anonymous, Joe Terranova, and Michael Castro.

COUNCIL, CITY MANAGER AND/OR CITY ATTORNEY COMMENT:

Council Members and Staff responded to Public Comment.

Motion

CONSENT CALENDAR:
It was moved by Vice Mayor Perez, seconded by Council Member Konstantine, and carried 5-0 by roll call vote, to approve the Consent Calendar.

City Council Minutes

1. City Council Minutes

   Approve the City Council Minutes of the Regular Meeting of March 19, 2024.

Adopt Resolution Ordering the Summary Vacation (V-425) of a Public Service Easement at 643 N. Fairview St. and Finding of Categorical Exemption Under CEQA (Applicant: Hamlet Sadekyan)

2. Adoption of a Resolution Ordering the Summary Vacation (V-425) of a Public Service Easement at 643 N. Fairview Street and Finding of Categorical Exemption Under the California Environmental Quality Act (Applicant: Hamlet Sadekyan)

   RESOLUTION NO. 24-29,503
   Adopt A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK ORDERING THE SUMMARY VACATION OF A PUBLIC SERVICE EASEMENT AT 643 N. FAIRVIEW STREET, BURBANK, CALIFORNIA (V-425) AND FINDING THE PROJECT CATEGORICALLY EXEMPT UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

Approve Right-of-Entry Agreement w- the L.A. Philharmonic Association to Provide Shuttle Services at the Downtown Burbank Metrolink Station

3. Approval of a Right-of-Entry Agreement with the Los Angeles Philharmonic Association to Provide Shuttle Services at the Downtown Burbank Metrolink Station

   1. Approve by a 4/5ths vote a Right-of-Entry Agreement for a period of three years, with two one-year extension options with the Los Angeles Philharmonic Association to use a bus bay at the Downtown Burbank Metrolink Station to provide shuttle services to the Hollywood Bowl on concert nights, and authorize the Community Development Director, as the City Manager's designee, to execute the Agreement.

   2. Find the approval of a Right-of-Entry Agreement for use of a bus bay at the Downtown Burbank Metrolink Station exempt from review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301, the exemption for minor modifications to existing structures involving no expansion of existing use.

Adopt Resolution Approving Contract Documents, Plans and Specs, and Authorize Execution of a Contract for Bid Schedule No. 1519 - Annual Sidewalk Repair Project to Kalban, Inc.; Finding of CEQA Exemption

4. Adoption of a Resolution Approving Contract Documents, Plans and Specifications, and Authorizing Execution of a Contract for Bid Schedule No. 1519 - Annual Sidewalk Repair Project in Zones 15, 16, 17 and 18 to Kalban, Inc.; Finding of CEQA Exemption (14 CCR § 15301)

   RESOLUTION NO. 24-29,504
   Adopt A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK APPROVING CONTRACT DOCUMENTS, PLANS AND SPECIFICATIONS, AND AUTHORIZING EXECUTION OF A

CONTRACT FOR BID SCHEDULE NO. 1519 – ANNUAL SIDEWALK REPAIR PROJECT (ZONES 15 – 18), TO KALBAN, INC.

Approve 2023 General Plan Annual Progress Report and 2023 Housing Element Annual Progress Report

5. Approval of the 2023 General Plan Annual Progress Report and 2023 Housing Element Annual Progress Report

   1. Approve the 2023 General Plan Annual Implementation Progress Report.

   2. Approve the 2023 Housing Element Annual Progress Report.

Adopt Resolution Approving Contract Documents and Awarding a Construction Contract for Bid Schedule No. 1522 – Downtown Metrolink Station Waterproofing & Elevator Modernization to Courts Construction Co., Inc.; Finding of CEQA Exemption; and Amending the Fiscal Year 2023/24 Budget

6. Adoption of a Resolution Approving Contract Documents and Awarding a Construction Contract for Bid Schedule No. 1522 – Downtown Metrolink Station Waterproofing & Elevator Modernization to Courts Construction Co., Inc.; Finding of CEQA Exemption (14 CCR § 15301); and Amending the Fiscal Year 2023/24 Budget

   RESOLUTION NO. 24-29,505
   Adopt A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK APPROVING CONTRACT DOCUMENTS, PLANS AND SPECIFICATIONS, AND AUTHORIZING EXECUTION OF A CONTRACT FOR BID SCHEDULE NO. 1522 - DOWNTOWN METROLINK STATION WATERPROOFING & ELEVATOR MODERNIZATION TO COURTS CONSTRUCTION CO., INC.; AND APPROVAL OF BUDGET AMENDMENT.

Approve 1st Amendment to City Attorney Employment Agreement between the City and Joseph H. McDougall Approving a 7% Annual Salary Increase

7. Approval of a First Amendment to the City Attorney Employment Agreement between the City of Burbank and Joseph H. McDougall Approving a 7% Annual Salary Increase

   Approve a First Amendment to the City Attorney Employment Agreement between the City of Burbank and Joseph H. McDougall approving a 7% Annual Salary Increase.

Approval to Excuse Absences of Infrastructure Oversight Board Member

8. Approval to Excuse Absences of Infrastructure Oversight Board Member

   Excuse the absences of Infrastructure Oversight Board Member Shaunt Kodaverdian.

REPORTS TO COUNCIL:

Approve Cooperative Agreement with Metro for the Design and Construction of the North Hollywood to Pasadena Bus Rapid Transit Corridor Project

9. Approval of a Cooperative Agreement with the Metropolitan Transportation Authority for the Design and Construction of the North Hollywood to Pasadena Bus Rapid Transit Corridor Project

Staff Report

David Kriske, Assistant Community Development Director - Transportation & Planning; Tito Corona, Metro Community Relations Manager; Scott Hartwell, Metro Project Manager – Planning; Anthony DeFrenza, Metro Senior Director – Program Management; Mark VanGessel, Metro Executive Officer – Program Management; Danny

Alvarez, Fire Chief; and Lisa Kurihara, Senior Assistant City Attorney, presented the PowerPoint presentation and responded to City Council inquiries.

Public Comment

Public Comment:

Appearing to comment were: Emily Payne, Bart Reed, Steve Wisner, Joshua Ericson, Deserie Lamp, Josh Christensen, Crispin Carrasco, Joe Fuchs, Erin Rein, Tyler Samples, Tino Dimperio, Tiffany Liu, Shea Ramsey, Herbert Hardy, Karen Ross, Ron Nelson, Jason Lewis, Cherryl Weaver, Mary O'Hare, Paul Herman, Ana Carrion, David Donahue, Jo Pimienta, Hunter Gibson, Nathan Adair, Matt Fabius, Andre Dionysian, Eddy Polon, George Gabel, Harry Timuryan, Brittany Curran, Judy Kim, Kevin McCarney, Scott Howard, Denny Zane, Kreigh Hampel, Rob Davis, Liz Bax, and Betty Porto.

Meeting recessed/ reconvened

The City Council Meeting recessed at 10:08 p.m. and reconvened at 10:18 p.m.

Council Members voted by consensus to continue with City business past 11:00 p.m.

Council Action:

Motion No. 1

It was moved by Council Member Konstantine, seconded by Council Member Mullins, and carried 5-0 by roll call vote, to

1. Approve a Cooperative Agreement with the Metropolitan Transportation Authority for the Design and Construction of the North Hollywood to Pasadena Bus Rapid Transit Corridor Project, subject to incorporation of the City's redline changes excluding the mixed-flow lane redline changes on pages 1-32 and 1-33.

2. Direct staff on whether to require a more detailed project description in the Agreement which specifies the inclusion of mixed-flow lanes on Olive Avenue between Buena Vista Street and Lake Street.

Motion No. 2

It was moved by Council Member Konstantine, seconded by Vice Mayor Perez, and carried 5-0 by acclamation, to form a City Council ad hoc subcommittee on bus rapid transit to discuss the City's remaining concerns and necessary neighborhood protections with Metro.

Motion No. 3

It was moved by Council Member Konstantine and failed for lack of a second, to appoint Council Member Takahashi and Vice Mayor Perez to serve on the ad hoc committee.

Motion No. 4

It was moved by Council Member Konstantine, seconded by Council Member Takahashi, and carried 5-0 by acclamation, to appoint Council Members Takahashi and Mullins to serve on the ad hoc committee.

Council Comments

COUNCIL COMMENTS:

Council Members reported out on Council committee assignments and attendance at conferences, regional meetings, and community events.

Introduction of Additional Agenda Items

INTRODUCTION OF ADDITIONAL AGENDA ITEMS:

Council Member Takahashi requested a first step report on establishing a Downtown Burbank Metrolink transit hub committee.

Mayor Schultz requested a white paper memo regarding the budget for translation services at City Council meetings.

Adjournment

ADJOURNMENT:

There being no further business to come before the City Council, the meeting was adjourned at 1:09 a.m., to Wednesday, April 3, 2024, for a Joint Meeting with the Burbank Unified School District in the Community Services Building, Room 104 - 150 North Third Street, First Floor.

s/Kimberley Clark
Kimberley Clark
City Clerk

s/Nick Schultz
Nick Schultz
Mayor

APPROVED DATE: April 23, 2024

EXHIBIT 6

CITY OF BURBANK
COMMUNITY DEVELOPMENT DEPARTMENT
150 North Third Street, P.O. Box 6459, Burbank, California 91510-6459
www.burbankca.gov

January 30, 2026

Mr. Ray Sosa, Chief Planning Officer
Mr. Timothy Lindholm, Chief Program Management Officer
Metropolitan Transportation Authority
Attn: North Hollywood to Pasadena Bus Rapid Transit Corridor Project
One Gateway Plaza
Los Angeles, CA 90012

RE: Senate Bill 79 Subsequent Environmental Review for the Metro North Hollywood to Pasadena Bus Rapid Transit Corridor Project

Dear Mr. Sosa and Mr. Lindholm:

The City of Burbank (Burbank) is reviewing 100% plans for the Metropolitan Transportation Authority (Metro) North Hollywood to Pasadena Bus Rapid Transit Corridor Project (BRT) and believes that Senate Bill 79's (SB 79) mandatory upzoning constitutes new information that changes the circumstances under which the BRT was proposed and renders its Final Environmental Impact Report (EIR) legally inadequate. Burbank respectfully requests Metro conduct subsequent environmental review under the California Environmental Quality Act (CEQA) to analyze, publicly disclose and mitigate potential significant environmental impacts of any BRT stations that qualify for SB 79 density increases.

Metro's Draft and Final EIR's for BRT were considered by Burbank on December 8, 2020, and April 12, 2022, respectively. On March 26, 2024, Burbank's City Council approved a Cooperative Agreement with Metro for Design and Construction of the BRT. The BRT EIR determined the Project would have a less-than-significant Land Use and Planning Impact because it was limited to operating entirely within existing transportation corridors and would not impact land uses.[1] In other words, the EIR assumed the BRT would not implicate or require increases in building height, density, and floor area ratios for future development that could conflict with a land use plan, policy or regulation of any agency with jurisdiction over the Project. SB 79 changed that fundamental assumption.

SB 79 was signed on October 10, 2025, and is generally effective July 1, 2026. The law requires housing development projects proposed within one-half mile of qualifying transit-oriented development stops

[1] Metropolitan Transportation Authority, Draft Environmental Impact Report: North Hollywood to Pasadena Bus Rapid Transit Corridor Project (SCH# 2019060110), October 2020, Ch. 4, p. 4-14

be allowed at substantially higher densities than permitted under Burbank's General Plan (including the 2021-2029 Housing Element), zoning code and proposed specific plans, including in single-family residential zones. Burbank's permitted multifamily residential housing densities range from 0 to 43 units per acre in residential zones and between 20 and 87 units per acre in commercial and other non-residential zones. SB 79 would permit approximately 140 units per acre adjacent to qualifying transit stations and 80 to 100 units per acre in zones within one-half mile from those stations, which include single-family residential.

As Burbank evaluated Metro's BRT Draft and Final EIRs, it approved its 6th Cycle Housing Element, which demonstrated zoning capacity for more than 10,000 additional housing units, and commenced several specific plans to, among other things, identify appropriate zoning and development incentives to accommodate up to 26,836 additional housing units in the next 10 years. The CEQA analysis for the Housing Element and several specific plans conclude significant and unavoidable impacts to Burbank's sewage conveyance and treatment system and find electricity demand from future housing growth will similarly require a substantial increase in Burbank's power system interconnection capacity. Adding substantially more residential density around SB 79-qualifying transit-oriented development stops, not previously studied under CEQA, will exacerbate these impacts.

The BRT project description in the Draft and Final EIRs circulated and approved by the Metro Board of Directors on April 28, 2022, was limited to operating a bus rapid transit service and stations in existing transportation corridors and did not include any residential transit-oriented development. SB 79 and its imposition of higher residential densities around BRT stations presents substantial new information that could not have been known, which is of substantial importance to the project, and will have significant and unavoidable impacts to Burbank's infrastructure that have not been analyzed or considered.

Therefore, Burbank formally requests Metro, the lead agency for BRT, commence subsequent environmental review to determine potentially significant environmental impacts around any SB 79 "transit-oriented development stops" located within the City.

Sincerely,

Patrick Prescott
Community Development Director

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

EXHIBIT 7

COMMUNITY
DEVELOPMENT

February 17, 2026

SENT VIA ELECTRONIC MAIL

Mr. Anthony DeFrenza, Project Manager
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: City of Burbank Review of the North Hollywood to Pasadena Bus Rapid Transit Corridor Project (BRT) 100 Percent Plans

Dear Mr. DeFrenza:

The City of Burbank has completed reviewing 100 percent plans for the Metropolitan Transportation Authority (Metro) North Hollywood to Pasadena Bus Rapid Transit Corridor (BRT) Project and has delivered comments to Metro on Tuesday, February 17, 2026 as agreed under the terms set by the Cooperative Agreement. The City's comments are being made for project plans that include bus lanes on a portion of the alignment within the City.

As discussed in the City's letter to Metro on January 30, 2026, the City believes that Senate Bill 79's (SB 79) mandatory upzoning constitutes new information that changes the circumstances under which the BRT project was proposed and renders its Final Environmental Impact Report (EIR) legally inadequate. SB 79 and its imposition of higher residential densities around BRT stations presents substantial new information that could not have been known, which is of substantial importance to the project, and will have significant and unavoidable impacts to Burbank's infrastructure that have not been analyzed.

As a Responsible Agency for the Project under the California Environmental Quality Act (CEQA), Burbank cannot issue a construction permit for the BRT Project until Metro conducts subsequent environmental review to analyze, publicly disclose and mitigate potential significant environmental impacts of any BRT stations that qualify for SB 79 density increases as a "transit-oriented development stop."

Public Resources Code Section 65912.156(p) defines a transit-oriented development stop as 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…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." Under this definition, the City believes the BRT Project constructed with no bus lanes will not trigger SB 79 and thus, would not require subsequent environmental review. If the state definitions change or new information becomes available, suggesting SB 79 will apply to bus stops served by mixed-flow bus lanes, the City's position will likewise be that subsequent CEQA review is required for the BRT Project with mixed-flow lanes.

150 NORTH THIRD STREET
BURBANK, CA 91502

BURBANKCA.GOV
INFO@BURBANKCA.GOV

In addition, in 2022 as part of its review of the EIR, the City Council adopted a position that the BRT Project shall be implemented with mixed-flow operations on Olive Avenue between Buena Vista Street and Lake Street. Metro's 100 percent plans show dedicated bus lanes on this segment. Aside from City's inability to issue a permit due to SB 79, the City also cannot issue a construction permit for the project because bus lanes are still shown on this segment. The City's request for mixed-flow on this segment of Olive Avenue has been previously communicated to Metro at the 60 and 85 percent plan level, as well as through various coordination meetings between the two agencies.

In conclusion, the City has delivered comments on Metro's 100 percent plans as required by the Cooperative Agreement but cannot issue a construction permit for the BRT Project based on the approval of SB 79. In order for the City to consider issuing a permit, Metro must either conduct subsequent environmental review or remove all bus lanes from the BRT Project plans.

Sincerely,



David Kriske
Assistant Community Development Director, Transportation

Cc: Patrick Prescott, Community Development Director
Damian Skinner, Public Works Director
Lifan Xu, Chief Assistant Public Works Director- City Engineer
Fred Ramirez, Assistant Community Development Director

EXHIBIT 8

NoHo BRT ACE Burbank Comments					
#	Page/Section	Location	Comment	Commenter	Metro Response to Comment
1	Public Works PDF (Traffic)	Item 1	An operational analysis shall be performed to show traffic congestion caused by narrowing of Olive Avenue to one lane in each direction.	Public Works	A traffic diversion analysis was provided as Appendix D to the FEIR.
2	Public Works PDF (Traffic)	Item 2	The proposed project allows right-turning vehicles to merge with the curb-running bus lane approaching each intersection and allows right turns be made from the bus lane. Existing right turn lanes with protected right turn signal indication cannot be merged with the curb-running bus lane due to the complexity of the signal operation at these locations. Removing the protected right turn indication will compromise vehicular safety at these locations. The DEIR failed to analyze the impact of traffic circulation should these protected right turn lanes be removed.	Public Works	At locations where there are dedicated right-turn bays with protected right-turn signalization, the bus will be operating in the through lane unless the bus is also turning right. Removal of signalized right-turn phases is not proposed.
3	Public Works PDF (Traffic)	Item 3	The DEIR fails to analyze a potential transportation impact caused by hazardous geometric design feature by proposing to integrate the bus stations into the sidewalk area and using a curb extension to facilitate access and pedestrian circulation. The DEIR does not disclose traffic congestion as a result of the dedicated bus lanes in combination with narrowing of the roadway at bus stations via curb extension.	Public Works	The DEIR and FEIR analyzed safety impacts. Use of curb extensions to facilitate bus loading is not a hazardous feature but rather reflects "Best Practices" to reduce pedestrian walking distances as indicated in the National Association of City Transportation Officials (NACTO) *"Urban Street Design Guide."*
4	Public Works PDF (Traffic)	Item 4	The DEIR showed cross sections but fails to identify locations where existing lane width is substandard and fails to analyze the potentially hazardous condition as a result of addition of dedicated bus lanes in the already congested and substandard travel lanes. City of Burbank requires minimum 10.5 feet travel lane and 12 feet curb lane where there is transit service. The DEIR should analyze how the geometric configuration of BRT elements, such as dedicated lanes, curb extensions, and bus stations may create hazardous geometric design features, particularly where the alignment is required to make left or right turns, enter, exit, and cross freeway ramps, bicycle facilities, and pedestrian crossing at intersections. Should curb parking be modified to provide a dedicated bus lane or queue jump, the project DEIR should analyze how these elements may reduce travel lanes below 10.5 feet, curb lanes below 12 feet.	Public Works	The design criteria established for the project establishes an 11-foot minimum width bus lane, which has been found to be adequate to accommodate bus operations as the dynamic envelope of the bus is 10.5-feet wide. Our understanding of the Burbank Complete Street Standards is that a 12' lane is required if transit service is running in the outside lane where there is an on-street bike lane; otherwise, we understand an 11' lane is sufficient. During the development of the PE plans, Metro will evaluate whether 12-foot curb lanes can be provided by refining proposed lane widths.
5	Public Works PDF (Traffic)	Item 5	The Diversion analysis assumes free flowing traffic on Olive Ave, and does not account for the stops at traffic signals on Olive Ave that will increase the estimated travel time on the corridor. The analysis also assumes that traffic diverted to Naomi, Oak, and Clark will travel at the speed of 5 mph below the 25-mph local roadway speed limit. However, these residential streets currently have a measured 85th percentile speed ranging from 24 mph - 34 mph. The diversion analysis does not adequately resolve the City's concerns about traffic diverting onto the residential streets. The BRT project should contribute funding towards a Neighborhood Protection Program to mitigate traffic diversion concerns.	Public Works	As indicated in the diversion analysis, route alternatives to Olive Avenue are longer and operate slower than Olive Avenue such that motorists would not save time by using neighborhood streets. These findings were confirmed with travel time samples collected during preparation of the diversion analysis. Based on the findings, Metro is not proposing to implement a neighborhood traffic protection program as part of this Project. After the Project is in operation, this need may be reevaluated.
6	Public Works PDF (Traffic)	Item 6	The EIR failed to identify all the traffic signals that needed to be modified to allow queue jump operation and exclusive bus lane operation. Locations of signal modification shall include but not limited to: Olive at Riverside, Alameda at Olive, Buena Vista at Olive, Olive at Verdugo/Sparks, Olive at First, and Glenoaks at Providencia.	Public Works	Locations where queue jumps are warranted will be confirmed during preparation of the PE plans. The PE drawings will indicate the locations where queue jumps are proposed.
7	Metro Conceptual Plans (Traffic) Sheet 1	Riverside Dr & Kenwood St (top left)	Negative offset of left-turn lanes creates visibility issues for EB & WB left-turning vehicles. Drivers need to identify acceptable gaps in opposing traffic. Propose mitigation for visibility issues for all impacted intersections.	Metro (Traffic)	Offsets will be evaluated in the PE phase, with an objective of limiting offsets through intersections to less than half a lane width.
8	Metro Conceptual Plans (Traffic) Sheet 1	Riverside Dr & Screenland Dr (top right)	Rebuilt median	Metro (Traffic)	The PE plans will indicate reconstruction of existing raised median at this location.
9	Metro Conceptual Plans (Traffic) Sheet 1	Riverside Dr & Hollywood Way (bottom left)	Negative offset of left-turn lanes creates visibility issues for EB & WB left-turning vehicles.	Metro (Traffic)	Refer to response #7.
10	Metro Conceptual Plans (Traffic) Sheet 1	Riverside Dr & Hollywood Way (bottom left)	Can the existing bus stop be removed and relocated to new station?	Metro (Traffic)	PE plans propose to relocate the existing near-side local bus stop at Hollywood/Riverside to the new BRT station location at Olive/Riverside.
11	Metro Conceptual Plans (Traffic) Sheet 1	Riverside Dr & Hollywood Way (bottom center)	Install continental crosswalks on all 4 legs wherever there is a new BRT station near the intersection (Typ. To all BRT Stations)	Metro (Traffic)	Continental crosswalks will be shown in the PE plans at intersections adjacent to proposed BRT stations.
12	Metro Conceptual Plans (Traffic) Sheet 1	Riverside Dr & Hollywood Way (bottom center)	Provide bus turning exhibits at all BRT turning locations using AutoTurn. If the turning exhibit shows that the BRT cannot stay within the right most lane, a "NO RIGHT TURN ON RED SIGN" should be installed at the intersection (Typ. To all locations)	Metro (Traffic)	At the location in question the bus will not make a right turn. The bus will turn left with a queue jump phase.
13	Metro Conceptual Plans (Traffic) Sheet 1	Riverside Dr & Hollywood Way (bottom center)	A traffic signal modification (including controller upgrade) is required for the BRT queue jump. (Typ. to all sheets)	Metro (Traffic)	Comment noted. Traffic signal design plans will be developed during the Final Design phase.
14	Metro Conceptual Plans (Traffic) Sheet 2	Riverside Dr & Olive Ave (center)	Upgrade all crosswalks to high visibility crosswalks at the intersection (Typ. to all sheets)	Metro (Traffic)	See response #11.

NoHo BRT ACE Burbank Comments					
#	Page/Section	Location	Comment	Commenter	Metro Response to Comment
15	Metro Conceptual Plans (Traffic) Sheet 2	Riverside Dr & Olive Ave (center)	Provide turning template for buses making the WB right turn. The curb radius may be too small to accommodate the turning movement. If the turning exhibit shows that the BRT cannot stay within the right most lane, a "NO RIGHT TURN ON RED SIGN" should be installed at the intersection.	Metro (Traffic)	Metro will evaluate the turn radius for the BRT bus during the Final Design Phase; if necessary, a NO RIGHT TURN ON RED SIGN will be installed. Signs will be shown in a subsequent submittal which will be developed during the Final Design phase.
16	Metro Conceptual Plans (Traffic) Sheet 2	Riverside Dr & Olive Ave (center)	The BRT doesn't route on this side of Olive, remove "BUS ONLY" lane.	Metro (Traffic)	The BUS ONLY marking will be omitted at this location in the PE Submittal.
17	Metro Conceptual Plans (Traffic) Sheet 3	Riverside Dr & Olive Ave (top left)	It's difficult to complete a permissive left turn against 3 opposing travel lanes. Metro should perform a left-turn analysis per FHWA guidelines to determine if a protected phase (green left turn arrow) is needed for the left turn (Typ. to all locations with permissive left-turns).	Metro (Traffic)	Only buses will use the curb lane. Typically a driver making a left turn will only be facing two lanes of oncoming traffic similar to the existing condition.
18	Metro Conceptual Plans (Traffic) Sheet 3	Riverside Dr & Olive Ave (top center)	BRT queue jump may not be supported by the city's existing traffic management system or hardware. A traffic signal modification (including controller upgrade) is required for the BRT queue jump. (Typ. all sheets).	Metro (Traffic)	If necessary, traffic signals at queue jump locations will be upgraded. Traffic signal design plans will be developed during the subsequent Final Design
19	Metro Conceptual Plans (Traffic) Sheet 4	Olive Ave & Alameda Ave (top center)	The design is confusing, regular traffic in the mixed flow left turn lane will drive right into the BRT lane. Metro should install proper striping and overhead signage to direct regular traffic away from the BRT lane.	Metro (Traffic)	The striping plans will include tracking through the intersection to guide mixed-flow traffic into the proper lane. Signs will be shown in a subsequent submittal which will be developed during the Final Design phase.
20	Metro Conceptual Plans (Traffic) Sheet 4	Olive Ave & Alameda Ave (top right)	May require signal adjustment and additional signage depending on desired operation.	Metro (Traffic)	The BRT service will operate in mixed-flow at this location. Metro does not propose to modify the traffic signal.
21	Metro Conceptual Plans (Traffic) Sheet 4	Olive Ave & Alameda Ave (top right)	Upgrade all crosswalks to high visibility crosswalks at the intersection (Typ. to all sheets)	Metro (Traffic)	No improvements are proposed for the project at this intersection. Crosswalks will remain in existing configuration in the PE plans. Crosswalks will be restriped at intersections adjacent to proposed BRT station locations.
22	Metro Conceptual Plans (Traffic) Sheet 5	Alameda Ave & Bob Hope Dr (top left)	Upgrade all crosswalks to high visibility crosswalks at the intersection (Typ. to all sheets)	Metro (Traffic)	See response #21.
23	Metro Conceptual Plans (Traffic) Sheet 5	Alameda Ave & Bob Hope Dr (top right)	These parking stalls will obstruct driver visibility from the driveways	Metro (Traffic)	The design intention is to preserve existing red curb areas and on-street parking. No on-street parking stalls will be added which would restrict visibility.
24	Metro Conceptual Plans (Traffic) Sheet 5	Alameda Ave & Naomi St (center)	Existing Burbank software and hardware cannot provide queue jumpers. Tight turn pocket may have to be removed.	Metro (Traffic)	The BRT stations have been relocated to Buena Vista St. north of Alameda Ave. Metro does not believe a westbound dedicated bus lane would provide benefit without a station on Alameda Ave. at Naomi St. Metro will evaluate the opportunity to provide an eastbound bus lane along Alameda Ave. from Niagara St. to Naomi St. If a queue jump is required at the Alameda Ave./Naomi St. intersection, revisions to the traffic signal and controller will be developed during the Final Design phase.
25	Metro Conceptual Plans (Traffic) Sheet 5	Alameda Ave & Naomi St (center)	A traffic signal modification (including controller upgrade) is required for the BRT queue jump. (Typ. to all sheets)	Metro (Traffic)	See response to Comment #24.
26	Metro Conceptual Plans (Traffic) Sheet 6	Alameda Ave & Buena Vista St (top right)	Upgrade all crosswalks to high visibility crosswalks at the intersection (Typ. to all sheets)	Metro (Traffic)	Crosswalks will be upgraded to high visibility since the BRT station will be located adjacent to this intersection.
27	Metro Conceptual Plans (Traffic) Sheet 6	Buena Vista St & Edison Blvd (bottom center)	A 16' wide curb lane will prohibit on-street parking.	Metro (Traffic)	The design intention is to remove on-street parking at this location in order to accommodate the dedicated bus lane. Note that on-street parking is providing along Edison Street on the other side of the properties that front Buena Vista Street. In addition, these properties have off-street parking that is accessed from Edison Street.
28	Metro Conceptual Plans (Traffic) Sheet 6	Buena Vista St & Edison Blvd (bottom right)	There shouldn't be a lateral shift through the intersection. The shift should occur before Edison (for both NB and SB lanes). Also the shift is too abrupt, Follow required shifting taper per CA MUTCD based on posted speed limit.	Metro (Traffic)	The PE plans will show a smoother transition outside of the Edison Street intersection using a standard taper length.
29	Metro Conceptual Plans (Traffic) Sheet 7	Olive Ave & Buena Vista St (bottom left)	Show striping on Olive to transition from two to one thru lane.	Metro (Traffic)	The PE plans will indicate the transition from two to one through lane along Olive Ave. in the eastbound direction upstream from the Buena Vista St. intersection.
30	Metro Conceptual Plans (Traffic) Sheet 7	Olive Ave & Buena Vista St (bottom center)	Upgrade all crosswalks to high visibility crosswalks at the intersection (Typ. to all sheets)	Metro (Traffic)	See response #21.
31	Metro Conceptual Plans (Traffic) Sheet 7	Olive Ave & Buena Vista St (bottom center)	There are existing right turn overlaps at this signal. All buses in the right-turn lane must turn right or a signal modification may be required.	Metro (Traffic)	All BRT buses will make a northbound right turn from Buena Vista St. at Olive Ave.
32	Metro Conceptual Plans (Traffic) Sheet 9	Olive Ave & Keystone St (top left)	Upgrade all crosswalks to high visibility crosswalks at the intersection (Typ. to all sheets)	Metro (Traffic)	See response #21.

NoHo BRT ACE Burbank Comments					
#	Page/Section	Location	Comment	Commenter	Metro Response to Comment
33	Metro Conceptual Plans (Traffic) Sheet 10	Olive Ave & Verdugo Ave (bottom center)	Upgrade all crosswalks to high visibility crosswalks at the intersection (Typ. to all sheets)	Metro (Traffic)	Crosswalks will be upgraded to high visibility since the BRT station will be located adjacent to this intersection.
34	Metro Conceptual Plans (Traffic) Sheet 10	Olive Ave & Verdugo Ave (bottom right)	The design here will not work. BRT lane will block access of regular traffic to the right turn lane. Metro should provide proper striping and overhead signage to direct right turn vehicles to cross the BRT lane.	Metro (Traffic)	The striping plans will show conflict red striping along the bus lane approaching the intersection so right-turning vehicles can merge into the right-turn lane. The signing plans developed during the Final Design phase may include overhead signs mounted on the traffic signal mast arms.
35	Metro Conceptual Plans (Traffic) Sheet 11	Olive Ave & Beachwood Dr (top left)	The design here will not work. BRT lane will block access of regular traffic to the right turn lane. Metro should provide proper striping and overhead signage to direct right turn vehicles to cross the BRT lane.	Metro (Traffic)	See response #34.
36	Metro Conceptual Plans (Traffic) Sheet 11	Olive Ave & Virginia Ave (bottom right)	Upgrade all crosswalks to high visibility crosswalks at the intersection (Typ. to all sheets)	Metro (Traffic)	See response #21.
37	Metro Conceptual Plans (Traffic) Sheet 13	Olive Ave & Lake St (bottom center)	Merging transition is too short. Follow requirements per CA MUTCD Figure 3B-106(CA) for proper merging taper.	Metro (Traffic)	Metro will verify the required taper length for the merge and will delineate on the PE plans.
38	Metro Conceptual Plans (Traffic) Sheet 13	Olive Ave & Lake St (bottom center)	Upgrade all crosswalks to high visibility crosswalks at the intersection (Typ. to all sheets)	Metro (Traffic)	Crosswalks will be upgraded to high visibility since the BRT station will be located adjacent to this intersection.
39	Metro Conceptual Plans (Traffic) Sheet 15	Olive Ave & 1st St (bottom left)	A traffic signal modification (including controller upgrade) is required for the BRT queue jump. (Typ. to all sheets)	Metro (Traffic)	See response #18.
40	Metro Conceptual Plans (Traffic) Sheet 15	Olive Ave & 1st St (bottom left)	Provide proper striping and overhead signage to prevent regular mixed flow traffic from driving into the BRT lane.	Metro (Traffic)	The striping plans developed for the PE phase will show tracking lines for significant offsets. Signage plans developed during the final design phase may indicate placement of overhead signs on the traffic sign mast arms.
41	Metro Conceptual Plans (Traffic) Sheet 16	Olive Ave & San Fernando Blvd	Can these Stop be removed and relocated to new station?	Metro (Traffic)	Due to the number of bus lines serving this intersection, both near and far side stops are required.
42	Civil Comments Metro BRT - Public Works (Civil)	General Requirements: Item 1	Plans should include topographic site information, including elevations, right-of-way/property lines, dimensions/location of existing/proposed public improvements adjacent to project (i.e. street, sidewalk, parkway and driveway widths, catch basins, pedestrian ramps).	(Public Works)	Comment noted. The PE plans will show right-of-way/property lines and dimensions for existing and proposed improvements. Elevations and vertical design will be developed during the Final Design phase.
43	Civil Comments Metro BRT - Public Works (Civil)	General Requirements: Item 2	Applicant should protect in place all survey monuments (City, County, State, Federal, and private). Pursuant to California Business and Professions Code Section 8771, when monuments exist that may be affected by the work, the monuments shall be located and referenced by or under the direction of a licensed land surveyor or licensed civil engineer legally authorized to practice land surveying, prior to construction, and a corner record or record of survey of the references shall be filed with the county surveyor. A permanent monument shall be reset, or a witness monument or monuments swt to perpetuate the location if any monument that could be affected, and a corner record or record of survey shall be filed with the county surveyor prior to the recording of a certificate of completion for the project.	(Public Works)	These requirements will be incorporated in the specifications which will be developed during the Final Design phase.
44	Civil Comments Metro BRT - Public Works (Civil)	General Requirements: Item 3	Any work within the public right-of-way must be permitted and approved by the Public Works Department before construction can commence. All construction work in the public right-of-way must comply with Burbank Standard Plans and must be constructed to the satisfaction of the City Engineer. A Public Works Excavation Permit is required. The excavation permit requires a deposit acceptable to the Public Works Director to guarantee timely construction of all off-site improvements.	(Public Works)	Comment noted. Required permits will be identified in the Final Design plans and specifications, which will be developed during the Final Design phase.
45	Civil Comments Metro BRT - Public Works (Civil)	Additional Requirements: Item 1	If any utility cuts or construction related impacts are made on Alameda Ave, Buena Vista St, Olive Ave or Glenoaks Blvd, applicant will have to restore the street fronting the property per City of Burbank paving requirements.	(Public Works)	The project will reconstruct roadway pavement where there are modifications to medians and/or curb lines and in the vicinity of stations. Specific locations where pavement reconstruction is proposed will be identified during final design.
46	Civil Comments Metro BRT - Public Works (Civil)	Additional Requirements: Item 2	Additional impacts to street triggered by this project could extend paving restoration limits.	(Public Works)	See response #45.
47	Civil Comments Metro BRT - Public Works (Civil)	Water Reclamation and Sewer: Item 1	If there are locations where there are conflicts with existing sewer or storm drain system as-built plans can be provided for the specific location. However, the scope of this current request is too large to accommodate providing all as-built records for the entire reach of the proposed corridor.	(Public Works)	As-builts were received and incorporated into PE plans.
48	Civil Comments Metro BRT - Public Works (Civil)	Stormwater Requirements: Item 1	Per BMC 9-3-407, Best management Practices shall apply to all construction projects and shall be required from the time of land clearing, demolition or commencement of construction until receipt of a certificate of	(Public Works)	Comment noted. BMP requirements will be identified during the Final Design phase and will be incorporated in the project specifications.
49	Civil Comments Metro BRT - Public Works (Civil)	Stormwater Requirements: Item 2	Certain construction and re-construction activities within the City's transportation corridors will be subject to the City's Green Streets Policy requirements should the transportation corridor redevelopment area exceed 5,000 square feet. This policy can be reviewed at the following address: http://file.burbankca.gov/publicworks/OnlineCounter/permits/app_docs_procedures/greenstreet/gspolicy.pdf. For questions on these requirements, please contact the City's Wastewater Division at (818)-238-3915.	(Public Works)	Comment noted. Green Streets Policy requirements will be incorporated during the Final Design phase.

NoHo BRT ACE Burbank Comments					
#	Page/Section	Location	Comment	Commenter	Metro Response to Comment
50	Civil Comments Metro BRT - Public Works (Civil)	Traffic Engineering: Item 1	An operational analysis shall be performed to show traffic congestion caused by narrowing of Olive Ave to one lane in each direction.	(Public Works)	Duplicate Comments - See Comments 1-6
51	Civil Comments Metro BRT - Public Works (Civil)	Traffic Engineering: Item 2	The proposed project allows right-turning vehicles to merge with the curb-running bus lane approaching each intersection and allows right turns to be made from the bus lane. Existing right turn lanes with protected right turn signal indication cannot be merged with the curb-running bus lane due to the complexity of the signal operation at these locations. Removing the protected right turn indication will compromise vehicular safety at these locations. The DEIR failed to analyze the impact of traffic circulation should these protected right turn lanes be removed.	(Public Works)	Duplicate Comments - See Comments 1-6
52	Civil Comments Metro BRT - Public Works (Civil)	Traffic Engineering: Item 3	The DEIR fails to analyze a potential transportation impact caused by hazardous geometric design feature by proposing to integrate the bus stations into the sidewalk area and using a curb extension to facilitate access and pedestrian circulation. The DEIR does not disclose traffic congestion as a result of the dedicated bus lanes in combination with narrowing of the roadway at the bus stations via curb extension.	(Public Works)	Duplicate Comments - See Comments 1-6
53	Civil Comments Metro BRT - Public Works (Civil)	Traffic Engineering: Item 4	The DEIR showed cross sections but fails to identify locations where existing lane width is substandard and fails to analyze the potentially hazardous condition as a result of adding a dedicated bus lane in the already congested and substandard travel lanes. City of Burbank requires minimum 10.5 feet travel lane and 12 feet curb lane where there is transit service. The DEIR should analyze how the geometric configuration of BRT elements, such as dedicated lanes, curb extensions, and bus stations may create hazardous geometric design features, particularly where the alignment is required to make left or right turns, enter, exit, and cross freeway ramps, bicycle facilities, and pedestrian crossings at intersections. Should curb parking be modified to provide a dedicated bus lane or queue jump, the project DEIR should analyze how these elements may reduce travel lanes below 10.5 feet, curb lanes below 12 feet.	(Public Works)	Duplicate Comments - See Comments 1-6
54	Civil Comments Metro BRT - Public Works (Civil)	Traffic Engineering: Item 5	The Diversion analysis assumes free flowing traffic on Olive Ave. and does not account for stops at traffic signals along Olive Ave. that will increase the estimated travel time on the corridor. The analysis also assumes that traffic diverted to Naomi St., Oak St., and Clark Ave. will travel at the speed of 5 mph below the 25-mph local roadway speed limit. However, these residential streets currently have a measured 85th percentile speed ranging from 24 mph - 34 mph. The diversion analysis does not adequately resolve the City's concerns about traffic diverting onto the residential streets. The BRT project should contribute funding towards a Neighborhood Protection Program to mitigate traffic diversion concerns.	(Public Works)	Duplicate Comments - See Comments 1-6
55	Civil Comments Metro BRT - Public Works (Civil)	Traffic Engineering: Item 6	The EIR failed to identify all the traffic signals that needed to be modified to allow queue jump operation and exclusive bus lane operation. Locations of signal modification shall include but not limited to: Olive Ave. at Riverside Dr., Alameda Ave. at Olive Ave., Buena Vista St. at Olive Ave., Olive Ave. at Verdugo St./Sparks St., Olive Ave. at First St., and Glenoaks Blvd. at Providencia Ave	(Public Works)	Duplicate Comments - See Comments 1-6
56	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 1: Riverside Dr & Clybourne Ave	120/240V Street light U.G. Service	Burbank Water & Power	Noted - As built information
57	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 2: Alameda Ave & Riverside Dr	120/240V Street light U.G. Service	Burbank Water & Power	Noted - As built information
58	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 2: Alameda Ave & Pass Ave	12,470 Volts U.G Primary	Burbank Water & Power	Noted - As built information
59	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 3: Alameda Ave & Maple St	12,470 Volts U.G Primary	Burbank Water & Power	Noted - As built information
60	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 3: Alameda Ave & Kenwood St	120/240V Street light U.G. Service	Burbank Water & Power	Noted - As built information
61	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 4: Alameda Ave & Hollywood Way	12,470 Volts U.G Primary	Burbank Water & Power	Noted - As built information
62	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 4: Alameda Ave & Hollywood Way	120/240V Street light U.G. Service	Burbank Water & Power	Noted - As built information
63	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 5: Alameda Ave & Avon St	12,470 Volts U.G Primary	Burbank Water & Power	Noted - As built information
64	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 5: Alameda Ave & Lima St	120/240V Street light U.G. Service	Burbank Water & Power	Noted - As built information
65	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 6: Alameda Ave & Olive Ave	12,470 Volts U.G Primary	Burbank Water & Power	Noted - As built information
66	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 6: Alameda Ave & Olive Ave	120/240V Street light U.G. Service	Burbank Water & Power	Noted - As built information

NoHo BRT ACE Burbank Comments					
#	Page/Section	Location	Comment	Commenter	Metro Response to Comment
67	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 7: Alameda Ave & Bob Hope Dr	120/240V Street light U.G. Service	Burbank Water & Power	Noted - As built information
68	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 8: Alameda Ave & Willow St	120/240V Street light U.G. Service	Burbank Water & Power	Noted - As built information
69	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 8: Alameda Ave & Naomi St	4,160 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
70	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 8: Alameda Ave & Naomi St	12,470 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
71	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 9: Alameda Ave & Buena Vista St	120/240V Street light U.G. Service	Burbank Water & Power	Noted - As built information
72	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 9: Alameda Ave & Buena Vista St	4,160 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
73	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 9: Alameda Ave & Buena Vista St	12,470 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
74	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 10: Buena Vista St & Alameda Ave	12,470 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
75	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 10: Buena Vista St & Alameda Ave	120/240V Street light U.G. Service	Burbank Water & Power	Noted - As built information
76	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 11: Olive Ave & Brighton St	12,470 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
77	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 11: Olive Ave & Brighton St	120/240V Street light U.G. Service	Burbank Water & Power	Noted - As built information
78	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 12: Olive Ave & Myers St	12,470 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
79	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 13: Olive Ave & Lamer St	12,470 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
80	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 14: Olive Ave & Reese Pl	12,470 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
81	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 15: Olive Ave & Sparks St	12,470 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
82	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 15: Olive Ave & Beachwood Dr	120/240V Street light U.G. Service	Burbank Water & Power	Noted - As built information
83	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 15: Olive Ave & Beachwood Dr	4,160 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
84	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 16: Olive Ave & Virginia Ave	12,470 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
85	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 16: Olive Ave & Virginia Ave	120/240V Street light U.G. Service	Burbank Water & Power	Noted - As built information
86	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 16: Olive Ave & Virginia Ave	4,160 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
87	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 17: Olive Ave & Victory Blvd	12,470 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
88	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 17: Olive Ave & Victory Blvd	120/240V Street light U.G. Service	Burbank Water & Power	Noted - As built information
89	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 18: Olive Ave & Victory Blvd	12,470 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
90	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 18: Olive Ave & Victory Blvd	120/240V Street light U.G. Service	Burbank Water & Power	Noted - As built information
91	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 19: Olive Ave & Lake St	12,470 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
92	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 19: Olive Ave & Lake St	120/240V Street light U.G. Service	Burbank Water & Power	Noted - As built information

NoHo BRT ACE Burbank Comments					
#	Page/Section	Location	Comment	Commenter	Metro Response to Comment
93	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 20: Olive Ave & Flower St	12,470 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
94	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 20: Olive Ave & Flower St	120/240V Street light U.G. Service	Burbank Water & Power	Noted - As built information
95	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 21: Olive Ave & 1st St	4,160 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
96	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 21: Olive Ave & 1st St	12,470 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
97	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 21: Olive Ave & 1st St	120/240V Street light U.G. Service	Burbank Water & Power	Noted - As built information
98	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 22: Olive Ave & 3rd St	4,160 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
99	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 22: Olive Ave & 3rd St	12,470 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
100	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 22: Olive Ave & 3rd St	120/240V Street light U.G. Service	Burbank Water & Power	Noted - As built information
101	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 23: Olive Ave & Glenoaks Blvd	120/240V Street light U.G. Service	Burbank Water & Power	Noted - As built information
102	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 25: Providencia Ave & Glenoaks Blvd	4,160 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
103	BRT Pas NoHo Burbank Electric GIS Map PDF (Electric)	Sheet 25: Providencia Ave & Glenoaks Blvd	12,470 Volts U.G. Primary	Burbank Water & Power	Noted - As built information
104	BRT Pas NoHo Burbank Electric Station Conflict 1 (Electric)	Olive Ave & Hollywood Way	Protect in place BWP 12KV pullbox, coordinate station design with BWP to ensure there is no conflict and access is maintained	Burbank Water & Power	As-builts were received and incorporated into PE plans.
105	BRT Pas NoHo Burbank Electric Station Conflict 2 (Electric)	Alameda Ave & Naomi St	Protect in place BWP 34KV switch safety clearance extends into PROW. Coordinate station design with BWP to ensure there is no conflict and access is maintained.	Burbank Water & Power	See response #104.
106	Metro Conceptual Plans BWP Comments (Water)	Sheet 1: Riverside dr & Hollywood Way	No water main or services affected	Burbank Water & Power - Miranda	Noted - As built information
107	Metro Conceptual Plans BWP Comments (Water)	Sheet 2: Olive Ave & Hollywood Way	Existing 8" Cl main on this street and existing Services. (Recycled and potable at 3601 W Olive)	Burbank Water & Power - Miranda	Noted - As built information
108	Metro Conceptual Plans BWP Comments (Water)	Sheet 5: Alameda Ave & Naomi St	Existing 8" services for 2900 W Alameda and 6" fire hydrant	Burbank Water & Power - Miranda	Noted - As built information
109	Metro Conceptual Plans BWP Comments (Water)	Sheet 5: Alameda Ave & Naomi St	Existing 1.5" services for 2625 W Alameda	Burbank Water & Power - Miranda	Noted - As built information
110	Metro Conceptual Plans BWP Comments (Water)	Sheet 10: Olive Ave & Verdugo Ave	Existing 2" service at 1611 Olive	Burbank Water & Power - Miranda	Noted - As built information
111	Metro Conceptual Plans BWP Comments (Water)	Sheet 10: Olive Ave & Verdugo Ave	Existing 1.5" service at 1604 Olive	Burbank Water & Power - Miranda	Noted - As built information
112	Metro Conceptual Plans BWP Comments (Water)	Sheet 13: Olive Ave & Lake St	Existing 2" recycled service	Burbank Water & Power - Miranda	Noted - As built information
113	CDD Building and Safety Comments PDF	Item 1	Work done in the public right-of-way is not covered by the Building & Safety Division. Please see below for comments pertaining to work done on private property.	CDD	Comment noted.
114	CDD Building and Safety Comments PDF	Item 2	All projects shall comply with Title 9, Chapter 1, of the Burbank Municipal Code, and the 2022 edition of the California Building Code, California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards and Building Energy Efficiency Standards, including all intervening code cycles.	CDD	Final design plans will incorporate relevant code requirements.
115	CDD Building and Safety Comments PDF	Item 3	Plans and reports submitted for Plan Check Review are to be submitted electronically.	CDD	Comment noted.
116	CDD Building and Safety Comments PDF	Item 4	All conditions of approval are to be reproduced on the construction document drawings as part of the Approved Construction Set.	CDD	Comment noted.

NoHo BRT ACE Burbank Comments					
#	Page/Section	Location	Comment	Commenter	Metro Response to Comment
117	CDD Building and Safety Comments PDF	Item 5	All departments that have provided Conditions of Approval are to review drawings and provide final approval via online electronic review, prior to issuance of Building Permit.	CDD	Comment noted.
118	CDD Building and Safety Comments PDF	Item 6	Development Impact fees are assessed by the City for construction of new commercial and/or residential square footage as listed in the Burbank Fee Schedule and Title 10, Article 22, of the Burbank Municipal code.	CDD	The project does not propose construction of new commercial or residential square footage.
119	CDD Building and Safety Comments PDF	Item 7	Low Impact development: A LID Plan is required for City review that provides a comprehensive, technical discussion of how the project will provide on-site retention in compliance with the requirements of the LID Ordinance and LID Standards Manual. Best Management Practices and control measures shall be prioritized in the following order: i. On-site infiltration, bioretention, and/or rainfall harvest ii. On-site biofiltration, off-site ground water replenishment, and/or off-site retrofit.	CDD	LID plans will be prepared, as necessary, during the Final Design phase.
120	CDD Building and Safety Comments PDF	Item 8	New or Additional/Alteration construction projects within the city of Burbank are subject to MWELO review: i. Full structure demolition and new construction are required to provide a full MWELO plan check set for review. ii. New or replaced landscape areas for residential and non-residential projects between 500 (new) and 2,500 (replacement) square feet requiring a building or landscape permit, plan check, or design review will be required to complete, either a Performance or Prescriptive Compliance Method. Full house demolition will require MWELO review, either prescriptive or performance, no exceptions.	CDD	The project does not propose building construction nor alternations.
121	CDD Building and Safety Comments PDF	Item 9	The property shall comply with accessible requirements for the various occupancies as stated in California Building Code Chapter 11. Accessibility regulations apply to all common areas and pools and spas.	CDD	Not relevant to this project.
122	CDD Building and Safety Comments PDF	Item 10	The parking layout will have to comply with City Standards, including minimum turning radii for accessing parking stalls. Standard Plans(https://www.burbankca.gov/web/public-works/standard-plans) i. General Parking Standards BT-402 ii. Parking Bay Widths BT-403 iii. Striping BT-404	CDD	The project does not propose construction of off-street parking.
123	CDD Building and Safety Comments PDF	Item 11	Separate Permits will be required for: Demolition, Grading & Shoring, Architectural & Structural, Mechanical, Plumbing, Electrical	CDD	See response 120.
124	CDD Building and Safety Comments PDF	Item 12	Deferral of any submittal items shall have prior approval of building official. The registered design professional in responsible charge shall list the deferred submittals on construction documents for review.	CDD	Comment noted.
125	CDD Building and Safety Comments PDF	Item 13	Screening will be required for equipment located in front and side yards. The screening will include the electrical panels, A/C compressor units, gas meters, and transformers. All screening will be subject to approval by Planning and Building division, and BWP.	CDD	See response #121.
126	CDD Building and Safety Comments PDF	Item 14	Grading and drainage plans will be required, and a separate Grading & Shoring Permit will be required Geotechnical report to be submitted along with Grading & Shoring Permit Application.	CDD	Comment noted. Drainage and Grading plans will be prepared during Final Design.
127	CDD Building and Safety Comments PDF	Item 15	The City's mandatory Construction & Demolition Debris Diversion Ordinance requires the recycling and diversion of at least 65% of construction and demolition debris. A refundable deposit and non-refundable administrative fee will be collected prior to permit issuance. the Ordinance applies to all demolitions and to new constructions, additions, remodels, renovations, tenant improvement and alteration projects over 500 square feet in scope of work.	CDD	Comment noted. Permit requirements including fees will be identified during the Final Design plans and will be incorporated in the specifications.
128	CDD Building and Safety Comments PDF	Item 16	A stamped setback certification by a Licensed Surveyor will be required to certify the location of the new construction in relation to the setbacks prior to the first foundation inspection.	CDD	See response #120.
129	CDD Building and Safety Comments PDF	Item 17	Plans submitted for plan check must be stamped by State-licensed architect or engineer unless the project is one of the following listed below and complies with conventional light wood frame construction requirements in the CBC: • Wood-framed, single-family dwellings not more than two stories in height; • Wood-framed, multi-family dwellings not more than two stories in height, and limited to four dwelling units per parcel; • Wood-framed, garages or accessory structures for single-family dwellings not more than two stories in height; • Non-structural or non-seismic storefronts, interior alterations, or additions.	CDD	Comment noted.

NoHo BRT ACE Burbank Comments					
#	Page/Section	Location	Comment	Commenter	Metro Response to Comment
130	CDD Building and Safety Comments PDF	Item 18	Approved hours of construction are M-F:7 am-7 pm and Sat: 8am-5pm. No construction is permitted by contractors or subcontractors after hours, on Sunday or on City holidays without prior written request and approval from the Community Development Department	CDD	Comment noted.
131	CDD Building and Safety Comments PDF	Page 4	Approval for development projects and building/grading permits will not be granted/issued until appropriate and applicable stormwater BMPs are incorporated into the project design plans. Also, a plumbing permit will be required for certain treatment control BPMs such as grease traps, sump pumps, and clarifiers. For all projects other than small scale residential developments (4 units or less), if an infiltration BMP is chosen for treatment control, a soils report to address the feasibility of infiltration will be required to be submitted with the plan for review and approval	CDD	Comment noted.
132	ParkRec - Forestry pdf	Page 1 of Email	If planning on landscaping, they will need to provide a Demo Plan of any City trees they want to remove (if any) and the new MWELO Irrigation and Landscaping.	Landscape & Forestry Services - Mike	Comment noted. Landscape plans will be developed during the Final Design phase.
133	CDD Metro Conceptual Plans - Glenoaks from Elmwood to Alameda	Glenoaks and Alameda	This section should include parking protected bike lanes between Alameda and Providencia to match City of Glendale cross section	D Kriske	Comment noted, parking protected bike lanes will be maintained in the PE plans.
134	CDD Metro Conceptual Plans - Glenoaks from Elmwood to Alameda	Glenoaks and Alameda	Protected bike lanes should be routed to the right of the NB and SB right turn lanes with protected bike phase given this will be primary bike access to and from station	D Kriske	Comment requires further clarification.
135	CDD Metro Conceptual Plans - Glenoaks from Verdugo to Elmwood	Glenoaks and Providencia	Refine lane transition, seems abrupt and includes possible unnecessary median	D Kriske	Comment noted. Median to be refined in PE phase to provide smoother transition
136	CDD Metro Conceptual Plans - Glenoaks from Verdugo to Elmwood	Glenoaks and Providencia	Parking protected bike lanes should transition to two-stage left turn box from NB Glenoaks to WB Providencia per Burbank bicycle master plan	D Kriske	The final configuration of bike lanes, including the opportunity to provide a bike box for left turns to connect with cross street bike facilities, will be evaluated in Final Design phase of the project.
137	CDD Metro Conceptual Plans - Glenoaks from Verdugo to Elmwood	Glenoaks and Providencia	Is this short bus lane necessary if buses are given queue jump?	D Kriske	Limit of bus lane in the westbound direction ends at Providencia. Striping plans will be corrected in the PE phase.
138	CDD Metro Conceptual Plans - Glenoaks from Verdugo to Elmwood	Glenoaks and Providencia	This should be finished in curb and gutter, not hashed out roadway area. This would greatly reduce south side pedestrian crossing length	D Kriske	This space will instead be used for a local bus stop transit island and a bus loading zone, to be detailed in the PE phase
139	CDD Metro Conceptual Plans - Glenoaks from Verdugo to Elmwood	Glenoaks and Providencia	This pedestrian crosswalk may include median refuge with separate ped button, should ensure adequate refuge given bus lane and travel lane	D Kriske	Median refuge islands will not be proposed as part of this project. Signals should be timed to provide sufficient time for pedestrians to cross the width of Glenoaks Blvd.
140	CDD Metro Conceptual Plans - Glenoaks from Verdugo to Elmwood	Glenoaks (general)	This section should include parking protected bike lanes between Alameda and Providencia to match City of Glendale cross section	D Kriske	Comment noted, parking protected bike lanes will be maintained in the PE plans.
141	CDD Metro Conceptual Plans v 5.20.2022	Sheet 1	Consider starting bus lane after Screenland to preserve street parking. EB Vehicles queuing at Hollywood not likely extending west of screenland	D Kriske	Parking surveys indicated an on-street stall occupancy of 58%; our surveys found 143 vacant stalls on side streets in the Media District and additional 358 stalls in surface lots. We do not believe saving 8 on-street stalls will materially change the overall availability of parking.
142	CDD Metro Conceptual Plans v 5.20.2023	Sheet 1	Consider routing WB BRT on WB Riverside instead of WB Olive so station is on same street as EB BRT stop. Maintain 15' sidewalks both sides of street and first/last mile improvements to improve station. Consider longer bus bays to create bus transit station for BRT and local buses. Consider easement in Caltrans right of way for additional landscaping, sidewalk space, or shading. Using Riverside for WB station could improve bus travel times also	D Kriske	This location was considered and not advanced during the AA phase. A station at this location would inconvenience many patrons by requiring them to cross Riverside Dr. to reach destinations. Trailblazing signs can be installed at these stops directing patrons to the stop in the opposite direction.
143	CDD Metro Conceptual Plans v 5.20.2024	Sheet 1	Tighten curb radius to improve pedestrian circulation	D Kriske	WB station will be shifted further from the Hollywood Way intersection, so the ramp at the referenced location will remain in place.
144	CDD Metro Conceptual Plans v 5.20.2025	Sheet 2	Consider removing median and shifting travel lanes to widen sidewalk to improve access to BRT stop on riverside	D Kriske	Widening the sidewalk is not proposed at this location. The existing 10-foot sidewalk is similar to most other sidewalk widths in the Media District. (Refer also to response #145.)
145	CDD Metro Conceptual Plans v 5.20.2026	Sheet 2	Confirm if this is really 16' SW?	D Kriske	The existing sidewalk is 10 feet wide; the PE plans will indicate the correct existing sidewalk widths in applicable Typical Section sheets. Proposed sidewalk widths will be shown in planview in PE plans.
146	CDD Metro Conceptual Plans v 5.20.2027	Sheet 2	Can buses make this turn? Consider routing on riverside (see comments on previous sheet)	D Kriske	Buses are able to make this turn in both existing and proposed conditions.
147	CDD Metro Conceptual Plans v 5.20.2028	Sheet 2	Narrow travel lanes to give extra width to sidewalk serving BRT stop (if WB BRT stays on Olive)	D Kriske	The sidewalk will be widened with a bulbout at the BRT station.

NoHo BRT ACE Burbank Comments					
#	Page/Section	Location	Comment	Commenter	Metro Response to Comment
148	CDD Metro Conceptual Plans v 5.20.2029	Sheet 2	This is not a bus lane	D Kriske	Comment noted; the delineation will be omitted from the PE plans.
149	CDD Metro Conceptual Plans v 5.20.2030	Sheet 3	Close this slip lane to improve ped access to Riverside BRT stop	D Kriske	Closing the right-turn slip lane requires civil reconstruction which is not required for the project.
150	CDD Metro Conceptual Plans v 5.20.2031	Sheet 3	Major first-last mile improvements required at this intersection	D Kriske	The project proposes upgrading the crosswalks. No modification to the existing curb or sidewalk is proposed for this intersection as part of this Project.
151	CDD Metro Conceptual Plans v 5.20.2032	Sheet 3	Consider parking removal to provide 4' extra sidewalk width across each side of bridge	D Kriske	Widening the sidewalk is not proposed as part of the project.
152	CDD Metro Conceptual Plans v 5.20.2033	Sheet 3	Can we utilize 11' bus lanes and give 2' to south sidewalk between 134 bridge and alameda?	D Kriske	See response #151.
153	CDD Metro Conceptual Plans v 5.20.2034	Sheet 4	Lane shift here too abrupt. Also BRT will block intersection if local bus is at existing stop. Consider stop consolidation at Lima	D Kriske	The MUTCD taper formula indicates approximately 100 feet is required to transition a half-lane width. Metro will refine the geometry to provide the required taper length.
154	CDD Metro Conceptual Plans v 5.20.2035	Sheet 4	Can bus lane start here?	D Kriske	Metro will evaluate whether the eastbound bus lane along Alameda Ave. can begin in the vicinity of Niagara Street and will incorporate in the PE plans, if feasible.
155	CDD Metro Conceptual Plans v 5.20.2036	Sheet 5	Take 2' from WB travel lanes and give to south sidewalk to improve sidewalk width and reduce lane shifts through intersection	D Kriske	PE plans to show this station being moved to Alameda/Buena Vista, at existing local bus stop locations
156	CDD Metro Conceptual Plans v 5.20.2037	Sheet 5	Don't hash out roadway here, move curb/gutter/sidewalk instead to widen sidewalk, add trees/shading and improve path to BRT stop	D Kriske	See response #155.
157	CDD Metro Conceptual Plans v 5.20.2038	Sheet 6	Is it worth having a bus lane for one short block? Maybe just mixed flow to curbside bus stop instead? I assume bus lane can't start at Buena Vista due to bus turn radius	D Kriske	The ACE plans had indicated a westbound bus lane along Alameda Ave. leading to the BRT station at Naomi St., with a queue jump to insert the bus into the mixed flow lanes downstream of Naomi St. Since the BRT station has been moved to Buena Vista St., the westbound bus lane approaching Naomi St. no longer facilitates bus operations, as the bus will be transitioning to the inside lane after turning onto Alameda Ave. from Buena Vista St. The westbound bus lane will be omitted from the PE plans.
158	CDD Metro Conceptual Plans v 5.20.2039	Sheet 6	Consider maintain bus lane to intersection, and left turn queue jump to NB far side BRT stop. work with Public Works to assess need for dual lefts, maybe replace with single left turn lane pro-permissive instead	D Kriske	Existing left turn volumes justify dual left. Having bus turn from mixed flow left turn bay will provide more green time and won't require special phase.
159	CDD Metro Conceptual Plans v 5.20.2040	Sheet 6	Consider placing BRT EB BRT stop on NB Buena Vista farside Alameda instead of WB Alameda nearside Alameda	D Kriske	See response to item 155
160	CDD Metro Conceptual Plans v 5.20.2041	Sheet 6	Parking removal here will be a problem due to adjacent multifamily residential with little on-site parking. See alternative lane widths: 10' SB lanes, 10' inside NB lane, 11' outside, 7' parking	D Kriske	The design intention is to remove on-street parking at this location in order to accommodate the dedicated bus lane. However, the PE plans will refine the lane widths to be more consistent across the roadway. Note that on-street parking is providing along Edison Street on the other side of the properties that front Buena Vista Street. In addition, these properties have off-street parking that is accessed from Edison Street.
161	CDD Metro Conceptual Plans v 5.20.2042	Sheet 6	Lane shift here way too abrupt - if my alternate lane dimensions are used, offset is only 2'	D Kriske	Lane shift taper has been updated per MUTCD standards.
162	CDD Metro Conceptual Plans v 5.20.2043	Sheet 7	Widen 1' from this point to Olive Avenue if 19' curb lane is desired at local bus stop	D Kriske	Metro will revise the design to provide an 11' northbound bus lane on Olive Avenue from Edison Street to Olive Avenue.
163	CDD Metro Conceptual Plans v 5.20.2044	Sheet 7-13	Maintain mixed flow operation on Olive Avenue between Buena Vista and I-5 per Burbank City Council FEIR comment letter	D Kriske	Metro's Board selected a configuration with dedicated bus lanes on Olive Avenue between Buena Vista Street and Lake Street. Metro will maintain an open dialogue with the City during the Project's design phase.
164	CDD Metro Conceptual Plans v 5.20.2045	Sheet 10	Notwithstanding City Council mixed-flow requirement, BRT stops will need to be revisited here. WB stop appears to short and too close to intersection. Consider City's intersection plans, or at a minimum, consider relocating WB stop to nearside Verdugo.	D Kriske	Westbound stop is consistent with existing bus stop location. Shifting the BRT stop to nearside would have negative operational impacts to the bus and would block the right-turn bay.
165	CDD Metro Conceptual Plans v 5.20.2046	Sheet 13	While nearside is preferable, need to consult with BWP to see if BRT stop can be immediately adjacent to power plant, may consider relocation to far side next to Nickelodeon	D Kriske	Near-side stop will be maintained for better access to Metrolink.
166	CDD Metro Conceptual Plans v 5.20.2047	Sheet 13	Move bus stop to Lake Street far side to be closer to Metrolink Station and to be closer to possible redevelopment of this site in the future	D Kriske	PE plans will relocate the EB BRT stop to the far-side of Lake St.
167	CDD Metro Conceptual Plans v 5.20.2048	Sheet 15	City to provide draft plans for First Street Class IV bikeway and closure of WB frontage road	D Kriske	Comment noted.
168	CDD Metro Conceptual Plans v 5.20.2049	Sheet 15	Is a queue jump necessary here for bus to enter traffic from bus lane onto narrow bridge?	D Kriske	Queue jump is necessary because the dedicated bus lane is a "third lane" and there are only two receiving lanes on the bridge.
169	CDD Metro Conceptual Plans v 5.20.2050	Sheet 17	City is contemplating 5 lane to 3 lane reduction on Olive Avenue east of Glenoaks, therefore EB #2 lane on Olive approaching Glenoaks may become right turn trap lane to SB Glenoaks, not sure how that would work with bus lane	D Kriske	An option would be to merge the through lanes on Olive Avenue upstream of the intersection with Glenoaks Blvd. Right turns from EB Olive Ave. to SB Glenoaks Blvd. would share bus lane at the subject intersection.
As-Builts Received by City of Burbank					
170	BWP Electric As-Builts	N/A	N/A	BWP	As-builts received.

NoHo BRT ACE Burbank Comments					
#	Page/Section	Location	Comment	Commenter	Metro Response to Comment
171	BRT Pas NoHo Burbank Electric GIS Map	Typical Comment	GENERAL NOTE: CONTRACTOR TO PROTECT IN PLACE ALLELECTRIC FACILITIES. CONTACT BWP ENG'G. SERVICES AT (818) 238-3592 OF ANY EXISTING DAMAGE TO THESE FACILITIES PRIOR TO CONSTRUCTION OR ELSE CONTRACTOR WILL BE HELD RESPONSIBLE FOR REPAIRS. FOR ANY WORK RELATING TO STREET LIGHT FACILITIES, CONTACT BWP STREET LIGHT ENGINEER 72 HRS PRIOR TO CONSTRUCTION AT (818) 238-3647.	BWP	As-builts received. Comment noted.
172	BWP Fiber Optic As-Builts	N/A	N/A	BWP	As-builts received.
173	BWP Water As-Builts	N/A	N/A	BWP	As-builts received.
174	MetroConceptualPlans v 5.20.2022 (BWP COMMENTS)	Various Station Locations	Existing water mains at proposed BRT station locations	BWP	Comments noted. PE plans will have utility plans that show existing facilities.
175	PW Civil As-Builts	N/A	N/A	PW	As-builts received.
176	PW Traffic Standard Plans	N/A	N/A	PW	Standards received.
177	PW Traffic Signal As-Builts	N/A	N/A	PW	As-builts received.
178	Burbank PMP Final Report 2021	N/A	N/A	PW	Report received.
179	COB Projects Map 2022	N/A	N/A	PW	Project map received.
180	COB Capital Improvement Program Budget	N/A	N/A	COB	Report received.
181	City Pavement Management Program Staff Report	N/A	N/A	PW	Report received.
182	Proposed Streets for Resurfacing for SB-1 Funding 2022-2023	N/A	N/A	PW	Exhibit received.
183	Pavement Management Program Update Powerpoint	N/A	N/A	COB	Presentation received.

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: PE Design
Date:

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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
Comments related to Contract Compliance																		
1	JChen	BWP - Electric	6/25/2024	Plans	Cover Sheet	Electrical			Note to Metro: Please notify BWP of any new services requested.	6		Htong	Noted, no design changes required					
2	JChen	BWP - Electric	6/26/2024	Plans	General Notes	Electrical			Add BWP general note: BWP will perform any streetlight or pole work at customer's expense	1		Htong	Will comply.					
3	JChen	BWP - Electric	6/26/2024	Plans	General Notes	Electrical			Add BWP general note: Contractor shall not pave over any BWP assets. Must coordinate with BWP if contractor is going to be working near any BWP electric or city streetlight assets.	1		Htong	Will comply.					
4	JChen	BWP - Electric	6/26/2024	Plans	General Notes	Electrical			Add BWP general note: Minimum of 72 hours notice for inspections or work preconstruction meeting is required.	1		Htong	Will comply.					
5	JChen	BWP - Electric	6/26/2024	Plans	General Notes	Electrical			Add BWP general note: Protect in place all electrical facilities. Contact BWP Eng. Services at (818) 238-3592 of any existing damage to these facilities prior to construction or else contractor will be held responsible for repairs.	1		Htong	Will comply.					
6	JChen	BWP - Electric	6/10/2024	Plans	ST-01	Electrical			Not BWP - electric pullboxes	1		Htong	Will comply.					
7	JChen	BWP - Electric	6/26/2024	Plans	ST-02	Electrical			PB - 760	1		Htong	Will comply.					
8	JChen	BWP - Electric	6/25/2024	Plans	ST-02	Electrical			non-BWP pullboxes	1		Htong	Will comply.					
9	JChen	BWP - Electric	6/25/2024	Plans	ST-02	Electrical			MH-306	1		Htong	Will comply.					
10	JChen	BWP - Electric	6/26/2024	Plans	ST-03	Electrical			BWP pullbox - Adjust to grade rings - contact BWP to coordinate inspection. Contractor may not pave over any BWP assets.	1		Htong	Will comply.					
11	JChen	BWP - Electric	6/10/2024	Plans	ST-03	Electrical			4209724-E	1		Htong	Will comply.					
12	JChen	BWP - Electric	6/26/2024	Plans	ST-03	Electrical			BWP pullbox - Adjust to grade rings - contact BWP to coordinate inspection. Contractor may not pave over any BWP assets.	1		Htong	Will comply.					
13	JChen	BWP - Electric	6/26/2024	Plans	ST-04	Electrical			BWP pullbox - Adjust to grade rings - contact BWP to coordinate inspection. Contractor may not pave over any BWP assets.	1		Htong	Will comply.					
14	Vakerson	BWP - Electric	6/17/2024	Plans	ST-05	Electrical			Not BWP - Electrical per GIS	1		Htong	Will comply.					
15	VAkerson	BWP - Electric	6/17/2024	Plans	ST-05	Electrical			Not shown as BWP Electrical manhole on GIS	1		Htong	Will comply.					

WSP Date:_____**Initial** _____

Metro Date :_____**Inital** _____

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:	PE Design
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
16	JChen	BWP - Electric	6/26/2024	Plans	ST-05	Electrical			BWP Electric/STLT pullbox - Adjust to grade rings - contact BWP to coordinate inspection. Contractor may not pave over any BWP assets.	1		Htong	Will comply.					
17	JChen	BWP - Electric	6/26/2024	Plans	ST-06	Electrical			BWP Electrical pullbox - Adjust to grade rings - contact BWP to coordinate inspection. Contractor may not pave over any BWP assets.	1		Htong	Will comply.					
18	JChen	BWP - Electric	6/26/2024	Plans	ST-06	Electrical			BWP Electrical pullbox - Adjust to grade rings - contact BWP to coordinate inspection. Contractor may not pave over any BWP assets.	1		Htong	Will comply.					
19	JChen	BWP - Electric	6/25/2024	Plans	ST-07	Electrical			MH-316	1		Htong	Will comply.					
20	JChen	BWP - Electric	6/26/2024	Plans	ST-07	Electrical			not BWP electrical pullbox	1		Htong	Will comply.					
21	JChen	BWP - Electric	6/26/2024	Plans	ST-07	Electrical			BWP Electric - streetlight pullbox - Adjust to grade rings - contact BWP to coordinate inspection. Contractor may not pave over any BWP assets.	1		Htong	Will comply.					
22	JChen	BWP - Electric	6/12/2024	Plans	ST-08	Electrical			non BWP - electric	1		Htong	Will comply.					
23	JChen	BWP - Electric	6/12/2024	Plans	ST-08	Electrical			BWP STLT pullbox - Adjust grade rings - contact BWP to coordinate inspection. Contractor may not pave over any BWP assets.	1		Htong	Will comply.					
24	JChen	BWP - Electric	6/10/2024	Plans	ST-08	Electrical			(E) Streetlight	1		Htong	Will comply.					
25	JChen	BWP - Electric	6/12/2024	Plans	ST-09	Electrical			non BWP - electric	1		Htong	Will comply.					
26	JChen	BWP - Electric	6/26/2024	Plans	ST-09	Electrical			BWP Streetlight Pullbox - Adjust grade rings - contact BWP to coordinate inspection. Contractor may not pave over any BWP assets.	1		Htong	Will comply.					
27	JChen	BWP - Electric	6/12/2024	Plans	ST-09	Electrical			non BWP - electric	1		Htong	Will comply.					
28	JChen	BWP - Electric	6/26/2024	Plans	ST-09	Electrical			BWP Streetlight Pullbox - Adjust grade rings - contact BWP to coordinate inspection. Contractor may not pave over any BWP assets.	1		Htong	Will comply.					
29	JChen	BWP - Electric	6/26/2024	Plans	ST-09	Electrical			BWP Streetlight Pullbox - Adjust grade rings - contact BWP to coordinate inspection. Contractor may not pave over any BWP assets.	1		Htong	Will comply.					
30	JChen	BWP - Electric	6/12/2024	Plans	ST-09	Electrical			non BWP - electric	1		Htong	Will comply.					
31	JChen	BWP - Electric	6/26/2024	Plans	ST-10	Electrical			(2) are BWP streetlight pullbox third is non-BWP electric - Adjust grade rings - contact BWP to co-ordinate inspection. Contractor may not pave over any BWP assets.	1		Htong	Will comply.					

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:	PE Design
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
32	JChen	BWP - Electric	6/12/2024	Plans	ST-10	Electrical			non-BWP electric	1		Htong	Will comply.					
33	VAkerson	BWP - Electric	6/12/2024	Plans	ST-11	Electrical			non-BWP electric pullbox	1		Htong	Will comply.					
34	VAkerson	BWP - Electric	6/26/2024	Plans	ST-11	Electrical			non-BWP electric pullbox	1		Htong	Will comply.					
35	VAkerson	BWP - Electric	6/26/2024	Plans	ST-12	Electrical			BWP Fiber Pullbox (shows it needs to be relocated) - Contact BWP Fiber before constructions	1		Htong	Will comply.					
36	JChen	BWP - Electric	6/26/2024	Plans	ST-12	Electrical			non-BWP Electric	1		Htong	Will comply.					
37	JChen	BWP - Electric	6/17/2024	Plans	L-01	Civil			non-BWP Electric MH per GIS	1		Htong	Will comply.					
38	JChen	BWP - Electric	6/17/2024	Plans	L-01	Civil			non-BWP Electric MH per GIS	1		Htong	Will comply.					
39	JChen	BWP - Electric	6/17/2024	Plans	L-01	Civil			MH-298	1		Htong	Will comply.					
40	JChen	BWP - Electric	6/17/2024	Plans	L-02	Civil			MH-305	1		Htong	Will comply.					
41	JChen	BWP - Electric	6/26/2024	Plans	L-02	Civil			MH-304 - Adjust grade rings - contact BWP to co-ordinate inspection. Contractor may not pave over any BWP assets.	1		Htong	Will comply.					
42	JChen	BWP - Electric	6/26/2024	Plans	L-02	Civil			MH-306 - Adjust grade rings - contact BWP to co-ordinate inspection. Contractor may not pave over any BWP assets.	1		Htong	Will comply.					
43	JChen	BWP - Electric	6/17/2024	Plans	L-02	Civil			non-BWP electric MH per GIS	1		Htong	Will comply.					
44	JChen	BWP - Electric	6/17/2024	Plans	L-02	Civil			MH-235	1		Htong	Will comply.					
45	JChen	BWP - Electric	6/26/2024	Plans	L-03	Civil			MH-142	1		Htong	Will comply.					
46	JChen	BWP - Electric	6/17/2024	Plans	L-04	Civil			non BWP electric per GIS	1		Htong	Will comply.					
47	JChen	BWP - Electric	6/26/2024	Plans	L-04	Civil			MH-345 - Adjust grade rings - contact BWP to co-ordinate inspection. Contractor may not pave over any BWP assets.	1		Htong	Will comply.					
48	JChen	BWP - Electric	6/17/2024	Plans	L-04	Civil			non BWP electric per GIS	1		Htong	Will comply.					
49	JChen	BWP - Electric	6/26/2024	Plans	L-04	Civil			MH-344 - Adjust grade rings - contact BWP to co-ordinate inspection. Contractor may not pave over any BWP assets.	1		Htong	Will comply.					
50	JChen	BWP - Electric	6/17/2024	Plans	L-05	Civil			non BWP electric MH per GIS	1		Htong	Will comply.					

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:	PE Design
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
51	JChen	BWP - Electric	6/17/2024	Plans	L-06	Civil			fiber pullbox or non BWP electric PB	1		Htong	Will comply.					
52	JChen	BWP - Electric	6/17/2024	Plans	L-06	Civil			fiber pullbox or non BWP electric PB	1		Htong	Will comply.					
53	JChen	BWP - Electric	6/17/2024	Plans	L-06	Civil			non BWP-electric per GIS	1		Htong	Will comply.					
54	JChen	BWP - Electric	6/17/2024	Plans	L-07	Civil			(E) STLT	1		Htong	Will comply.					
55	JChen	BWP - Electric	6/17/2024	Plans	L-08	Civil			non BWP-electric per GIS	1		Htong	Will comply.					
56	JChen	BWP - Electric	6/26/2024	Plans	U-04 (Olive/Alemeda to Bob Hope)	Utilities			MH 680 (BWP EE-6809)	1		Htong	Will comply.					
57	Jchen	BWP - Electric	6/26/2024	Plans	U-04 (Olive/Alemeda to Bob Hope)	Utilities			show 12kV electric BWP (EE-6809A) and any of the manholes from that drawing	1		Htong	Will comply.					
58	Jchen	BWP - Electric	6/26/2024	Plans	U-04 (Olive/Alemeda to Bob Hope)	Utilities			show 12kV electric BWP (EE-6810 and any manholes from that drawing)	1		Htong	Will comply.					
59	Jchen	BWP - Electric	6/26/2024	Plans	U-05 (Olive/Willow to Buena Vista)	Utilities			show BWP 12kV electric lines (EE-6810, EE-6811) and any manholes	1		Htong	Will comply.					
60	Jchen	BWP - Electric	6/26/2024	Plans	U-05 (Olive/Willow to Buena Vista)	Utilities			show BWP transmission lines (EE-6837-EE-6836)and show any manholes	1		Htong	Will comply.					
61	Jchen	BWP - Electric	6/26/2024	Plans	U-05 (Olive/Willow to Buena Vista)	Utilities			show/callout BWP transmission lines (EE-6837/6839) and show any manholes	1		Htong	Will comply.					
62	Jchen	BWP - Electric	6/26/2024	Plans	U-06 (Buena Vista/Edison to Oak)	Utilities			show/callout BWP transmission lines (EE-6839A) and show any manholes	1		Htong	Will comply.					
63	BNahhas	BWP - Water	6/24/2024	General	General	Utilities			The utility plans for Glenoaks, from Olive to Spazier, are missing.	2		Htong	Utility plans for Glenoaks from Verdugo to Spazier are included in UT-13 and UT-14. There are no improvements on Glenoaks from Olive to Verdugo					
64	BNahhas	BWP - Water	6/24/2024	General	General	Utilities			Both the recycled water and potable water interconnections with the City of Glendale located in the median at Glenoaks south of Alameda appear to be impacted and will need to be relocated.	1		Htong	Once CM/GC is board this line will be postively identified and will determine if impacted at that time.					

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:	PE Design
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
65	BNahhas	BWP - Water	6/24/2024	General	General	Utilities			To determine the extent of the impacts and the scope of the required mitigation and relocation work, the potable water and recycled water infrastructure should be shown on both the Station Plans and Layout Plans.	1		Htong	Existing utility facilities are shown on the station and layout plans					
66	BNahhas	BWP - Water	6/24/2024	General	General	Utilities			A meeting with BWP/Water and Metro's Consultant/Utilities Engineer should be scheduled as soon as possible to discuss issues related to the water infrastructure.	2		Htong	Noted. Will schedule meeting.					
67	BNahhas	BWP - Water	6/24/2024	General	General	Utilities			As stated in earlier discussions, the design and construction of any water infrastructure relocation is METRO's responsibility and shall be performed by METRO's consultant & contractor. BWP/Water will provide plan reviews, oversight, and field inspection at METRO's expense.	2		Htong	Noted. Metro will maintain coordination with BWP/Water					
68	DKriske	CDD	6/26/2024	Memo	General Notes	General			Increase all stations to standard of full-size station (6 modules/48 feet) and platform (125 feet) whenever possible to ensure clear brand recognition, provision of station amenities, and shared capacity for existing local bus lines. (BRT Design Guidelines Section 2).	2		Htong	Will provide standard where feasible and note exceptions where unable to meet standard					
69	DKriske	CDD	6/26/2024	Memo	General Notes	General			Extend all S2 station bulbouts to adjacent corner per BRT Design Guidelines Section 2.	2		Htong	Reviewed each location. See below for responses for each location: Hollywood-Riverside-Olive - This station is a midblock station. WB Station - Extending the bulbouts to the curb returns will not provide operational benefits. No changes to design. EB Station being relocated to nearside Hollywood Way. EB Olive/Verdugo - Per direction from 9/5/24 PDT meeting, will move BRT station towards Sparks and extend bulbout. Will also reconstruct dual curb ramps at SW quadrant of the Olive/Sparks intersection. Olive/Lake - Extending bulbouts to intersection causes impacts to existing storm drain and traffic signal infrastructure. Metro intends to build bulbout with limits as shown on 25% drawing. San Fernando - No Bulbout					

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:	PE Design
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
70	DKriske	CDD	6/26/2024	Memo	General Notes	General			Ensure no net loss of seating when compared to existing bus stops. Many of these locations already have 3 or more benches and serve multiple transit lines; these stations need to continue to serve large riderships. Adjust Metro standards to allow for more than 8 seats at qualifying combined stops (e.g. Olive and San Fernando).	1		Htong	Will provide where feasible and discuss any exceptions					
71	DKriske	CDD	6/26/2024	Memo	General Notes	General			Ensure all stations meet Complete Streets Objective Development Standards (CSODS) pedestrian zone standards for commercial land use designation (9.5 feet with tree grates or 10 feet with tree wells). Clear zone in front of stations may count toward overall pedestrian zone width, but site plans should indicate widths of all pedestrian zones, and all sidewalk segments should maintain a minimum width of 4 feet for accessibility.	1		Htong	Will provide where feasible and discuss any exceptions.					
72	DKriske	CDD	6/26/2024	Memo	General Notes	General			Upgrade curb ramps and pedestrian signals at all affected station locations. Per Burbank CSODS, “one curb ramp must be provided for each pedestrian street crossing” (Sec. 3.2). Recommend use of Caltrans Standard Plan A88A for dual curb ramps. Upgraded pedestrian signals should be accessible pedestrian signals (APS).	2		Htong	Will provide where applicable. Will not reconstruct curb ramp if proposed improvements are 10' or more from existing curb ramps. Will upgrade curb ramps where bulbout extends to curb return. Curb ramp reconstruction locations include: -EB Olive at Sparks St (Verdugo station) - 1 curb return with 2 curb ramps -Olive at Fernando (Fernando station) - 4 curb returns with 8 curb ramps					
73	DKriske	CDD	6/26/2024	Memo	General Notes	General			Include a ticket vending machine at each station to encourage distinct brand apart from standard Metro bus service as well as all-door boarding. a. Relevant BRT Objectives (Vision and Principles Study, Table 5): i. “Offer a pleasing, rail-like passenger experience to BRT riders specifically with regard to travel times, dwell times, speeds and amenities.” ii. “Achieve a 90% non-cash payment by 2028.” iii. “Achieve average station dwell times of 12 seconds or 1.7 seconds per person.”	2		Htong	Within Burbank the 25% drawings propose TVM at the Riverside/Olive station. Metro is currently evaluating the need to provide TVMs at any stations and may eliminate the provision of TVMs from the project.					

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:	PE Design
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
74	DKriske	CDD	6/26/2024	Memo	General Notes	General			Digital billboards are not permitted under Burbank Municipal Code 10-1-1004. Arrival time displays may be exempt as long as they only display official information and notices from Metro per BMC 10-1-1002. Clarify purpose of digital displays in shelters.	1		Htong	These displays are for bus arrival information and other official information and notices from Metro					
75	DKriske	CDD	6/26/2024	Memo	General Notes	General			Provide long-term bike parking in addition to/instead of short-term bike parking. Commuters are unlikely to leave bikes at a rack all day long. Consider implementing shared-use BikeLink lockers currently under Metro pilot. a. From BRT Design Guidelines: "Bicycle parking should be provided at station areas since on-vehicle storage may be limited." b. From CSODS: 1 long-term space per 1,000 square feet, subject to normal rounding (minimum BRT station dimensions = 600 square feet)	2		Htong	Long term bike storage not contemplated as part of project scope. Room at BRT stations is limited and doesn't provide space for bike lockers. Unclear how the referenced CSODS section applies to a BRT or transit project built in the public ROW					
76	DKriske	CDD	6/26/2024	Memo	General Notes	General			Include two trash cans at each station to provide additional capacity and/or possibility to add recycling service.	2		Htong	Current intent is to provide 1 trash can at each location.					
77	DKriske	CDD	6/26/2024	Memo	General Notes	General			Clarify opacity of the proposed materials for station canopies. Will glass canopies provide adequate shade? According to BRT Design Guidelines (Sections 2.3(a) and 2.4), Metro standard is 60-80% opacity; the proposed designs look like they may not meet this threshold.	2		Htong	The architectural design of canopy materials will be developed during the 60% submittal. Opacity of the canopy will be designed to provide shade.					
78	DKriske	CDD	6/26/2024	Memo	General Notes	General			Clarify what, if any, wayfinding will orient passengers to the areas around the stations for first-last mile connectivity. Consider adding a local neighborhood map (5-minute walkshed) to provide additional context. a. Relevant BRT Objectives (Vision and Principles Study, Table 5): i. Ensure customized wayfinding and mode transfer options for first/last mile at each station. ii. Identify and improve major barriers to walking or rolling to each station; develop and collaborate with partners to achieve improvements.	2		Htong	The architectural design of wayfinding amenities will be developed during the 60% submittal.					

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:	**PE Design**
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
79	DKriske	CDD	6/26/2024	Memo	General Notes	General			San Fernando and Olive is currently the city's busiest transit stop, with three existing Metro bus lines. Three additional Metro bus lines stop one block away at First Street and Olive, making this area a major potential transfer hub for BRT. The plans do not substantially expand upon the existing station footprints despite increased traffic. Extend the station footprints and add amenities such as long-term bike parking to the maximum extent feasible. Evaluate possible improvements to adjacent local bus stops to facilitate transfers.	2		Htong	The goal of the project is to reconstruct the existing infrastructure without significant expansion of station footprint. Project will reconstruct Olive/San Fernando intersection but existing nearside stops will remain in place. Provisions of additional amenities will be coordinated with the City and Metro during the development of the 60% station architectural plans.					
80	DKriske	CDD	6/26/2024	Memo	General	Station Plans			Metro BRT Design guidelines state that bus pads should measure a minimum of 12 ft x 90 ft (Guideline 3.4.d) and recommend the use of City of LA Standard Plan S-433, which prescribes a minimum bus pad length of 120 feet, with 60 additional feet per bus expected to use the stop concurrently. The Guidelines also note that if multiple routes will share the stop, "bus pads may warrant a longer length." Burbank Standard Plan BS- 112 uses bus pad dimensions of 10 ft x 80 ft. The station plans combine local bus stops with the BRT stops at all side-running locations. Given the presence of multiple bus lines using stations concurrently, the Metro standard for extended bus pads suits the route better than the Burbank Standard Plan. Recommend using extended dimensions (120 feet) similar to City of LA Standard Plan S-433 for all bus pads as opposed to Burbank Standard Plan BS-112 dimensions.	2		Htong	Project intends to comply with applicable City requirements. Burbank standards requires a 80' minimum length. Will leave as is for 30% design. Will consider incorporating COLA standards into project as betterment if feasible. COLA standards are considered a bettement and if included will need additional coordination with City and Metro.					

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:	PE Design
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
81	DKriske	CDD	6/26/2024	Memo	General	Station Plans			Currently only the median-running platforms will be at 14-inch loading height as opposed to 6-inch curb height on sidewalk stations. Could any of these locations accommodate a full BRT platform at 14 inches? a. Relevant BRT Objectives (Vision and Principles Study, Table 5): i. “Limit need to kneel bus to 10% of stations.	2		Htong	Median stations are designed to 8" curb height. Buses will have applicable ADA components to allow for loading at both 6" and 8" curbs.					
82	DKriske	CDD	6/26/2024	Memo	General	Striping Plans			Stripe all affected substandard crosswalks along the corridor to be high visibility.	2		Htong	Will provide high visibility crosswalks at intersections adjacent to BRT stationsand where crosswalks are shown as restriped on PE Plans, but not other construction improvements such as curb ramp upgrades are proposed in such locations based on crosswalk upgrades.					
83	DKriske	CDD	6/26/2024	Memo	General (Olive/Buena Vista)	Striping Plans			Preserve existing street parking on Buena Vista St. and indicate parking on plans. Maintain minimum lane width of 11 feet for buses. See analysis from previous concept plans discussing this segment in Attachment 1.	2		Htong	Removal of parking is necessary at this location to transition to the dedicated bus lane. Once total parking at each segment is determined, a meeting will be set up with Metro and City.					
84	DKriske	CDD	6/26/2024	Memo	General	Striping Plans			Close slip lanes at Riverside/Olive and Verdugo/Olive to reduce turn conflicts and extend available pedestrian and station space. May require prohibiting right turns.	2		Htong	Eliminating the right turn and closing the slip lanes at Riverside/Olive and Verdugo/Olive are not within the scope of project. These would be considered a betterment and would require additional coordination between the City and Metro.					
85	KKramer	CDD	6/24/2024	Plans	ST-01	Station Plans			1. Recommend stop serving multiple lines to include extended concrete bus pad per BRT Design Guideline 3.4.d. (Guidelines suggest use of City of LA Standard Plan S-433, which specifies dimensions of 12'x120')	2		Htong	Project intends to comply with applicable City requirements. Burbank standards requires a 80' minimum length. Will leave as is for 30% design. Will consider incorporating COLA standards into project as betterment if feasible. COLA standards are considered a bettement and if included will need additional coordination with City and Metro.					

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:	**PE Design**
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
86	KKramer	CDD	6/24/2024	Plans	ST-02	Station Plans			1. Recommend stop serving multiple lines to include extended concrete bus pad per BRT Design Guideline 3.4.d. (Guidelines suggest use of City of LA Standard Plan S-433, which specifies dimensions of 12'x120')	2		Htong	Project intends to comply with applicable City requirements. Burbank standards requires a 80' minimum length. Will leave as is for 30% design. Will consider incorporating COLA standards into project as betterment if feasible. COLA standards are considered a bettement and if included will need additional coordination with City and Metro.					
87	KKramer	CDD	6/24/2024	Plans	ST-03	Station Plans			1. Recommend stop serving multiple lines to include extended concrete bus pad per BRT Design Guideline 3.4.d. (Guidelines suggest use of City of LA Standard Plan S-433, which specifies dimensions of 12'x120')	2		Htong	Project intends to comply with applicable City requirements. Burbank standards requires a 80' minimum length. Will leave as is for 30% design. Will consider incorporating COLA standards into project as betterment if feasible. COLA standards are considered a bettement and if included will need additional coordination with City and Metro.					
88	KKramer	CDD	6/24/2024	Plans	ST-04	Station Plans			1. Recommend stop serving multiple lines to include extended concrete bus pad per BRT Design Guideline 3.4.d. (Guidelines suggest use of City of LA Standard Plan S-433, which specifies dimensions of 12'x120')	2		Htong	Project intends to comply with applicable City requirements. Burbank standards requires a 80' minimum length. Will leave as is for 30% design. Will consider incorporating COLA standards into project as betterment if feasible. COLA standards are considered a bettement and if included will need additional coordination with City and Metro.					
89	KKramer	CDD	6/24/2024	Plans	ST-05	Station Plans			1. Recommend stop serving multiple lines to include extended concrete bus pad per BRT Design Guideline 3.4.d. (Guidelines suggest use of City of LA Standard Plan S-433, which specifies dimensions of 12'x120')	2		Htong	Project intends to comply with applicable City requirements. Burbank standards requires a 80' minimum length. Will leave as is for 30% design. Will consider incorporating COLA standards into project as betterment if feasible. COLA standards are considered a bettement and if included will need additional coordination with City and Metro.					
90	KKramer	CDD	6/24/2024	Plans	ST-06	Station Plans			1. Recommend stop serving multiple lines to include extended concrete bus pad per BRT Design Guideline 3.4.d. (Guidelines suggest use of City of LA Standard Plan S-433, which specifies dimensions of 12'x120')	2		Htong	Project intends to comply with applicable City requirements. Burbank standards requires a 80' minimum length. Will leave as is for 30% design. Will consider incorporating COLA standards into project as betterment if feasible. COLA standards are considered a bettement and if included will need additional coordination with City and Metro.					

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:	**PE Design**
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
91	KKramer	CDD	6/24/2024	Plans	ST-07	Station Plans			1. Recommend stop serving multiple lines to include extended concrete bus pad per BRT Design Guideline 3.4.d. (Guidelines suggest use of City of LA Standard Plan S-433, which specifies dimensions of 12'x120')	2		Htong	Project intends to comply with applicable City requirements. Burbank standards requires a 80' minimum length. Will leave as is for 30% design. Will consider incorporating COLA standards into project as betterment if feasible. COLA standards are considered a bettement and if included will need additional coordination with City and Metro.					
92	KKramer	CDD	6/24/2024	Plans	ST-08	Station Plans			1. Recommend stop serving multiple lines to include extended concrete bus pad per BRT Design Guideline 3.4.d. (Guidelines suggest use of City of LA Standard Plan S-433, which specifies dimensions of 12'x120')	2		Htong	Project intends to comply with applicable City requirements. Burbank standards requires a 80' minimum length. Will leave as is for 30% design. Will consider incorporating COLA standards into project as betterment if feasible. COLA standards are considered a bettement and if included will need additional coordination with City and Metro.					
93	KKramer	CDD	6/24/2024	Plans	ST-09	Station Plans			Upgrade to dual curb ramp per CSODS Sec. 3.2	1		Htong	Dual curb ramps will be provided per CSODS Section 3.2					
94	KKramer	CDD	6/24/2024	Plans	ST-09	Station Plans			1. Recommend stop serving multiple lines to include extended concrete bus pad per BRT Design Guideline 3.4.d. (Guidelines suggest use of City of LA Standard Plan S-433, which specifies dimensions of 12'x120')	2		Htong	Project intends to comply with applicable City requirements. Burbank standards requires a 80' minimum length. Will leave as is for 30% design. Will consider incorporating COLA standards into project as betterment if feasible. COLA standards are considered a bettement and if included will need additional coordination with City and Metro.					
95	KKramer	CDD	6/24/2024	Plans	ST-10	Station Plans			1. Recommend stop serving multiple lines to include extended concrete bus pad per BRT Design Guideline 3.4.d. (Guidelines suggest use of City of LA Standard Plan S-433, which specifies dimensions of 12'x120')	2		Htong	Project intends to comply with applicable City requirements. Burbank standards requires a 80' minimum length. Will leave as is for 30% design. Will consider incorporating COLA standards into project as betterment if feasible. COLA standards are considered a bettement and if included will need additional coordination with City and Metro.					
96	MFuentes	CDD	6/26/2024	Plans	SS-02 (Olive/ Riverside)	Signing and Striping			1. Extend curb bulb-outs along entire block face for both station platforms to provide wider sidewalk and extend to adjacent crosswalks and improve FLM connectivity to stations. (BRT Design Guidelines for S2 Station)	2		Htong	No changes to design. Extending the bulbout at this location is not required for station operation. FLM Connectivity will be reviewed during the 60% design.					

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:	PE Design
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
97	MFuentes	CDD	6/26/2024	Plans	SS-02 (Olive/ Riverside)	Signing and Striping			2. Upgrade curb ramps to directional curb ramps at corners abutting Riverside Drive/Hollywood Way and Olive Ave/Hollywood Way. (CSODS, Sect. 3.2)	2		Htong	Proposed bus station improvements are not within 10' from existing curb ramps, therefore upgrading these curb ramps is outside the scope of the Project. No changes to design.					
98	MFuentes	CDD	6/26/2024	Plans	SS-02 (Olive/ Riverside)	Signing and Striping			3. Upgrade all pedestrian actuated push buttons to audible push buttons. (CSODS, Sect. 3.4.3)	2		Htong	Will comply where traffic signals will be modified. Locations to be determined during traffic signal design in 60% submittal.					
99	MFuentes	CDD	6/26/2024	Plans	SS-02 (Olive/ Riverside)	Signing and Striping			4. Slip lane creates potential right turn conflict directly in front of EB stop and directly behind WB stop. Structural issues with sublevel may prevent concrete installation, but consider paint and bollards/planters to close slip lane.	2		Htong	EB Riverstation moved to nearside Hollywood. EB Riverside bus only lane between Hollywood and Olive will be eliminated and replaced with a second, bus only left turn pocket.					
100	MFuentes	CDD	6/12/2024	Plans	SS-03 (Olive/Alameda)	Signing and Striping			1. Upgrade existing marked crosswalk legs to high visibility. (CSODS, Sect. 3.4.1)	1		Htong	Crosswalk will be revised to high visibility, but not other construction improvements including curb ramp upgrades are proposed at this location based on crosswalk change.					
101	MFuentes	CDD	6/20/2024	Plans	SS-04 (Alameda/Bob Hope)	Signing and Striping			1. Add high vis. x-walks to all legs at Alameda and Bob Hope Dr.	1		Htong	Crosswalk will be revised to high visibility, but not other construction improvements including curb ramp upgrades are proposed at this location based on crosswalk change.					
102	MFuentes	CDD	6/20/2024	Plans	SS-04 (Alameda/Naomi)	Signing and Striping			1. Add high vis. x-walks to all legs at Alameda and Naomi	1		Htong	Crosswalk will be revised to high visibility, but not other construction improvements including curb ramp upgrades are proposed at this location based on crosswalk change.					
103	KKramer	CDD	6/26/2024	Plans	SS-05 (Buena Vista)	Signing and Striping			1. Maintain existing parking on Buena Vista until bus only lane begins. Ensure 11' lane width minimum in #2 travel lane for bus travel.	2		Htong	The bus only lane on SB Buena Vista has begun at this location. The remaining pavement width on the NB side is not suffient to provide on street parking while maintaining a 11' lane width for the #2 lane.					
104	KKramer	CDD	6/28/2024	Plans	SS-06 (Buena Vista)	Signing and Striping			2. Maintain existing parking on Buena Vista until bus only lane begins. Ensure 11' lane width minimum in #2 travel lane for bus travel.	2		Htong	The bus only lane on NB Buena Vista has begun at this location. The remaining pavement width on the SB side is not suffient to provide on street parking while maintaining a 11' lane width for the #2 lane.					
105	MFuentes	CDD	6/20/2024	Plans	SS-06 (Buena Vista)	Signing and Striping			1. Add high vis. x-walks to all legs at Buena Vista and Olive	1		Htong	Crosswalk will be revised to high visibility, but not other construction improvements including curb ramp upgrades are proposed at this location based on crosswalk change.					
106	MFuentes	CDD	6/20/2024	Plans	SS-08 (Parish Pl)	Signing and Striping			1. Add high vis. x-walks to all legs at Parish Pl.	1		Htong	Crosswalk will be revised to high visibility, but not other construction improvements including curb ramp upgrades are proposed at this location based on crosswalk change.					

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:	**PE Design**
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
107	MFuentes	CDD	6/24/2024	Plans	SS-08 (Olive/Verdugo)	Signing and Striping			1. Close turning lane from Verdugo Ave to Olive Ave.	1		Htong	Will close the slip right turn lane per City direction					
108	MFuentes	CDD	6/24/2024	Plans	SS-08 (Olive/Verdugo)	Signing and Striping			2. Extend/widen sidewalks along Verdugo Ave. and Olive Ave. in accordance with CSODS Section 2.2 and Metro BRT Design Guidelines for S2 Station type	1		Htong	Will close the slip right turn lane per City direction					
109	MFuentes	CDD	6/24/2024	Plans	SS-08 (Olive/Verdugo)	Signing and Striping			3. Move e/b station closer to Sparks St. intersection	1		Htong	Will comply					
110	MFuentes	CDD	6/24/2024	Plans	SS-08 (Olive/Verdugo)	Signing and Striping			4. Add high visibility x-walk and directional curb ramps at Sparks St.	1		Htong	At EB Olive/Verdugo, the BRT station will be moved toward Sparks and bulbout will extend around the curb return. High Visibility crosswalk and dual curb ramps will be provided.					
111	MFuentes	CDD	6/24/2024	Plans	SS-08 (Olive/Verdugo)	Signing and Striping			5. Add high visibility x-walk and directional curb ramps at Reese Pl.	2		Htong	BRT station will be moved towards Sparks St. No improvements will be proposed adjacent to Reese Pl					
112	MFuentes	CDD	6/24/2024	Plans	SS-10 (Olive/Lake)	Signing and Striping			1. Extend curb extension for both stations to intersection of Olive Ave. and Lake St. in accordance with Metro BRT Design Guidelines Standards for Station S2.	2		Htong	Olive/Lake - Extending bulbouts to intersection causes impacts to existing storm drain and traffic signal infrastructure. Metro intends to build bulbout with limits as shown on 25% drawing.					
113	MFuentes	CDD	6/17/2024	Plans	SS-11 (Olive/1st)	Signing and Striping			1. Add high vis. x-walk pavement markers at all legs of Olive Ave. and 1st St.	1		Htong	Crosswalk will be revised to high visibility, but not other construction improvements including curb ramp upgrades are proposed at this location based on crosswalk change.					
114	MFuentes	CDD	6/17/2024	Plans	SS-12 (Olive/3rd)	Signing and Striping			1. Add high vis. x-walk pavement markers at all legs of Olive Ave. and 3rd St.	1		Htong	Crosswalk will be revised to high visibility, but not other construction improvements including curb ramp upgrades are proposed at this location based on crosswalk change.					
115	MFuentes	CDD	6/24/2024	Plans	SS-13 (Glenoaks/Providencia)	Signing and Striping			2. Add Left turn bike box for movement from protected Class IV to the side street on Providencia (otherwise it just ends with the bicyclist forced to merge)	1		Htong	Will add left turn bike box.					
116	MFuentes	CDD	6/24/2024	Plans	SS-13 (Glenoaks/Providencia)	Signing and Striping			1. Add high vis. x-walks to Glenoaks Bl. at Providencia Ave.	1		Htong	Crosswalk will be revised to high visibility, but not other construction improvements including curb ramp upgrades are proposed at this location based on crosswalk change.					
117	MFuentes	CDD	6/17/2024	Plans	SS-14	Signing and Striping			1. Add APS to all ped push buttons	1		Htong	Will include in 60% traffic signal design					

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:	PE Design
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
118	MFuentes	CDD	6/17/2024	Plans	SS-14	Signing and Striping			2. Add high vis. x-walks to Glenoaks Bl. at Valencia Ave.	1		Htong	Crosswalk will be revised to high visibility, but not other construction improvements including curb ramp upgrades are proposed at this location based on crosswalk change.					
119	KKramer	CDD	6/26/2024	Plans	ASP-01 (Station Typologies)	Architectural Station Plans			Olive at San Fernando EB/WB and Olive at Verdugo WB appear to be closer to S4 station design. Recommend installing bulbouts and creating S2 station at Olive/Verdugo and extending bulbouts to the extent feasible at Olive/San Fernando	2		Htong	Olive/San Fernando EB/WB - curb-running configuration and limited ROW result in no bulbout being provided. Olive/Verdugo EB/WB - Will convert to S2 and extend bulbout to the east curb return per 9/5/2024 PDT Meeting					
120	KKramer	CDD	6/20/2024	Plans	ASP-02 (General Notes)	Architectural Station Plans			Recommend 6 modules at all stations when possible	2		Htong	See responses to specific stations. During 60% design architects will look into adding an additional module where 6 modules are currently not proposed.					
121	KKramer	CDD	6/20/2024	Plans	ASP-02 (General Notes)	Architectural Station Plans			Recommend no net loss of seating at any station location - many sites already have >8 seats	2		Htong	See responses to specific stations. During 60% design architects will look into adding additional seats where current proposed design results in a net loss of seats					
122	MFuentes	CDD	6/20/2024	Plans	ASP-06 (Station Canopy)	Architectural Station Plans			1. Demonstrate canopy glass can provide sufficient shading from direct sun light. Does not appear to meet Metro design guidance of 60-80% opacity (Metro BRT Design Guidelines Section 2.3(a))	2		Htong	The architectural design of canopy materials will be developed during the 60% submittal.					
123	MFuentes	CDD	6/20/2024	Plans	ASP-07 (E paper with utility panel)	Architectural Station Plans			Digital billboards not allowed per City's Municipal Code. Sec. 10-1-1004. Clarify purpose is for arrival times and station information only (billboards used only for official notices may be exempt per BMC 10-1-1002)	2		Htong	These displays are for bus arrival information and other official information and notices from metro					
124	MFuentes	CDD	6/20/2024	Plans	ASP-07 (E paper with utility panel)	Architectural Station Plans			1. Digital billboards not allowed per City's Municipal Code. Sec. 10-1-1004. Clarify purpose (billboards used only for official notices may be exempt per BMC 10-1-1002)	2		Htong	These displays are for bus arrival information and other official information and notices from metro					

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:	PE Design
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
125	MFuentes	CDD	6/26/2024	Plans	ASP-12 (Olive & Riverside)	Architectural Station Plans			1. Extend curb bulb-outs along entire block face per Metro BRT Design Guidelines for S2 Stations for both station platforms to provide wider sidewalk and extend to adjacent crosswalks and improve FLM connectivity to stations.	2		Htong	Eliminating the right turn and closing the slip lanes at Riverside/Olive is not within the scope of project. These would be considered a betterment and would require additional coordination between the City and Metro.					
126	MFuentes	CDD	6/26/2024	Plans	ASP-12 (Olive & Riverside)	Architectural Station Plans			2. Ensure no net loss of seating.	2		Htong	Riverside - Existing: 4 seats. Proposed: 8 seats. Net seat change: +4 Olive - Existing: 4 seats Proposed: 8 seats Net seat change: +4					
127	MFuentes	CDD	6/26/2024	Plans	ASP-12 (Olive & Riverside)	Architectural Station Plans			3.Increase seating accordingly by at least one more module at each platform.	2		Htong	For Riverside Drive, during 60% design architects will look into adding an additional module. For Olive Ave, the station is constrained by palm trees on both sides of stations, but during 60% design architects will look to see if there is a way to add an additional module.					
128	MFuentes	CDD	6/26/2024	Plans	ASP-12 (Olive & Riverside)	Architectural Station Plans			4. Install additional trash bin at each station platform.	2		Htong	Current intent is to provide 1 trash can at each location.					
129	MFuentes	CDD	6/26/2024	Plans	ASP-12 (Olive & Riverside)	Architectural Station Plans			5. Use quick-build features such as paint and planters to close slip lane if construction is infeasible due to subterranean parking garage.	2		Htong	No changes to design. Proposed dropped red striping allows EB Riverside mixed flow traffic to make a right turn onto the BRT bus lane and then to merge into WB Olive. Will maintain existing slip lane.					
130	KKramer	CDD	6/20/2024	Plans	ASP-12 (Olive & Riverside)	Architectural Station Plans			1. Provide 6 modules at each station to achieve standard station size of 48 feet per Metro BRT Design Guidelines for S2 Station	2		Htong	For Riverside Drive, during 60% design architects will look into adding an additional module. For Olive Ave, the station is constrained by palm trees on both sides of stations, but during 60% design architects will look to see if there is a way to add an additional module.					
131	MFuentes	CDD	6/12/2024	Plans	ASP-13 (Riverside and Olive)	Architectural Station Plans			Provide adequate long-term bicycle parking.	2		Htong	Long term bike storage not contemplated as part of project scope. Room at BRT stations is limited and doesn't provide space for bike lockers.					
132	KKramer	CDD	6/24/2024	Plans	ASP-15 (Riverside and Olive)	Architectural Station Plans			Show clear space measurements behind station, ensuring overall clear sidewalk space (including platform clear zone) is at least 10 feet wide (CSODS Sec. 2.2)	2		Htong	Will include clear dimension. For Riverside Drive, the ROW line is 7' behind the station platform. 10' clear sidewalk space cannot be provided. For Olive Ave, the ROW line is 8' behind the station platform. 10' clear sidewalk space cannot be provided.					

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:	**PE Design**
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
133	MFuentes	CDD	6/20/2024	Plans	ASP-17 (Buena Vista and Alameda)	Architectural Station Plans			1. Ensure no net loss of seating.	2		Htong	NB Buena Vista - Existing: 8 seats. Proposed: 8 seats. Net seat change: 0 SB Buena Vista - Existing: 12 seats Proposed: 8 seats Net seat change: -4 During 60% design architects will look into adding additional seats.					
134	MFuentes	CDD	6/20/2024	Plans	ASP-17 (Buena Vista and Alameda)	Architectural Station Plans			2. Install additional trash bin at each station platform.	2		Htong	Current intent is to provide 1 trash can at each location.					
135	MFuentes	CDD	6/20/2024	Plans	ASP-17 (Buena Vista and Alameda)	Architectural Station Plans			3. Provide ticket vending machine at all stations.	2		Htong	Within Burbank the 25% drawings propose TVM at the Riverside/Olive station. Metro is currently evaluating the need to provide TVMs at any stations and may eliminate the provision of TVMs from the project.					
136	MFuentes	CDD	6/20/2024	Plans	ASP-17 (Buena Vista and Alameda)	Architectural Station Plans			4. Provide at least 1 long-term bike parking space at all stations (CSODS 4.1.1)	2		Htong	Long term bike storage not contemplated as part of project scope. Room at BRT stations is limited and doesn't provide space for bike lockers. Unclear how the referenced CSODS section applies to a BRT or transit project built in the public ROW					
137	MFuentes	CDD	6/20/2024	Plans	ASP-17 (Buena Vista and Alameda)	Architectural Station Plans			5. Upgrade adjacent curb ramps to dual ramps with APS (CSODS 3.2)	2		Htong	For both NB and SB Buena Vista: Will not upgrade curb ramp since proposed improvements are more than 10' from existing curb ramps.					
138	KKramer	CDD	6/20/2024	Plans	ASP-17 (Buena Vista and Alameda)	Architectural Station Plans			1. Provide 6 modules at each station to achieve standard station size of 48 feet per Metro BRT Design Guidelines for S3 Station	2		Htong	For NB and SB Buena Vista, current design is to provide 4 modules each. During 60% design architects will look into adding 2 additional modules for each location.					

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:	**PE Design**
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
139	MFuentes	CDD	6/20/2024	Plans	ASP-18 (NB Buena Vista)	Architectural Station Plans			1. Ensure no net loss of seating.	2		Htong	NB Buena Vista - Existing: 8 seats. Proposed: 8 seats. Net seat change: 0					
140	MFuentes	CDD	6/20/2024	Plans	ASP-18 (NB Buena Vista)	Architectural Station Plans			2. Install additional trash bin at each station platform.	2		Htong	Current intent is to provide 1 trash can at each location.					
141	MFuentes	CDD	6/20/2024	Plans	ASP-18 (NB Buena Vista)	Architectural Station Plans			3. Provide ticket vending machine at all stations.	2		Htong	Within Burbank the 25% drawings propose TVM at the Riverside/Olive station. Metro is currently evaluating the need to provide TVMs at any stations and may eliminate the provision of TVMs from the project.					
142	MFuentes	CDD	6/20/2024	Plans	ASP-18 (NB Buena Vista)	Architectural Station Plans			4. Provide at least 1 long-term bike parking space at all stations (CSODS 4.1.1)	2		Htong	Long term bike storage not contemplated as part of project scope. Room at BRT stations is limited and doesn't provide space for bike lockers. Unclear how the referenced CSODS section applies to a BRT or transit project built in the public ROW					
143	MFuentes	CDD	6/17/2024	Plans	ASP-19 (NB Buena Vista)	Architectural Station Plans			1. Add one more seating module.	2		Htong	For NB Buena Vista, current design is to provide 4 modules. During 60% design architects will look into adding 2 additional modules					
144	MFuentes	CDD	6/20/2024	Plans	ASP-20 (SB Buena Vista)	Architectural Station Plans			1. Ensure no net loss of seating.	2		Htong	SB Buena Vista - Existing: 12 seats Proposed: 8 seats Net seat change: -4 During 60% design architects will look into adding additional seats.					
145	MFuentes	CDD	6/20/2024	Plans	ASP-20 (SB Buena Vista)	Architectural Station Plans			2. Install additional trash bin at each station platform.	2		Htong	Current intent is to provide 1 trash can at each location.					
146	MFuentes	CDD	6/20/2024	Plans	ASP-20 (SB Buena Vista)	Architectural Station Plans			3. Provide ticket vending machine at all stations.	2		Htong	Ticket vending machine (TVM) is only proposed to be placed at the Riverside/Olive station along the Burbank segment.					
147	MFuentes	CDD	6/20/2024	Plans	ASP-20 (SB Buena Vista)	Architectural Station Plans			4. Provide at least 1 long-term bike parking space at all stations (CSODS 4.1.1)	2		Htong	Long term bike storage not contemplated as part of project scope. Room at BRT stations is limited and doesn't provide space for bike lockers. Unclear how the referenced CSODS section applies to a BRT or transit project built in the public ROW					
148	MFuentes	CDD	6/17/2024	Plans	ASP-21 (SB Buena Vista)	Architectural Station Plans			1. Add one more seating module.	2		Htong	For SB Buena Vista, current design is to provide 4 modules. During 60% design architects will look into adding 2 additional modules					

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:	**PE Design**
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
149	KKramer	CDD	6/26/2024	Plans	ASP-22 (Verdugo)	Architectural Station Plans			2. Current platform length is substandard. Close slip lane between Verdugo and Olive to eliminate conflict point and extend station to corner. Add bulbout and convert to S2 style station.	1		Htong	Will close the slip right turn lane, extend station to corner, add bulbout and convert to S2 style station.					
150	MFuentes	CDD	6/24/2024	Plans	ASP-22 (Verdugo)	Architectural Station Plans			1. Expand/widen south sidewalk along Verdugo Ave. from Reese Pl. to Sparks. St. and north side of Olive Ave. from Sparks St. to Reese Pl.	1/2		Htong	South side: Will move EB station closer to Sparks but will not expand/widen sidewalk. Will not widen sidewalk towards Reese. North side: Will expand/widen WB sidewalk, creating a bulbout that extends bus station to corner of Verdugo/Olive and convert station to Type S2. Will not widen sidewalk towards Reese.					
151	MFuentes	CDD	6/24/2024	Plans	ASP-22 (Verdugo)	Architectural Station Plans			2. Current platform length is substandard. Close slip lane between Verdugo and Olive to eliminate conflict point and extend station to corner. Add bulbout and convert to S2 style station.	1		Htong	Will close the slip right turn lane, extend station to corner, add bulbout and convert to S2 style station.					
152	MFuentes	CDD	6/24/2024	Plans	ASP-22 (Verdugo)	Architectural Station Plans			3. Shift e/b station platform to corner of Sparks St.and extend to 125 ft.	1		Htong	Will move EB station closer to Sparks and extend platform to 125 ft.					
153	KKramer	CDD	6/20/2024	Plans	ASP-22 (Verdugo)	Architectural Station Plans			1. Provide 6 modules at each station to achieve standard station size of 48 feet per Metro BRT Design Guidelines for S2 Station	2		Htong	For EB and WB Olive/Buena Vista stations, current design is to provide 5 modules each. During 60% design architects will look into adding 1 additional module for each location.					
154	KKramer	CDD	6/20/2024	Plans	ASP-22 (Verdugo)	Architectural Station Plans			2. Extend platform to achieve minimum 75' length per Metro BRT Design Guidelines for S2 Station	1		Htong	Will extend platform to achieve minimum 75' length.					
155	KKramer	CDD	6/20/2024	Plans	ASP-22 (Verdugo)	Architectural Station Plans			3. Reconfigure WB to S2 Station	1		Htong	Will reconfigure WB to S2 Type station					
156	KKramer	CDD	6/24/2024	Plans	ASP-23 (EB Verdugo)	Architectural Station Plans			Indicate clear pedestrian zone width. Ensure minimum of 10 feet clear per CSODS 2.2.	1		Htong	Will indicate clear pedestrian zone width. Minimum of 10' can be provided.					
157	MFuentes	CDD	6/24/2024	Plans	ASP-23 (EB Verdugo)	Architectural Station Plans			1. Ensure no net loss of seating.	2		Htong	EB Olive at Verdugo - Existing: 2 seats Proposed: 8 seats Net seat change: +6					
158	MFuentes	CDD	6/24/2024	Plans	ASP-23 (EB Verdugo)	Architectural Station Plans			2. Install additional trash bin at each station platform.	2		Htong	Current intent is to provide 1 trash can at each location.					
159	MFuentes	CDD	6/24/2024	Plans	ASP-23 (EB Verdugo)	Architectural Station Plans			3. Provide ticket vending machine at all stations.	2		Htong	Within Burbank the 25% drawings propose TVM at the Riverside/Olive station. Metro is currently evaluating the need to provide TVMs at any stations and may eliminate the provision of TVMs from the project.					

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:	**PE Design**
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
160	MFuentes	CDD	6/24/2024	Plans	ASP-23 (EB Verdugo)	Architectural Station Plans			4. Provide at least 1 long-term bike parking space at all stations (CSODS 4.1.1)	2		Htong	Long term bike storage not contemplated as part of project scope. Room at BRT stations is limited and doesn't provide space for bike lockers. Unclear how the referenced CSODS section applies to a BRT or transit project built in the public ROW					
161	MFuentes	CDD	6/24/2024	Plans	ASP-23 (EB Verdugo)	Architectural Station Plans			5. Upgrade adjacent curb ramps to dual ramps with APS (CSODS 3.2)	1		Htong	Dual curb ramps will be provided per CSODS Section 3.2.					
162	MFuentes	CDD	6/24/2024	Plans	ASP-25 (WB Verdugo)	Architectural Station Plans			1. Ensure no net loss of seating.	2		Htong	WB Olive at Verdugo - Existing: 7 seats Proposed: 8 seats Net seat change: +1					
163	MFuentes	CDD	6/24/2024	Plans	ASP-25 (WB Verdugo)	Architectural Station Plans			2. Install additional trash bin at each station platform.	2		Htong	Current intent is to provide 1 trash can at each location.					
164	MFuentes	CDD	6/24/2024	Plans	ASP-25 (WB Verdugo)	Architectural Station Plans			3. Provide ticket vending machine at all stations.	2		Htong	Ticket vending machine (TVM) is only proposed to be placed at the Riverside/Olive station along the Burbank segment.					
165	MFuentes	CDD	6/24/2024	Plans	ASP-25 (WB Verdugo)	Architectural Station Plans			4. Provide at least 1 long-term bike parking space at all stations (CSODS 4.1.1)	2		Htong	Long term bike storage not contemplated as part of project scope. Room at BRT stations is limited and doesn't provide space for bike lockers. Unclear how the referenced CSODS section applies to a BRT or transit project built in the public ROW					
166	KKramer	CDD	6/20/2024	Plans	ASP-27 (Lake)	Architectural Station Plans			1. Extend bulbouts to corner per Metro BRT Design Guidelines for S2 Station	2		Htong	Olive/Lake - Extending bulbouts to intersection causes impacts to existing storm drain and traffic signal infrastructure. Metro intends to build bulbout with limits as shown on 25% drawing.					
167	MFuentes	CDD	6/24/2024	Plans	ASP-27 (Lake)	Architectural Station Plans			1. Ensure no net loss of seating.	2		Htong	EB Olive at Lake - Existing: 8 seats Proposed: 8 seats Net seat change: 0 WB Olive at Lake - Existing: 4 seats Proposed: 8 seats Net seat change: +4					
168	MFuentes	CDD	6/24/2024	Plans	ASP-27 (Lake)	Architectural Station Plans			2. Install additional trash bin at each station platform.	2		Htong	Current intent is to provide 1 trash can at each location.					
169	MFuentes	CDD	6/24/2024	Plans	ASP-27 (Lake)	Architectural Station Plans			3. Provide ticket vending machine at all stations.	2		Htong	Within Burbank the 25% drawings propose TVM at the Riverside/Olive station. Metro is currently evaluating the need to provide TVMs at any stations and may eliminate the provision of TVMs from the project.					

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:	**PE Design**
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
170	MFuentes	CDD	6/24/2024	Plans	ASP-27 (Lake)	Architectural Station Plans			4. Provide at least 1 long-term bike parking space at all stations (CSODS 4.1.1)	2		Htong	Long term bike storage not contemplated as part of project scope. Room at BRT stations is limited and doesn't provide space for bike lockers. Unclear how the referenced CSODS section applies to a BRT or transit project built in the public ROW					
171	MFuentes	CDD	6/24/2024	Plans	ASP-27 (Lake)	Architectural Station Plans			5. Upgrade adjacent curb ramps to dual ramps with APS (CSODS 3.2)	2		Htong	No changes to design. Proposed bus station improvements are not within 10' from existing curb ramps, therefore upgrading these curb ramps is outside the scope of the Project.					
172	KKramer	CDD	6/20/2024	Plans	ASP-27 (Lake)	Architectural Station Plans			1. Provide 6 modules at each station to achieve standard station size of 48 feet per Metro BRT Design Guidelines for S2 Station	2		Htong	For EB Olive/Lake station, current design is to provide 6 modules. For WB Olive/Lake station, current design is to provide 5 modules. During 60% design architects will look into adding 1 additional module.					
173	MFuentes	CDD	6/24/2024	Plans	ASP-28 (EB Lake)	Architectural Station Plans			1. Ensure no net loss of seating.	2		Htong	EB Olive at Lake - Existing: 8 seats Proposed: 8 seats Net seat change: 0					
174	MFuentes	CDD	6/24/2024	Plans	ASP-28 (EB Lake)	Architectural Station Plans			2. Install additional trash bin at each station platform.	2		Htong	Current intent is to provide 1 trash can at each location.					
175	MFuentes	CDD	6/24/2024	Plans	ASP-28 (EB Lake)	Architectural Station Plans			3. Provide ticket vending machine at all stations.	2		Htong	Within Burbank the 25% drawings propose TVM at the Riverside/Olive station. Metro is currently evaluating the need to provide TVMs at any stations and may eliminate the provision of TVMs from the project.					
176	MFuentes	CDD	6/24/2024	Plans	ASP-28 (EB Lake)	Architectural Station Plans			4. Provide at least 1 long-term bike parking space at all stations (CSODS 4.1.1)	2		Htong	Long term bike storage not contemplated as part of project scope. Room at BRT stations is limited and doesn't provide space for bike lockers. Unclear how the referenced CSODS section applies to a BRT or transit project built in the public ROW					
177	MFuentes	CDD	6/24/2024	Plans	ASP-28 (EB Lake)	Architectural Station Plans			5. Upgrade adjacent curb ramps to dual ramps with APS (CSODS 3.2)	2		Htong	No changes to design. Proposed bus station improvements are not within 10' from existing curb ramps, therefore upgrading these curb ramps is outside the scope of the Project.					
178	MFuentes	CDD	6/24/2024	Plans	ASP-30 (WB Lake)	Architectural Station Plans			1. Ensure no net loss of seating.	1		Htong	WB Olive at Lake - Existing: 4 seats Proposed: 8 seats Net seat change: +4					
179	MFuentes	CDD	6/24/2024	Plans	ASP-30 (WB Lake)	Architectural Station Plans			2. Install additional trash bin at each station platform.	2		Htong	Current intent is to provide 1 trash can at each location.					
180	MFuentes	CDD	6/24/2024	Plans	ASP-30 (WB Lake)	Architectural Station Plans			3. Provide ticket vending machine at all stations.	2		Htong	Ticket vending machine (TVM) is only proposed to be placed at the Riverside/Olive station along the Burbank segment.					

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:	PE Design
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
181	MFuentes	CDD	6/24/2024	Plans	ASP-30 (WB Lake)	Architectural Station Plans			4. Provide at least 1 long-term bike parking space at all stations (CSODS 4.1.1)	2		Htong	Long term bike storage not contemplated as part of project scope. Room at BRT stations is limited and doesn't provide space for bike lockers. Unclear how the referenced CSODS section applies to a BRT or transit project built in the public ROW					
182	MFuentes	CDD	6/24/2024	Plans	ASP-30 (WB Lake)	Architectural Station Plans			5. Upgrade adjacent curb ramps to dual ramps with APS (CSODS 3.2)	2		Htong	No changes to design. Proposed bus station improvements are not within 10' from existing curb ramps, therefore upgrading these curb ramps is outside the scope of the Project.					
183	KKramer	CDD	6/26/2024	Plans	ASP-32 (San Fernando)	Architectural Station Plans			1. Extend station to full length of block. Extend 1' bulbout for length of station. Additional amenities needed since this station also serves 3 existing bus routes	2		Htong	**(Discuss with Metro Operations)** Will extend towards WB Olive at San Fernando station towards the Olive/San Fernando intersection. Will not extend station platform towards the west. Bulbout to be eliminated to ensure bus lanes have sufficient width. Provisions of additional amenities will be coorindated with the City and Metro during the development of the 60% station architectural plans.					
184	KKramer	CDD	6/26/2024	Plans	ASP-32 (San Fernando)	Architectural Station Plans			1. Extend station from corner to first driveway cut. Extend 1' bulbout for length of station. Additional amenities needed since this station also serves 3 existing bus routes	2		Htong	**(Discuss with Metro Operations)** Will extend towards EB Olive at San Fernando station towards the Olive/San Fernando intersection. Will not extend station platform towards the east. Bulbout to be eliminated to ensure bus lanes have sufficient width. Provisions of additional amenities will be coorindated with the City and Metro during the development of the 60% station architectural plans.					
185	MFuentes	CDD	6/26/2024	Plans	ASP-32 (San Fernando)	Architectural Station Plans			1. Ensure no net loss of seating.	2		Htong	WB Olive at San Fernando (farside) - Existing: 20 seats Proposed: 8 seats Net seat change: -12 During 60% design architects will look into adding additional seats. EB Olive at San Fernando (farside) - Existing: 12 seats Proposed: 8 seats Net seat change: -4 During 60% design architects will look into adding additional seats.					
186	MFuentes	CDD	6/26/2024	Plans	ASP-32 (San Fernando)	Architectural Station Plans			2. Install additional trash bin at each station platform.	2		Htong	Current intent is to provide 1 trash can at each location.					

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:	**PE Design**
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
187	MFuentes	CDD	6/26/2024	Plans	ASP-32 (San Fernando)	Architectural Station Plans			3. Provide ticket vending machine at all stations.	2		Htong	Within Burbank the 25% drawings propose TVM at the Riverside/Olive station. Metro is currently evaluating the need to provide TVMs at any stations and may eliminate the provision of TVMs from the project.					
188	MFuentes	CDD	6/26/2024	Plans	ASP-32 (San Fernando)	Architectural Station Plans			4. Provide at least 1 long-term bike parking space at all stations (CSODS 4.1.1). Recommend multiple bike lockers given high transit volume at this location.	2		Htong	Long term bike storage not contemplated as part of project scope. Room at BRT stations is limited and doesn't provide space for bike lockers. Unclear how the referenced CSODS section applies to a BRT or transit project built in the public ROW					
189	MFuentes	CDD	6/26/2024	Plans	ASP-32 (San Fernando)	Architectural Station Plans			5. Upgrade adjacent curb ramps to dual ramps with truncated domes and APS (CSODS 3.2)	1		Htong	Will reconstruct Olive/San Fernando intersection curb ramps					
190	KKramer	CDD	6/26/2024	Plans	ASP-32 (San Fernando)	Architectural Station Plans			1. Provide 6 modules at each station to achieve standard station size of 48 feet per Metro BRT Design Guidelines for S3 Station	2		Htong	For WB, the station is constrained by palm trees on both sides of stations, but during 60% design architects will look to see if there is way to add an additional module. For EB, the station is constrained by palm trees on both sides of stations, but during 60% design architects will look to see if there is way to add 2 additional modules.					
191	KKramer	CDD	6/24/2024	Plans	ASP-33 (EB San Fernando)	Architectural Station Plans			Indicate clear pedestrian zone width. Ensure minimum of 10 feet clear per CSODS 2.2.	2		Htong	Will include clear dimension. For EB Olive at San Fernando, the building edge 5.5' behind the station platform. 10' clear sidewalk space cannot be provided.					
192	KKramer	CDD	6/24/2024	Plans	ASP-33 (EB San Fernando)	Architectural Station Plans			Note: Added bulbout to increase sidewalk space and avoid conflict with basement.	2		Htong	Bulbouts have to be eliminated to ensure sufficient width is provided for the mixed flow and bus lanes					
193	MFuentes	CDD	6/24/2024	Plans	ASP-33 (EB San Fernando)	Architectural Station Plans			1. Ensure no net loss of seating.	2		Htong	EB Olive at San Fernando (farside) - Existing: 12 seats Proposed: 8 seats Net seat change: -4 During 60% design architects will look into adding additional seats.					
194	MFuentes	CDD	6/24/2024	Plans	ASP-33 (EB San Fernando)	Architectural Station Plans			2. Install additional trash bin at each station platform.	2		Htong	Current intent is to provide 1 trash can at each location.					
195	MFuentes	CDD	6/24/2024	Plans	ASP-33 (EB San Fernando)	Architectural Station Plans			3. Provide ticket vending machine at all stations.	2		Htong	Within Burbank the 25% drawings propose TVM at the Riverside/Olive station. Metro is currently evaluating the need to provide TVMs at any stations and may eliminate the provision of TVMs from the project.					

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:	**PE Design**
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
196	MFuentes	CDD	6/24/2024	Plans	ASP-33 (EB San Fernando)	Architectural Station Plans			4. Provide at least 1 long-term bike parking space at all stations (CSODS 4.1.1). Recommend multiple bike lockers given high transit volume at this location.	2		Htong	Long term bike storage not contemplated as part of project scope. Room at BRT stations is limited and doesn't provide space for bike lockers. Unclear how the referenced CSODS section applies to a BRT or transit project built in the public ROW					
197	MFuentes	CDD	6/24/2024	Plans	ASP-33 (EB San Fernando)	Architectural Station Plans			5. Upgrade adjacent curb ramps to dual ramps with APS (CSODS 3.2)	1		Htong	Will reconstruct Olive/San Fernando intersection and improve existing curb ramps					
198	KKramer	CDD	6/24/2024	Plans	ASP-35 (WB San Fernando)	Architectural Station Plans			Indicate clear pedestrian zone width. Ensure minimum of 10 feet clear per CSODS 2.2.	2		Htong	Will include clear dimension. For WB Olive at San Fernando, the building edge 5.75' behind the station platform. 10' clear sidewalk space cannot be provided.					
199	MFuentes	CDD	6/24/2024	Plans	ASP-35 (WB San Fernando)	Architectural Station Plans			1. Ensure no net loss of seating.	2		Htong	WB Olive at San Fernando (farside) - Existing: 20 seats Proposed: 8 seats Net seat change: -12 During 60% design architects will look into adding additional seats.					
200	MFuentes	CDD	6/24/2024	Plans	ASP-35 (WB San Fernando)	Architectural Station Plans			2. Install additional trash bin at each station platform.	2		Htong	Current intent is to provide 1 trash can at each location.					
201	MFuentes	CDD	6/24/2024	Plans	ASP-35 (WB San Fernando)	Architectural Station Plans			3. Provide ticket vending machine at all stations.	2		Htong	Within Burbank the 25% drawings propose TVM at the Riverside/Olive station. Metro is currently evaluating the need to provide TVMs at any stations and may eliminate the provision of TVMs from the project.					
202	MFuentes	CDD	6/24/2024	Plans	ASP-35 (WB San Fernando)	Architectural Station Plans			4. Provide at least 1 long-term bike parking space at all stations (CSODS 4.1.1). Recommend multiple bike lockers given high transit volume at this location.	2		Htong	Long term bike storage not contemplated as part of project scope. Room at BRT stations is limited and doesn't provide space for bike lockers. Unclear how the referenced CSODS section applies to a BRT or transit project built in the public ROW					
203	MFuentes	CDD	6/24/2024	Plans	ASP-35 (WB San Fernando)	Architectural Station Plans			5. Upgrade adjacent curb ramps to dual ramps with APS (CSODS 3.2)	1		Htong	Will reconstruct Olive/San Fernando intersection and improve existing curb ramps					
204	MFuentes	CDD	6/24/2024	Plans	ASP-37 (Alameda)	Architectural Station Plans			1. Provide ticket vending machine at all stations.	2		Htong	Ticket vending machine (TVM) is only proposed to be placed at the Riverside/Olive station along the Burbank segment.					
205	MFuentes	CDD	6/24/2024	Plans	ASP-37 (Alameda)	Architectural Station Plans			2. Provide at least 1 long-term bike parking space at all stations (CSODS 4.1.1).	2		Htong	Long term bike storage not contemplated as part of project scope. Room at BRT stations is limited and doesn't provide space for bike lockers. Unclear how the referenced CSODS section applies to a BRT or transit project built in the public ROW					

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:	PE Design
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
206	MFuentes	CDD	6/24/2024	Plans	ASP-37 (Alameda)	Architectural Station Plans			3. Upgrade median curb ramps to include APS (CSODS 3.2)	1		Htong	Will reconstruct Glenoaks/Alameda intersection and improve existing curb ramps					
207	MFuentes	CDD	6/24/2024	Plans	Olive Ave - Sheet 6	Conceptual Plans			Is it worth having a bus lane for one short block? Maybe just mixed flow to curbside bus stop instead? I assume bus lane can't start at Buena Vista due to bus turn radius	1		Htong	This portion of the dedicated bus lane has been removed in the PE design. This area is now mixed flow.					
208	MFuentes	CDD	6/24/2024	Plans	Olive Ave - Sheet 6	Conceptual Plans			Consider maintain bus lane to intersection, and left turn queue jump to NB far side BRT stop, work with Public Works to access need for dual lefts, maybe replace with single left turn lane pro-permissive instead	2		Htong	To preserve parking on EB Alameda north of Naomi, will maintain current approach of maintaining mixed flow on EB Alameda until after turning into Buena Vista, then begin dedicated bus lane on NB Buena Vista					
209	MFuentes	CDD	6/24/2024	Plans	Olive Ave - Sheet 6	Conceptual Plans			Consider placing EB BRT stop on NB Buena Vista farside Alameda instead of WB Alameda nearside Alameda	1		Htong	BRT station has been relocated per ACE comments to NB Bunea Vista farside Alameda in the PE plans.					
210	MFuentes	CDD	6/24/2024	Plans	Olive Ave - Sheet 6	Conceptual Plans			Parking removal here will be a problem due to adjacent multifamily residential with little on-site parking. See alternative lane widths (10'/10'/10'/10'/10'/11'/7' parking)	2		Htong	The recommended lane widths would not provide sufficent lane widths for buses or sufficent width for parking.					
211	MFuentes	CDD	6/24/2024	Plans	Olive Ave - Sheet 6	Conceptual Plans			Lane shift here way too abrust - if my alternative lane dimensions are used, offset is only 2'	1		Htong	Lane shift has been revised with horizontal curves in the PE design to address this comment.					
212	MFuentes	CDD	6/24/2024	Plans	Olive Ave - Sheet 7	Conceptual Plans			Widen 1' from this point to Olive Avenue if 19' curb lane is desired at local bus stop	1		Htong	ACE design proposed 16' curb lane here. PE design proposes widening 1' to 17' curb lane here to address this comment.					
213	MFuentes	CDD	6/24/2024	Plans	Olive Ave - Sheet 7	Conceptual Plans			Widen 1' from this point to Olive Avenue if 11' bus lane approaching Olive is desired	1		Htong	ACE design proposed 12' curb lane here. PE design proposes narrowing 1' to 11' curb lane here to address this comment.					
214	MFuentes	CDD	6/24/2024	Plans	Olive Ave - Sheet 7	Conceptual Plans			Maintain mixed flow operation on Olive Ave between Buena Vista and I-5 per Burbank City Council FEIR comment letter	2		Htong	Comment noted. Current direction is to move forward with dedicated bus lanes until agreement has been reached with Metro and City.					
215	Amegerdichian	PW Engineering	6/26/2024	Plans	General Notes	General			Add note: THE CONTRACTOR SHALL NOTIFY AFFECTED RESIDENCES OR BUSINESSES FIVE (5) DAYS PRIOR TO THE START OF WORK	1		Htong	Will add note					
216	Amegerdichian	PW Engineering	6/26/2024	Plans	TX-06	Civil			Add note: If concrete is located under the asphalt street, contractor must restore the concrete first with dowels following City of Burbank Standards (BS 110-3)	1		Htong	Will comply					

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:	**PE Design**
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
217	Amegerdichian	PW Engineering	6/26/2024	Plans	ST-01	Civil			Proposed Bulb out and bus pad is in a problematic location that has major/severe issues. 3601 W. Olive Ave has a subterranean parking structure under Riverside Dr. There is only 6in of cover touching the asphalt, additional excavation might impact the structrual integrity of the subterranean parking structure	1		Htong	EB Station being relocated to nearside Hollywood Way.					
218	Amegerdichian	PW Engineering	6/26/2024	Plans	ST-01	Civil			(Implement this note on all City of Burbank Station Plans) Add Note: All asphalt, concrete, and/or concrete pavement shall be replaced per City of Burbank Standards at the direction of the Engineer	1		Htong	Will comply					
219	Amegerdichian	PW Engineering	6/26/2024	Plans	ST-02	Civil			PCI Range for this street is "47 AC". Condition is poor. Trench resurfacing must be done per BS-110 or as determined by the public works director	2		Htong	Pavement repair areas within the proposed improvements will be investigated and a report will be prepared to document recommendations					
220	Amegerdichian	PW Engineering	6/26/2024	Plans	ST-02	Civil			(Implement this note on all City of Burbank Station Plans) Storm Drain ownership varies within City Limits. Contractor is responsible for obtaining approval from either LA County or City of Burbank	1		Htong	Will add note					
221	Amegerdichian	PW Engineering	6/26/2024	Plans	ST-03	Civil			PCI Range for this street is "78 AC". Condition is satisfactory and under moratorium	6		Htong	Noted. No changes required.					
222	Amegerdichian	PW Engineering	6/26/2024	Plans	ST-03	Civil			(Implement this note on all City of Burbank Station Plans that mentions a tree removal) Contact City of Burbank Parks and Recs Division Prior to any tree removal	1		Htong	Will add note					
223	Amegerdichian	PW Engineering	6/26/2024	Plans	ST-04	Civil			PCI Range for this street is "78 AC". Condition is satisfactory and under moratorium	6		Htong	Noted. No changes required.					
224	Amegerdichian	PW Engineering	6/26/2024	Plans	ST-04	Civil			Curb drain must be shown on plans if new curb and gutter is being installed. All curb drains must be rebuilt per City of Burbank Standards	1		Htong	Will comply					
225	Amegerdichian	PW Engineering	6/26/2024	Plans	ST-05	Civil			PCI Range for this street is "74 AC". Condition is satisfactory and under moratorium	6		Htong	Noted. No changes required.					
226	Amegerdichian	PW Engineering	6/26/2024	Plans	ST-06	Civil			Sidewalk scorelines and joints must be done per BS 104-1 AND BS 105	1		Htong	Will comply					
227	Amegerdichian	PW Engineering	6/26/2024	Plans	ST-06	Civil			PCI Range for this street is "74 AC". Condition is satisfactory and under moratorium	6		Htong	Noted. No changes required.					
228	Amegerdichian	PW Engineering	6/26/2024	Plans	ST-07	Civil			PCI Range for this street is "50 AC". Condition is poor. Trench resurfacing must be done per BS-110 or as determined by the public works director	2		Htong	Pavement repair areas within the proposed improvements will be investigated and a report will be prepared to document recommendations					

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:	**PE Design**
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
229	Amegerdichian	PW Engineering	6/26/2024	Plans	ST-08	Civil			PCI Range for this street is "50 AC". Condition is poor. Trench resurfacing must be done per BS-110 or as determined by the public works director	2		Htong	Pavement repair areas within the proposed improvements will be investigated and a report will be prepared to document recommendations					
230	Amegerdichian	PW Engineering	6/26/2024	Plans	ST-09	Civil			PCI Range for this street is "98 PCC". Condition is good and under moratorium	6		Htong	Noted. No changes required.					
231	Amegerdichian	PW Engineering	6/26/2024	Plans	ST-10	Civil			PCI Range for this street is "98 PCC". Condition is good and under moratorium	6		Htong	Noted. No changes required.					
232	Amegerdichian	PW Engineering	6/26/2024	Plans	ST-11	Civil			PCI Range for this street is "16 AC". Condition is serioues. Trench resurfacing must be done per BS-110 or as determined by the public works director	2		Htong	Pavement repair areas within the proposed improvements will be investigated and a report will be prepared to document recommendations					
233	Amegerdichian	PW Engineering	6/26/2024	Plans	ST-12	Civil			PCI Range for this street is "74 AC". Condition is satisfactory and under moratorium	6		Htong	Noted. No changes required.					
234	Amegerdichian	PW Engineering	6/26/2024	Plans	L-02	Civil			Proposed Bulb out and bus pad is in a problematic location that has major/severe issues. 3601 W. Oliv Ave has a subterranean parking structure under Riverside Dr. There is only 6in of cover touching the asphalt, additional excavation might impact the structrual integrity of the subterranean parking structure	2		Htong	Comment noted. Current direction per PDT Meeting 9/5/2024 is to move forward with current design until agreement has been reached with Metro and City.					
235	Amegerdichian	PW Engineering	6/26/2024	General	General	Civil			The following Burbank street segments are required to be repaved as part of the BRT project due to the construction and restriping activities: • Olive Ave (from City limit at Barham Blvd to California St) • Olive Ave (from Virginia Ave to north of Lake Ave at Olive Ave bridge) • Glenoaks Blvd (Olive Ave to Alameda Ave)	2		Htong	Project scope does not include activities outside project alignment. Comment identifies locations well outside project alignment. Project scope includes an investigation report of pavement condition. Restriping alone is not considered activity requiring repaving. Will repave areas impacted by project construction. Areas outside project construction activities are considered betterment and will be discussed separately.					
236	Amegerdichian	PW Engineering	6/26/2024	General	General	Civil			Additionally, a pavement structural assessment report/study (i.e. pavement section analysis) for the curb adjacent lanes impacted by Metro BRT is required to ensure that the pavement is structurally sound for the proposed number of buses and frequency of the daily trips etc. (and if it is determined that the structural section is deficient for the proposed number of buses/trips, then it'd need to be addressed and improved by the Metro BRT project).	2		Htong	Pavement repair areas within the proposed improvements will be investigated and a report will be prepared to document recommendations					

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:	PE Design
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
237	VDavtian	PW Traffic	6/18/2024	Comment Response (ACE Comments)	1 (No. 7) Kenwood/Riverside	Traffic			Not acceptable. Negative off-set not allowed with permissive left turn due to visibility issues. Signal modification is needed to provide protected left turns Typical for all locations with negative off-set.	2		Htong	Will perform sight distance evaluation to evaluate visibility issues at each location with negative offset during the 60% design					
238	VDavtian	PW Traffic	6/18/2024	Comment Response (ACE Comments)	1 (No. 9)	Traffic			See comments for No. 7	2		Htong	Will perform sight distance evaluation to evaluate visibility issues at each location with negative offset during the 60% design					
239	VDavtian	PW Traffic	6/18/2024	Comment Response (ACE Comments)	1 (No. 12)	Traffic			Is the bus supposed to go north on Hollywood? Making a left turn from the right most lane is not allowed.	2		Htong	Along NB Hollywood at the Hollywood/Riverside intersection, the bus makes a thru movement to continue on NB Hollywood using a queue jump signal. Signal plans will be developed in the 60% submittal.					
240	VDavtian	PW Traffic	6/18/2024	Comment Response (ACE Comments)	2 (No. 17)	Traffic			Not acceptable. Left turn analysis is required	1		Htong	Left turn analysis will be performed during the 60% signal plans preparation.					
241	VDavtian	PW Traffic	6/18/2024	Comment Response (ACE Comments)	2 (No. 18)	Traffic			Not acceptable. Metro should submit signal plans ASAP.	1		Htong	Signal plans will be developed in the 60% design.					
242	VDavtian	PW Traffic	6/18/2024	Comment Response (ACE Comments)	2 (No. 19)	Traffic			Provide more detailed plan of how the bus lane will operate in this area.	1		Htong	The PE design striping plans have included tracking through the intersection to guide the WB Alameda mixed flow traffic onto the WB Olive mixed flow traffic. More detailed signing will be developed during the 60% design.					

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:	**PE Design**
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
243	VDavtian	PW Traffic	6/18/2024	Comment Response (ACE Comments)	2 (No. 21)	Traffic			Metro should upgrade all crosswalks to high visibility crosswalks (2nd request)	1		Htong	Will provide high visibility crosswalks at intersections adjacent to BRT stationsand where crosswalks are shown as restriped on PE Plans, but not other construction improvements such as curb ramp upgrades are proposed in such locations based on crosswalk upgrades.					
244	VDavtian	PW Traffic	6/18/2024	Comment Response (ACE Comments)	2 (No. 22)	Traffic			Metro should upgrade all crosswalks to high visibility crosswalks (2nd request)	1		Htong	Will provide high visibility crosswalks at intersections adjacent to BRT stationsand where crosswalks are shown as restriped on PE Plans, but not other construction improvements such as curb ramp upgrades are proposed in such locations based on crosswalk upgrades.					
245	VDavtian	PW Traffic	6/18/2024	Comment Response (ACE Comments)	2 (No. 23)	Traffic			Accepted, however, striping plan must show all existing red curb	1		Htong	Will show existing red curb on striping plans					
246	VDavtian	PW Traffic	6/18/2024	Comment Response (ACE Comments)	2 (No. 24)	Traffic			Not acceptable. Metro should submit signal plans ASAP.	1		Htong	Signal plans will be developed in the 60% design.					
247	VDavtian	PW Traffic	6/18/2024	Comment Response (ACE Comments)	2 (No. 25)	Traffic			Not acceptable. Metro should submit signal plans ASAP.	1		Htong	Signal plans will be developed in the 60% design.					
248	VDavtian	PW Traffic	6/18/2024	Comment Response (ACE Comments)	2 (No. 27)	Traffic			Removal of on-street parking is not acceptable	2		Htong	Removal of parking is necessary at this location to transition to the dedicated bus lane. Once total parking at each segment is determined, a meeting will be set up with Metro and City.					

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:	**PE Design**
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
249	VDavtian	PW Traffic	6/18/2024	Comment Response (ACE Comments)	2 (No. 29)	Traffic			Lane merge is no longer needed since Council does not approve of dedicated bus lane on Olive west of Buena Vista	2		Htong	Comment noted. Current direction is to move forward with dedicated bus lanes until agreement has been reached with Metro and City.					
250	VDavtian	PW Traffic	6/18/2024	Comment Response (ACE Comments)	2 (No. 30)	Traffic			Metro should upgrade all crosswalks to high visibility crosswalks (2nd request)	2		Htong	Will provide high visibility crosswalks at intersections adjacent to BRT stationsand where crosswalks are shown as restriped on PE Plans, but not other construction improvements such as curb ramp upgrades are proposed in such locations based on crosswalk upgrades.					
251	VDavtian	PW Traffic	6/18/2024	Comment Response (ACE Comments)	2 (No. 32)	Traffic			Metro should upgrade all crosswalks to high visibility crosswalks (2nd request)	1		Htong	Will provide high visibility crosswalks at intersections adjacent to BRT stationsand where crosswalks are shown as restriped on PE Plans, but not other construction improvements such as curb ramp upgrades are proposed in such locations based on crosswalk upgrades.					
252	VDavtian	PW Traffic	6/18/2024	Comment Response (ACE Comments)	2 (No. 34)	Traffic			Not acceptable. Proposed red striping will be confusing because it is not typical striping. Mounting of Metro Bus signs on traffic signal mast arm is not allowed per Caltrans Standard. Overhead sign should be mounted on a separate sign structure.	1		Htong	Overhead sign is not necessary at this location. Additional roadway signage will placed at the roadside and on traffic signal mast arms. There are multiple locations where Caltrans has approved this. See item 1 of supporting document.					
253	VDavtian	PW Traffic	6/18/2024	Comment Response (ACE Comments)	2 (No. 35)	Traffic			Not acceptable. Proposed red striping will be confusing because it is not typical striping. Mounting of Metro Bus signs on traffic signal mast arm is not allowed per Caltrans Standard. Overhead sign should be mounted on a separate sign structure.	1		Htong	Overhead sign is not necessary at this location. Additional roadway signage will placed at the roadside and on traffic signal mast arms. There are multiple locations where Caltrans has approved this. See item 1 of supporting document.					
254	VDavtian	PW Traffic	6/18/2024	Comment Response (ACE Comments)	2 (No. 36)	Traffic			Metro should upgrade all crosswalks to high visibility crosswalks (2nd request)	1		Htong	Will provide high visibility crosswalks at intersections adjacent to BRT stations. Will also provide high visibility crosswalks where crosswalks are shown as restriped on PE Plans.					
255	VDavtian	PW Traffic	6/18/2024	Comment Response (ACE Comments)	2 (No. 39)	Traffic			Not acceptable. Metro should submit signal plans ASAP.	1		Htong	Signal plans will be developed in the 60% design.					

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:	PE Design
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
256	VDavtian	PW Traffic	6/18/2024	Comment Response (ACE Comments)	2 (No. 40)	Traffic			Not acceptable. Mounting of Metro Bus signs on traffic signal mast arm is not allowed per Caltrans Standard. Overhead sign should be mounted on a separate sign structure.	1		Htong	Overhead sign is not necessary at this location. Additional roadway signage will placed at the roadside and on traffic signal mast arms. There are multiple locations where Caltrans has approved this. See item 1 of supporting document.					
257	VDavtian	PW Traffic	6/18/2024	High Level Comments	Olive Ave	Traffic			30% plan shows dedicated side running (next to on-street parking at some locations) with bulb out bus stations. Council does not approve of dedicated lane between Buena Vista and Lake. Revise plans to show mixed flow BRT on Olive between Buena Vista and Lake.	2		Htong	Comment noted. Current direction is to move forward with dedicated bus lanes until agreement has been reached with Metro and City.					
258	VDavtian	PW Traffic	6/18/2024	High Level Comments	Olive Ave	Traffic			Negative off-set for left turn pockets are not acceptable Previous plan check requested signal mod at these locations to address the deficiency. Metro should submit signal modification plans to provide protected left turn phase for all negative off-set locations for review ASAP.	2		Htong	Will perform sight distance evaluation to evaluate visibility issues at each location with negative offset during the 60% design					
259	VDavtian	PW Traffic	6/18/2024	High Level Comments	Olive Ave	Traffic			Metro proposed mounting overhead bus signs on signal mast arms. This is not acceptable; Metro overhead signs require separate pole/sign structures.	1		Htong	Overhead signs are not necessary. Additional roadway signage will placed at the roadside and on traffic signal mast arms. There are multiple locations where Caltrans has approved this. See item 1 of supporting document.					
260	VDavtian	PW Traffic	6/18/2024	High Level Comments	Olive Ave	Traffic			High visibility crosswalks are required as part of striping upgrade for the entire BRT route, not just at bus stop locations.	2		Htong	Will provide high visibility crosswalks at intersections adjacent to BRT stationsand where crosswalks are shown as restriped on PE Plans, but not other construction improvements such as curb ramp upgrades are proposed in such locations based on crosswalk upgrades.					
261	VDavtian	PW Traffic	6/18/2024	High Level Comments	Olive Ave	Traffic			Permissive left turn across 3 thru lanes (1 lane being BRT) is unsafe. Metro should perform left turn analysis per FHWA guidelines to determine if a protected left turn phase is needed for left turns.	1		Htong	Signal plans will be developed in the 60% design.					
262	VDavtian	PW Traffic	6/18/2024	High Level Comments	Olive Ave	Traffic			Do not install marked parking stalls. Leave all on-street parking as unmarked parking.	1		Htong	Will leave all on street parking as unmarked					
263	VDavtian	PW Traffic	6/18/2024	High Level Comments	Olive Ave	Traffic			Parking stalls proposed inside Merging taper is not safe.	1		Htong	Will remove parking stalls inside merging taper					

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:	**PE Design**
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
264	VDavtian	PW Traffic	6/18/2024	High Level Comments	Olive Ave	Traffic			Parking stalls proposed inside right turn pockets not safe.	1		Htong	Will remove parking stalls inside right turn pockets					
265	VDavtian	PW Traffic	6/18/2024	High Level Comments	Olive Ave	Traffic			30% Plans showed right turn arrow pavement legend in permissive right turn lane. Permissive right turns typically do not require a right turn arrow pavement legend. Is this a BRT standard?	2		Htong	Existing permissive thru/right turns will separate into thru movement and the BRT dedicated bus lane. The bus lane also serves as the dedicated right turn lane, therefore the right turn arrow is required. See item 2 of Supporting document for illustration.					
266	VDavtian	PW Traffic	6/18/2024	High Level Comments	Olive Ave	Traffic			Signal modification is required at some locations where queue jump is proposed. The 30% plan is differing this task to later submittals. Signal plans typically takes longer to review than striping plans and will cause delays. Metro should submit signal plans for review ASAP for City to review signal operation changes.	1		Htong	Signal plans will be developed in the 60% design.					
267	VDavtian	PW Traffic	6/18/2024	High Level Comments	Olive Ave	Traffic			Hollywood/Riverside/Olive bus station might not work due to private underground parking structure underneath Riverside Drive and the thin 6" AC pavement. Further discussion and constructability evaluation is needed.	2		Htong	Comment noted. Current direction per PDT Meeting 9/5/2024 is to move forward with current design until agreement has been reached with Metro and City.					
268	VDavtian	PW Traffic	6/18/2024	High Level Comments	Olive Ave	Traffic			Hollywood/Riverside/Olive queue jump from SB Riverside right turn lane to make a left on Olive EB is an awkward operation. Will require further design and review of how the signal will operate. Metro should submit signal plans for review ASAP for City to review signal operation changes.	1		Htong	Signal plans will be developed in the 60% design.					
269	VDavtian	PW Traffic	6/18/2024	High Level Comments	Glenoaks Blvd	Traffic			Signal modification is required on Glenoaks where BRT is center running because the bus lane is located to the left of the permissive left turns, making it unsafe to perform permissive left turns. Need to provide pedestrian push buttons to cross the street where there is proposed bus station in the median island	1		Htong	Signal plans will be developed in the 60% design.					
270	VDavtian	PW Traffic	6/18/2024	High Level Comments	Glenoaks Blvd	Traffic			Provide proper signage and striping to prevent side street left turn vehicles from turning into the BRT lane in the middle of Glenoaks Blvd	1		Htong	Will provide proper striping and signage					

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:	PE Design
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
271	VDavtian	PW Traffic	6/18/2024	High Level Comments	Glenoaks Blvd	Traffic			Storm drain inlet at Glenoaks/Alameda will be impacted and needs relocation or reconstruction	1		Htong	Drainage design is in progress					
272	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-01 (Riverside/Kenwood)	Signing and Striping			Upgrading to high visibility continental crosswalks will be required for all impacted crosswalks (typical to all sheets)	1		Htong	Will provide high visibility crosswalks at intersections adjacent to BRT stationsand where crosswalks are shown as restriped on PE Plans, but not other construction improvements such as curb ramp upgrades are proposed in such locations based on crosswalk upgrades.					
273	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-01 (Riverside/Kenwood)	Signing and Striping			Show and maintain existing red curb (typical to all locations)	1		Htong	Will show existing red curb on striping plans					
274	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-01 (Riverside/Kenwood)	Signing and Striping			Negative off-set for left turn pockets are not acceptable Signal modification is required to provide protected left turns (typical to all negative offset locations)	2		Htong	Will perform sight distance evaluation to evaluate visibility issues at each location with negative offset during the 60% design					
275	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-01 (Riverside/Kenwood)	Signing and Striping			Do not install marked parking stalls. Leave all on-street parking as unmarked parking. (typical to all on-street parking)	1		Htong	Will leave all on street parking as unmarked					
276	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-01 (Riverside/Kenwood)	Signing and Striping			On key map, clarify route to and from 134 freeway ramp for both EB and WB route	1		Htong	Will clarify.					
277	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-02 (Riverside/Hollywood/Olive)	Signing and Striping			A permissive right turn typically does not require a right turn arrow. Right turn arrow inside a permissive right turn lane would be confusing. Is this a typical BRT design in other cities?	2		Htong	Existing permissive thru/right turns will separate into thru movement and the BRT dedicated bus lane. The bus lane also serves as the dedicated right turn lane, therefore the right turn arrow is required. See item 2 of Supporting document for illustration.					
278	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-02 (Riverside/Hollywood/Olive)	Signing and Striping			Show off-set taper for thru lanes. Provide cat-track thru intersection.	1		Htong	Will provide offset taper and cat-track through intersection					
279	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-02 (Riverside/Hollywood/Olive)	Signing and Striping			Right turn is heavy here and there's existing red curb. No parking within 100' of crosswalk.	1		Htong	Will eliminate parking at this location					
280	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-02 (Riverside/Hollywood/Olive)	Signing and Striping			Show cross section and lane widths at all proposed bus bulbouts.	1		Htong	Will include cross section and lane widths					
281	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-02 (Riverside/Hollywood/Olive)	Signing and Striping			Install yield sign and marking for crossing.	1		Htong	Will install yield sign and marking for crossing					
282	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-02 (Riverside/Hollywood/Olive)	Signing and Striping			Maintain existing STOP legend and signage.	1		Htong	Will maintain existing stop legend and signage					

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:	**PE Design**
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
283	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-02 (Riverside/Holly wood/Olive)	Signing and Striping			This portion of Riverside Dr has a private parking structure underneath with only 6" AC cover on top. Metro to evaluate constructibility of bus station and bus pad.	1		Htong	EB Station being relocated to nearside Hollywood Way.					
284	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-02 (Riverside/Holly wood/Olive)	Signing and Striping			BRT route not clear. Will the BRT go thru on Riverside or make a left at Olive? How does it work with signal operation with the bus crossing 3 lanes? Submit signal plan ASAP to show bus operation at critical locations with queue jump (typical to all queue jump locations).	2		Htong	The BRT will go from SB Riverside to make a left turn onto EB Olive from the dedicated bus lane. Signal plans will be developed in the 60% design.					
285	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-02 (Riverside/Holly wood/Olive)	Signing and Striping			Show and maintain existing red curb (typical to all locations).	1		Htong	Will show existing red curb on striping plans					
286	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-03 (Olive/Lima to Alameda)	Signing and Striping			NOTE: Curb face/sidewalk subject to change due to future project at 3301 Olive Ave.	1		Htong	Noted. Will maintain coordination with City for project update at this location					
287	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-03 (Olive/Lima to Alameda)	Signing and Striping			This design has created a permissive left turn against 3 opposing travel lanes. Metro should perform a left turn analysis per FHWA Guidelines to determine if a protected phase (green left turn arrow) is needed for the left turns (typical to all locations with permissive left turns)-2nd request.	1		Htong	Signal plans will be developed in the 60% design.					
288	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-03 (Olive/Lima to Alameda)	Signing and Striping			This area is confusing. Change red bus lane marking to to conflict zone with red dashed bus lane. Show proper signage and striping to guide traffic away from bus lane. Overhead signage cannot be mounted on signal mast arm	1		Htong	Will change red bus lane marking to conflict zone with red dashed bus lane and include proper signage and striping to guide traffic away from bus lane. Overhead signage not required. Additional roadway signage will placed at the roadside and on traffic signal mast arms. There are multiple locations where Caltrans has approved this. See item 1 of supporting document.					
289	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-03 (Olive/Lima to Alameda)	Signing and Striping			Lane shift is too abrupt. Show shifting transition per CAMUTCD.	1		Htong	Will evaluate and revise shifting transition per MUTCD shifting requirements if necessary.					
290	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-03 (Olive/Lima to Alameda)	Signing and Striping			Hard scape median is too close to the intersection, left turn vehicles will hit the median, pull back median nose minimum 20'	1		Htong	Will evaluate vehicle turning and move nose if necessary.					
291	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-03 (Olive/Lima to Alameda)	Signing and Striping			Upgrading to high visibility continental crosswalks will be required for all impacted crosswalks (typical to all sheets).	1		Htong	Crosswalk will be revised to high visibility, but not other construction improvements including curb ramp upgrades are proposed at this location based on crosswalk change.					

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:	PE Design
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
292	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-04 (Alameda/Niagara to Naomi)	Signing and Striping			Upgrading to high visibility continental crosswalks will be required for all impacted crosswalks (typical to all sheets).	1		Htong	Crosswalk will be revised to high visibility, but not other construction improvements including curb ramp upgrades are proposed at this location based on crosswalk change.					
293	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-04 (Alameda/Niagara to Naomi)	Signing and Striping			Show and maintain existing red curb (typical to all locations).	1		Htong	Will show and maintain existing red curb					
294	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-04 (Alameda/Niagara to Naomi)	Signing and Striping			Show and maintain existing red curb (typical to all locations).	1		Htong	Will show and maintain existing red curb					
295	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-04 (Alameda/Niagara to Naomi)	Signing and Striping			Upgrading to high visibility continental crosswalks will be required for all impacted crosswalks (typical to all sheets).	1		Htong	Crosswalk will be revised to high visibility, but not other construction improvements including curb ramp upgrades are proposed at this location based on crosswalk change.					
296	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-04 (Alameda/Niagara to Naomi)	Signing and Striping			This design has created a permissive left turn against 3 opposing travel lanes. Metro should perform a left turn analysis per FHWA Guidelines to determine if a protected phase (green left turn arrow) is needed for the left turns (typical to all locations with permissive left turns)-2nd request.	1		Htong	Signal plans will be developed in the 60% design.					
297	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-05 (Alameda/Buena Vista to Edison)	Signing and Striping			Show and maintain existing red curb (typical to all locations).	1		Htong	Will show and maintain existing red curb					
298	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-05 (Alameda/Buena Vista to Edison)	Signing and Striping			Show taper length	1		Htong	Will show taper length					
299	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-05 (Alameda/Buena Vista to Edison)	Signing and Striping			Why is there a need to keep dedicated bus lane for half a block? Better keeping it as mixed flow.	2		Htong	Will maintain existing configuration.					
300	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-05 (Alameda/Buena Vista to Edison)	Signing and Striping			Show taper length per CAMUTCD (all taper locations)	1		Htong	Will show taper length					
301	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-05 (Alameda/Buena Vista to Edison)	Signing and Striping			15' curb lane does not provide on-street parking. Removal of on-street parking is not acceptable on this stretch of Buena Vista.	2		Htong	This is the location to transition to the dedicated bus lane. Removal of parking is necessary. Will evaluate net parking spot changes.					

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:	**PE Design**
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
302	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-06 (Olive/Naomi to Buena Vista)	Signing and Striping			Upgrading to high visibility continental crosswalks will be required for all impacted crosswalks (typical to all sheets).	1		Htong	Crosswalk will be revised to high visibility, but not other construction improvements including curb ramp upgrades are proposed at this location based on crosswalk change.					
303	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-06 (Olive/Naomi to Buena Vista)	Signing and Striping			Show off-set taper for thru lanes.	1		Htong	Will show offset taper.					
304	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-06 (Olive/Naomi to Buena Vista)	Signing and Striping			Show off-set taper for thru lanes. Provide cat-track thru intersection.	1		Htong	Will show offset taper and provide cat-tracks.					
305	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-06 (Olive/Naomi to Buena Vista)	Signing and Striping			Lane drop is not needed because City Council does not approve of dedicated bus lane west of Buena Vista. Restore existing lane configuration.	2		Htong	Comment noted. Current direction is to move forward with dedicated bus lanes until agreement has been reached with Metro and City.					
306	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-06 (Olive/Naomi to Buena Vista)	Signing and Striping			Show and maintain existing red curb (typical to all locations).	1		Htong	Will show and maintain existing red curb					
307	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-06 (Olive/Naomi to Buena Vista)	Signing and Striping			Upgrading to high visibility continental crosswalks will be required for all impacted crosswalks (typical to all sheets).	1		Htong	Crosswalk will be revised to high visibility, but not other construction improvements including curb ramp upgrades are proposed at this location based on crosswalk change.					
308	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-06 (Olive/Naomi to Buena Vista)	Signing and Striping			Council does not approve of dedicated bus lane between Buena Vista and Lake. Restore existing lane configuration and show flow only on Olive east of Buena Vista.	2		Htong	Comment noted. Current direction is to move forward with dedicated bus lanes until agreement has been reached with Metro and City.					
309	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-07 (Olive/Brighton to Keystone)	Signing and Striping			BRT in mixed flow only between Buena Vista and Lake	2		Htong	Comment noted. Current direction is to move forward with dedicated bus lanes until agreement has been reached with Metro and City.					
310	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-07 (Olive/Brighton to Keystone)	Signing and Striping			Show and maintain existing red curb (typical to all locations).	1		Htong	Will show and maintain existing red curb					
311	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-07 (Olive/Brighton to Keystone)	Signing and Striping			Clarify curb to curb, and curb to center length	1		Htong	Will provide curb to curb and curb to center lengths					
312	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-07 (Olive/Brighton to Keystone)	Signing and Striping			Intersection offset not allowed. Must provide shifting taper per CAMUTCD. *Disregard this comment if BRT will operate with mixed flow	1		Htong	Will provide cat-tracks and shifting taper per MUTCD.					
313	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-08 (Olive/Lamer to Sparks)	Signing and Striping			BRT in mixed flow only between Buena Vista and Lake	2		Htong	Comment noted. Current direction is to move forward with dedicated bus lanes until agreement has been reached with Metro and City.					
314	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-08 (Olive/Lamer to Sparks)	Signing and Striping			Show and maintain existing red curb (typical to all locations).	1		Htong	Will show and maintain existing red curb					

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:	**PE Design**
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
315	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-08 (Olive/Lamer to Sparks)	Signing and Striping			Upgrading to high visibility continental crosswalks will be required for all impacted crosswalks (typical to all sheets).	1		Htong	Crosswalk will be revised to high visibility, but not other construction improvements including curb ramp upgrades are proposed at this location based on crosswalk change.					
316	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-08 (Olive/Lamer to Sparks)	Signing and Striping			Install yield sign and legend for safe ped crossing	2		Htong	Will close the slip right turn lane and enlarge the proposed BRT station footprint per City direction. The right turn movement from EB Verdugo will be eliminated.					
317	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-08 (Olive/Lamer to Sparks)	Signing and Striping			Show cross section and lane widths at all proposed bus bulbouts.	1		Htong	Will show cross section and lane widths.					
318	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-08 (Olive/Lamer to Sparks)	Signing and Striping			This design here will not work. BRT lane will block access of regular traffic to the right turn lane. Metro should provide proper striping and overhead signage to direct right turn vehicles to cross the BRT lane. (2nd request). *Disregard this comment if BRT will operate with mixed flow	1		Htong	Overhead sign is not necessary at this location. Additional roadway signage will placed at the roadside and on traffic signal mast arms to direct right turn vehicles to cross the BRT lane. There are multiple locations where Caltrans has approved this. See item 1 of supporting document.					
319	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-09 (Olive/Beachwood to Virgina)	Signing and Striping			BRT in mixed flow only between Buena Vista and Lake	2		Htong	Comment noted. Current direction is to move forward with dedicated bus lanes until agreement has been reached with Metro and City.					
320	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-09 (Olive/Beachwood to Virgina)	Signing and Striping			Show and maintain existing red curb (typical to all locations).	1		Htong	Will show and maintain existing red curb					
321	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-09 (Olive/Beachwood to Virgina)	Signing and Striping			Existing red curb and bus stop	1		Htong	Will show existing red curb and bus stop					
322	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-09 (Olive/Beachwood to Virgina)	Signing and Striping			This design here will not work. BRT lane will block access of regular traffic to the right turn lane. Metro should provide proper striping and overhead signage to direct right turn vehicles to cross the BRT lane. (2nd request). *Disregard this comment if BRT will operate with mixed flow	1		Htong	Overhead sign is not necessary at this location. Additional roadway signage will placed at the roadside and on traffic signal mast arms to direct right turn vehicles to cross the BRT lane. There are multiple locations where Caltrans has approved this. See item 1 of supporting document.					
323	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-09 (Olive/Beachwood to Virgina)	Signing and Striping			No parking within 15' of fire hydrant (typ)	1		Htong	Will eliminate parking within 15' of fire hydrant					
324	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-10 (Olive/Lomita to Lake)	Signing and Striping			BRT in mixed flow only between Buena Vista and Lake	2		Htong	Comment noted. Current direction is to move forward with dedicated bus lanes until agreement has been reached with Metro and City.					
325	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-10 (Olive/Lomita to Lake)	Signing and Striping			No parking within 15' of fire hydrant (typ)	1		Htong	Will eliminate parking within 15' of fire hydrant					

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:	PE Design
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
326	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-10 (Olive/Lomita to Lake)	Signing and Striping			Show and maintain existing red curb (typical to all locations).	1		Htong	Will show existing red curb and bus stop					
327	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-10 (Olive/Lomita to Lake)	Signing and Striping			Clarify length of taper	1		Htong	Will provide taper length					
328	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-10 (Olive/Lomita to Lake)	Signing and Striping			Provide proper signage to show how to keep drivers from going into the bus lane. Overhead signs cannot be mounted on signal mast arm.	1		Htong	Overhead signage not required. Additional roadway signage will placed at the roadside and on traffic signal mast arms to keep drivers from going into the bus lane. There are multiple locations where Caltrans has approved this. See item 1 of supporting document.					
329	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-10 (Olive/Lomita to Lake)	Signing and Striping			Show cross section and lane widths at all proposed bus bulbouts.	1		Htong	Will show cross section and lane widths.					
330	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-10 (Olive/Lomita to Lake)	Signing and Striping			Design awkward. Remove parking within shifting taper	1		Htong	Will remove parking within shifting taper.					
331	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-10 (Olive/Lomita to Lake)	Signing and Striping			Merging transition is too short. Follow Requirements per CA MUTCD Figure 3B-106(CA) for proper merging taper. (2nd request) *Disregard this comment if BRT will operate with mixed flow	1		Htong	Will review and revise taper length according to MUTCD if necessary.					
332	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-12 (Olive/I-5 to Glenoaks)	Signing and Striping			Does not meet project's design criteria of a minimum 11' bus lane width. Dynamic Envelope of bus mentioned is 10.5' wide.	1		Htong	Will evaluate options including removing the proposed bulbout					
333	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-12 (Olive/I-5 to Glenoaks)	Signing and Striping			USPS has mail deposit zone in this location. Metro shall be responsible for notifying USPS the removal of mail deposit zone.	1		Htong	**Will notify USPS**					
334	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-12 (Olive/I-5 to Glenoaks)	Signing and Striping			Does not meet project's design criteria of a minimum 11' bus lane width. Dynamic Envelope of bus mentioned is 10.5' wide.	1		Htong	Will evaluate options including removing the proposed bulbout					
335	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-12 (Olive/I-5 to Glenoaks)	Signing and Striping			Install high visibility crosswalk for all 4 legs.	1		Htong	Crosswalk will be revised to high visibility, but not other construction improvements including curb ramp upgrades are proposed at this location based on crosswalk change.					
336	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-12 (Olive/I-5 to Glenoaks)	Signing and Striping			Court house parking and sheriff parking here. Metro shall be responsible for notifying LA County Courts for the removal of parking in front of the court house	1		Htong	**Will notify court house**					

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:	PE Design
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
337	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-12 (Olive/I-5 to Glenoaks)	Signing and Striping			This design has created a permissive left turn against 3 opposing travel lanes. Metro should perform a left turn analysis per FHWA Guidelines to determine if a protected phase (green left turn arrow) is needed for the left turns (typical to all locations with permissive left turns)-2nd request.	1		Htong	Signal plans will be developed in the 60% design.					
338	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-13 (Glenoaks/Santa Anita to Elmwood)	Signing and Striping			The City's existing Traffic Management System does not have the software or hardware to support the BRT queue jump. Upgrade is required. Traffic signal modification (including controller upgrade) is required for the BRT queue jump (typical all sheets).	1		Htong	Signal plans will be developed in the 60% design.					
339	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-13 (Glenoaks/Santa Anita to Elmwood)	Signing and Striping			Signal modification required to provide protected left turn indication. BRT lane should also get a signal head.	1		Htong	Signal plans will be developed in the 60% design.					
340	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-13 (Glenoaks/Santa Anita to Elmwood)	Signing and Striping			Show shifting taper length per CAMUTCD	1		Htong	Will evaluate and show shifting taper length per MUTCD if feasible or provide explanation if not feasible.					
341	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-13 (Glenoaks/Santa Anita to Elmwood)	Signing and Striping			Protected left turn required for SB left turn due to visibility issues.	1		Htong	Signal plans will be developed in the 60% design.					
342	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-13 (Glenoaks/Santa Anita to Elmwood)	Signing and Striping			Protected side street left turn vehicles from turning into bus lane with proper signage and striping	1		Htong	Signal plans will be developed in the 60% design. Signage and striping plans will be provided.					
343	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-13 (Glenoaks/Santa Anita to Elmwood)	Signing and Striping			Show off-set taper for thru lanes. Provide cat-track thru intersection.	1		Htong	Will provide offset taper and cat-track through intersection					
344	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-13 (Glenoaks/Santa Anita to Elmwood)	Signing and Striping			Show cross section and lane widths at all proposed bus bulbouts.	1		Htong	Will include cross section and lane widths					
345	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-13 (Glenoaks/Santa Anita to Elmwood)	Signing and Striping			Install high visibility crosswalk for all 4 legs.	1		Htong	Crosswalk will be revised to high visibility, but not other construction improvements including curb ramp upgrades are proposed at this location based on crosswalk change.					

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:	PE Design
Date:	
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)

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

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

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

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**	**CRM Response Code ****	**Status Code ******	**Status Date**	**Initial**	**Additional Notes**
346	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-13 (Glenoaks/Santa Anita to Elmwood)	Signing and Striping			Existing red curb for visibility	1		Htong	Will show and maintain existing red curb					
347	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-13 (Glenoaks/Santa Anita to Elmwood)	Signing and Striping			Existing red curb for visibility	1		Htong	Will show and maintain existing red curb					
348	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-14 (Glenoaks/Valencia to Elm)	Signing and Striping			Protect side street left turn vehicles from turning into bus lane with proper signage and striping	1		Htong	Will provide proper striping and signage					
349	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-14 (Glenoaks/Valencia to Elm)	Signing and Striping			How do bus riders get to the sidewalk? Will there be ped push buttons to activate the crosswalk?	1		Htong	Pedestrian push buttons will be installed to activate the crosswalk signal. Signal plans will be provied in the 60% design					
350	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-14 (Glenoaks/Valencia to Elm)	Signing and Striping			Provide longer left turn pockets for both SB and NB direction	1		Htong	Design is in progress, will provide if feasible					
351	Vdavtian Kfukuhara	PW Traffic	6/25/2024	Plans	SS-14 (Glenoaks/Valencia to Elm)	Signing and Striping			Signal modification required to re-align left turn signal heads to the proper lane. BRT lane should also get a signal head	1		Htong	Signal plans will be developed in the 60% design.					
Observations																		
										6			NA	6	R		N/A	Observation

EXHIBIT 9

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: 30%
Date: 01/15/25
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)

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

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

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

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	DKriske	Burbank - CDD	1/7/2025	Memo	General	Signing and Striping	Signing and Striping Plans		Stripe all affected substandard crosswalks along the corridor to be high visibility.	1		Htong	Striped all affected crosswalks to high visibility	Signing and Striping	1	C	4/15/25	HT	
2	DKriske	Burbank - CDD	1/7/2025	Memo	General	Signing and Striping	Signing and Striping Plans		Preserve existing street parking on Buena Vista St. and indicate parking on plans. Maintain minimum lane width of 11 feet for buses. See analysis from previous concept plans discussing this segment in Attachment 1.	2		Htong	Maintained 11' for buses. See updated striping plans for modified striping concept	Signing and Striping	1	C	4/15/25	HT	
3	DKriske	Burbank - CDD	1/7/2025	Memo	General	Signing and Striping	Signing and Striping Plans		Close slip lanes at Riverside/Olive and Verdugo/Olive to reduce turn conflicts and extend available pedestrian and station space. May require prohibiting right turns.	1/2		Htong	Riverside/Olive - Proposed project does not significantly affect the configuration at this slip lane. Closing the slip lane is not required for project operations Verdugo/Olive - Closed slip lane	Signing and Striping	1	C	4/15/25	HT	
4	DKriske	Burbank - CDD	1/7/2025	Memo	General	Signing and Striping	Signing and Striping Plans		How will PROWAG ADA requirements be met for parking protected bike lanes?	2		Htong	Station platforms comply with ADA requirements. PROWAG does not address bike lanes, only ADA	Signing and Striping	3	R	4/15/25	HT	
5	DKriske	Burbank - CDD	1/7/2025	Memo	General	Signing and Striping	Signing and Striping Plans		Bus pads at all stations shall be 120 feet per Metro guidance for BRT stops with multiple bus lines (sec. 3.4.d) and COLA standard plan S-433 (100 feet minimum); revise BS-112 to new length.	2		Htong	Provided where feasible	Signing and Striping	1	C	4/15/25	HT	
6	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 1	Signing and Striping	Signing and Striping Plans		Anywhere that curb running will replace on-street parking, replace all corresponding parking signage.	1		Htong	Designed proper red curb striping and parking signage for 60%	Signing and Striping	1	C	4/15/25	HT	
7	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 2	Signing and Striping	Signing and Striping Plans		Relocate e/b station from corner of Riverside Blvd and N Hollywood Way to Olive Ave between N Hollywood Way and Cordova St.	1		Htong	Relocated to new location as discussed	Signing and Striping	1	C	4/15/25	HT	
8	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 2	Signing and Striping	Signing and Striping Plans		Design e/b station at Olive Avenue consistent with Type 3 Metro BRT Design Guidelines, Bulb out e/b station curb by as much as possible.	1		Htong	WB station is Type S2 Side Running-Bulbout. EB station designed with same typology	Signing and Striping	1	C	4/15/25	HT	
9	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 2	Signing and Striping	Signing and Striping Plans		Extend bulbed out curb at Olive Ave/N Hollywood Way w/b station to corner (see sheet for detail).	1		Htong	Extended bulbout	Signing and Striping	1	C	4/15/25	HT	
10	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 2	Signing and Striping	Signing and Striping Plans		Remove median on Olive Ave between N. Hollywood and Riverside Dr.	1		Htong	Removed raised median	Signing and Striping	1	C	4/15/25	HT	
11	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 3	Signing and Striping	Signing and Striping Plans		Westbound bus lane skip marks west of Lima Street -This is just a driveway, should there be a turn pocket at a simple driveway?	1		Htong	Removed BRT marking and arrow at this location	Signing and Striping	1	C	4/15/25	HT	
12	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 3	Signing and Striping	Signing and Striping Plans		Remove westbound bus lane striping immediately west of Olive/Alameda intersection and instead begin bus lane striping west of slip lane.	2		Htong	Revised per comment. Shortened the BRT lane here, intersection improvements no longer required	Signing and Striping	1	C	4/15/25	HT	
13	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 3	Signing and Striping	Signing and Striping Plans		WB Olive Avenue striping back-to-back S-curves through the intersection, it is too confusing. Transition is too abrupt on the west end and S-curve inflection point is un-striped in the middle of the intersection (Olive Alameda).	2		Htong	Revised per comment. Shortened the BRT lane here, intersection improvements no longer required	Signing and Striping	1	C	4/15/25	HT	
14	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 4	Signing and Striping	Signing and Striping Plans		City still reviewing striping and alignment on Alameda Ave between Olive Ave and Buena Vista St.	6		Htong	Noted. No changes required at this time	Signing and Striping	6	R	4/15/25	HT	
15	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 4	Signing and Striping	Signing and Striping Plans		Buena Vista/Alameda intersection signal modifications to maximize pedestrian safety – N/S protected left turns, protected right on ped call, and bus only for e/b left turn lane.	2		Htong	Since striping revision is not proposed at this intersection, traffic signal modification is not required here	Signing and Striping	3	R	4/15/25	HT	
16	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 4	Signing and Striping	Signing and Striping Plans		Buena Vista Street alignment – Alameda EB outer left turn lane cannot receive into NB bus stop, so 1' widening at stop to provide 10' bus stop / right turn lane. Relocate catch basin 1', sidewalk/parkway remains 15' (see relines for proposed cross-section dimensions)	2		Htong	Revised to maintain existing lane configuration at this intersection	Signing and Striping	1	C	4/15/25	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 30%
Date: 01/15/25
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)

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

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

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

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**
17	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 5	Signing and Striping	Signing and Striping Plans		See proposed cross-sections and alignment details.	2		Htong	Revised to maintain existing lane configuration at this intersection	Signing and Striping	1	C	4/15/25	HT	
18	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 8	Signing and Striping	Signing and Striping Plans		Transition e/b bike lane on Verdugo onto new extended curb to provide refuge.	2		Htong	Layout for Verdugo will be determined after 60% submittal	Signing and Striping	4	U	4/15/25	HT	
19	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 8	Signing and Striping	Signing and Striping Plans		Shift w/b Olive approach limit lines as close to the intersection as possible.	2		Htong	Layout for Verdugo will be determined after 60% submittal	Signing and Striping	4	U	4/15/25	HT	
20	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 8	Signing and Striping	Signing and Striping Plans		Add directional signage for w/b Olive Avenue traffic at approach to intersection.	1		Htong	Overhead sign to be provided at this location. (Verdugo)	Signing and Striping	1	C	4/15/25	HT	
21	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 10	Signing and Striping	Signing and Striping Plans		Extend bulbed out curbs to corners at both e/b and w/b Lake Street stations.	1		Htong	Extended bulbout	Signing and Striping	1	C	4/15/25	HT	
22	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 11	Signing and Striping	Signing and Striping Plans		City is still reviewing the alignment of Olive Avenue between First Street and Glenoaks Boulevard Will provide further comments during next review cycle.	6		Htong	Noted. No changes required at this time	Signing and Striping	6	R	4/15/25	HT	
23	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 12	Signing and Striping	Signing and Striping Plans		Update striping plans for e/b Olive Ave approach at Glenoaks Blvd to reflect existing conditions: 1 left, 1 thru, 1 right.	2		Htong	The proposed striping at EB Olive at Glenoaks matches the existing configuration of 1 left, 1 thru, and 1 right, with the exception of the additional of the BRT lane	Signing and Striping	3	R	4/15/25	HT	
24	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 12	Signing and Striping	Signing and Striping Plans		Northwest corner of Glenoaks/Providencia: realign curb to smooth jagged transition through intersection for e/b traffic and align with striping. Additionally, integrate w/b bike turn box at curb level between direction curb ramps	1		Htong	Revised to terminate WB BRT lane east of the intersection. Intersection curb ramps no longer impacted. See updated layout for bike crossing treatment.	Signing and Striping	1	C	4/15/25	HT	
25	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 12	Signing and Striping	Signing and Striping Plans		Southwest corner of Glenoaks/Providencia: Design bike lane and floating bus island per LADOT (modified) design guidelines. Additionally, remove striping of e/b #3 lane since it is too short, provide wide through lane with bus stop.	1		Htong	Will design transit island per LADOT guideline at this location	Signing and Striping	1	C	4/15/25	HT	
26	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 12	Signing and Striping	Signing and Striping Plans		See detail for proposed corrections to w/b parking protected bike lane west of Cedar Ave.	1		Htong	Revised bike detail	Signing and Striping	1	C	4/15/25	HT	
27	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 12	Signing and Striping	Signing and Striping Plans		Confirm roadway width cross-section measurement.	1		Htong	Confirmed, see revised striping plan	Signing and Striping	1	C	4/15/25	HT	
28	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 12	Signing and Striping	Signing and Striping Plans		Northwest corner of Glenoaks/Alameda: see detail about raising bike lane, bus stop, and driveways to sidewalk level.	2		Htong	This local bus station is located in Glenoaks and will be designed per City of Glenoaks requirements	Signing and Striping	3	R	4/15/25	HT	
29	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 12	Signing and Striping	Signing and Striping Plans		Southwest corner of Glenoaks/Alameda: see detail about modifying e/b bike lane to provide right turn pocket.	1		Htong	Local bus station relocated to farside. See revised striping plan	Signing and Striping	1	C	4/15/25	HT	
30	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 12	Signing and Striping	Signing and Striping Plans		Southeast corner of Glenoaks/Alameda: move nearside bus stop to far side corner w/ floating bus island per LADOT (modified).	1		Htong	Relocated to farside.	Signing and Striping	1	C	4/15/25	HT	
31	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 3	Civil	BRT Station Plans		Buena Vista and Alameda Stations (w/b and e/b) – Widen Street by 1' at both stations as required by revised roadway layout.	2	**	Htong	Per discussion with City of Burbank, revised to maintain existing lane configuration at this intersection. No widening of street is required.	BRT Station Plans	1	C	4/15/25	HT	
32	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 3	Civil	BRT Station Plans		Buena Vista and Alameda Stations (w/b and e/b) – Widen sidewalk to back of right of way line to Maximize sidewalk through entire 15' parkway width (after 1' widening required for roadway design).	2	**	Htong	Per discussion with City of Burbank, revised to maintain existing lane configuration at this intersection. No widening of street is required.	BRT Station Plans	1	C	4/15/25	HT	
33	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 3	Civil	BRT Station Plans		Buena Vista and Alameda Station (e/b) – Relocate existing bollards along wall directly behind station out of the ROW or edge of sidewalk to maximize sidewalk	2	**	Htong	Per discussion with City of Burbank, revised to maintain existing lane configuration at this intersection. No widening of street is required. Bollards will not be impacted	BRT Station Plans	1	C	4/15/25	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 30%
Date: 01/15/25
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)

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

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

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

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**
34	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 4	Civil	BRT Station Plans		Olive/Sparks/Verdugo (w/b) – Construct Case A ped ramps, not proposed slotted ramps. These ramps create tripping hazards.	1		Htong	Added case A ramps	BRT Station Plans	1	C	4/15/25	HT	
35	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 5	Civil	BRT Station Plans		Olive/Sparks/Verdugo (e/b) – Construct two Case A ped ramps, not the proposed slotted ramps.	1		Htong	Added case A ramps	BRT Station Plans	1	C	4/15/25	HT	
36	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 6	Civil	BRT Station Plans		Olive and Lake Stations (e/b and w/b) – Extend curb extension to corner per Burbank CSODS, construct case a directional ramps.	1		Htong	Extended curb extension and provided dual curb ramps	BRT Station Plans	1	C	4/15/25	HT	
37	DKriske	Burbank - CDD	1/7/2025	Memo	Sheet 9	Civil	BRT Station Plans		Glenoaks/Alameda (w/b) –Design Class IV bike lane at sidewalk level with floating bus island. Extend curb to construct floating bus island per LADOT standard except with bike lane at sidewalk level, integrate with relocated driveway aprons (maintain 12=13' travel lanes), and include driveway aprons at adjacent corner property	2		Htong	This local bus station is located in Glenoaks and will be designed per City of Glenoaks requirements	Signing and Striping	3	R	4/15/25	HT	
38	DKriske	Burbank - CDD	1/7/2025	Memo	General	Landscape	Tree Study		Any trees within City limits requiring removal shall be replaced and/or relocated to a location as directed by the City (e.g., 427 – 435 and 460)	2		Htong	Will provide tree removal on 60% civil plans and replacement on 60% landscape plans	Landscape	1	C	4/15/25	HT	
39	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 3	Civil	BRT Station Plans		Widen sidewalk to back of right of way line to Maximize sidewalk through entire 15' parkway width (after 1' widening required for roadway design)	2		Htong	Per discussion with City of Burbank, revised to maintain existing lane configuration at this intersection. No widening of street is required.	BRT Station Plans	3	R	4/15/25	HT	
40	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 3	Civil	BRT Station Plans		widen street 1' as required by revised roadway layout	2		Htong	Per discussion with City of Burbank, revised to maintain existing lane configuration at this intersection. No widening of street is required.	BRT Station Plans	3	R	4/15/25	HT	
41	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 3	Civil	BRT Station Plans		15'	2		Htong	Per discussion with City of Burbank, revised to maintain existing lane configuration at this intersection. No widening of street is required.	BRT Station Plans	3	R	4/15/25	HT	
42	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 3	Civil	BRT Station Plans		10'	2		Htong	Per discussion with City of Burbank, revised to maintain existing lane configuration at this intersection. No widening of street is required.	BRT Station Plans	3	R	4/15/25	HT	
43	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 3	Civil	BRT Station Plans		relocate bollards out of ROW or edge of sidewalk	2		Htong	Per discussion with City of Burbank, revised to maintain existing lane configuration at this intersection. No widening of street is required.	BRT Station Plans	3	R	4/15/25	HT	
44	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 3	Civil	BRT Station Plans		15'	2		Htong	Per discussion with City of Burbank, revised to maintain existing lane configuration at this intersection. No widening of street is required.	BRT Station Plans	3	R	4/15/25	HT	
45	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 3	Civil	BRT Station Plans		10'	2		Htong	Per discussion with City of Burbank, revised to maintain existing lane configuration at this intersection. No widening of street is required.	BRT Station Plans	3	R	4/15/25	HT	
46	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 3	Civil	BRT Station Plans		Widen sidewalk to back of right of way line to Maximize sidewalk through entire 15' parkway width (after 1' widening required for roadway design)	2		Htong	Per discussion with City of Burbank, revised to maintain existing lane configuration at this intersection. No widening of street is required.	BRT Station Plans	3	R	4/15/25	HT	
47	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 3	Civil	BRT Station Plans		widen street 1' as required by revised roadway layout	2		Htong	Per discussion with City of Burbank, revised to maintain existing lane configuration at this intersection. No widening of street is required.	BRT Station Plans	3	R	4/15/25	HT	
48	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 4	Civil	BRT Station Plans		construct Case A ped ramps, not slotted ramps. These ramps create tripping hazards	1		Htong	Will provide where space allows - At this location, will design case A curb ramps	BRT Station Plans	1	C	4/15/25	HT	
49	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 5	Civil	BRT Station Plans		Construct two Case A ped ramps, not these slotted ramps	1		Htong	Will provide where space allows - At this location, will design case A curb ramps	BRT Station Plans	1	C	4/15/25	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 30%
Date: 01/15/25
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)

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

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

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

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**
50	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 6	Civil	BRT Station Plans		Extend curb extension to corner per Burbank CSODS, construct case a diretional ramps	1		Htong	Will provide where space allows - At this location, will design case A curb ramps. Will extend curb extension to corners.	BRT Station Plans	1	C	4/15/25	HT	
51	MFuentes	Burbank - CDD	1/13/2025	Plans	Sheet 6	Civil	BRT Station Plans		Extend curb extension to corner per Burbank CSODS, construct case a directional ramps	1		Htong	Will provide where space allows - At this location, will design case A curb ramps. Will extend curb extension to corners.	BRT Station Plans	1	C	4/15/25	HT	
52	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 9	Civil	BRT Station Plans		extend curb to construct floating bus island per LADOT standard except with bike lane at sidewalk level, integrate with relocated driveway aprons (maintain 12=13' travel lanes)	2		Htong	This local bus station is within City of Glendale jurisdiction. Design will comply with Glendale requirements. Comment provided to the Glendale team for discussion.	BRT Station Plans	3	R	4/15/25	HT	
53	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 9	Civil	BRT Station Plans		Driveway Apron	2		Htong	This local bus station is within City of Glendale jurisdiction. Design will comply with Glendale requirements. Comment provided to the Glendale team for discussion.	BRT Station Plans	3	R	4/15/25	HT	
54	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 9	Civil	BRT Station Plans		Driveway Apron	2		Htong	This local bus station is within City of Glendale jurisdiction. Design will comply with Glendale requirements. Comment provided to the Glendale team for discussion.	BRT Station Plans	3	R	4/15/25	HT	
55	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 9	Civil	BRT Station Plans		Floating Bus Island	2		Htong	This local bus station is within City of Glendale jurisdiction. Design will comply with Glendale requirements. Comment provided to the Glendale team for discussion.	BRT Station Plans	3	R	4/15/25	HT	
56	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 9	Civil	BRT Station Plans		Class IV bike lane at sidewalk level	2		Htong	This local bus station is within City of Glendale jurisdiction. Design will comply with Glendale requirements. Comment provided to the Glendale team for discussion.	BRT Station Plans	3	R	4/15/25	HT	
57		Burbank - CDD	1/13/2025	Plans	Sheet 1	Signing and Striping	Signing and Striping Plan		From MFuentes - Replace all corresponding signage where curb running replaces on-street parking.	1		Htong	EB BRT lane rerouted and will no longer go through this area. Will eliminate proposed striping in this area.	Signing and Striping	1	C	4/15/25	HT	
58	MFuentes	Burbank - CDD	1/13/2025	Plans	Sheet 2	Signing and Striping	Signing and Striping Plan		Relocate e/b station from Riverside/Hollywood to Olive, between Hollywood and Cordova.	1		Htong	Will relocate EB Station to new location here.	Signing and Striping	1	C	4/15/25	HT	
59	MFuentes	Burbank - CDD	1/13/2025	Plans	Sheet 2	Signing and Striping	Signing and Striping Plan		Extend bulbed out station curb to corner.	1		Htong	Extended bulbout	Signing and Striping	1	C	4/15/25	HT	
60	MFuentes	Burbank - CDD	1/13/2025	Plans	Sheet 2	Signing and Striping	Signing and Striping Plan		Remove existing median, do not reconstruct.	1		Htong	Will not reconstruct median. Proposed median to be painted only.	Signing and Striping	1	C	4/15/25	HT	
61	MFuentes	Burbank - CDD	1/13/2025	Plans	Sheet 2	Signing and Striping	Signing and Striping Plan		Design Type S3 bus station and platform matching w/b station.	1		Htong	WB station is Type S2 Side Running-Bulbout. EB station to be designed with same typology. Current design assumes removal of one palm tree at this location. Will review option to maintain all existing palm trees.	Signing and Striping	4	R	4/15/25	HT	
62	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 3	Signing and Striping	Signing and Striping Plan		Begin Bus lane here to avoid modifying median at intersection	1		Htong	Will begin bus lane here and eliminate impacts to Alameda/Olive intersection	Signing and Striping	1	C	4/15/25	HT	
63	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 3	Signing and Striping	Signing and Striping Plan		WB Olive Avenue striping back-to-back S-curves through the intersection is too confusing, transition is too abrupt on the west end.	1		Htong	Area no longer impacted. No improvements proposed here	Signing and Striping	1	C	4/15/25	HT	
64	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 3	Signing and Striping	Signing and Striping Plan		S-curve inflection point is un-striped in the middle of the intersection	1		Htong	Area no longer impacted. No improvements proposed here	Signing and Striping	1	C	4/15/25	HT	
65	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 3	Signing and Striping	Signing and Striping Plan		Remove this small bus lane segment to preserve existing intersection geometry	1		Htong	Will remove this small segment and begin WB BRT lane further west per City request	Signing and Striping	1	C	4/15/25	HT	
66	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 3	Signing and Striping	Signing and Striping Plan		This is just a driveway, should there be a turn pocket at a simple driveway?	1		Htong	Will eliminate right turn arrow at this area.	Signing and Striping	1	C	4/15/25	HT	
67	MFuentes	Burbank - CDD	1/13/2025	Plans	Sheet 4	Signing and Striping	Signing and Striping Plan		City is still reviewing the alignment of Alameda Avenue between Olive Avenue and Buena Vista. Will provide further comments during next review cycle.	6		Htong	Noted. No changes required at this time	Signing and Striping	6	R	4/15/25	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 30%
Date: 01/15/25
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)

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

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

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

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**
68	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 4	Signing and Striping	Signing and Striping Plan		Alameda EB outer left turn lane cannot receive into NB bus stop, so 1' widening at stop to provide 10' bus stop out of travel lane. relocate catch basin 1', sidewalk/parkway remains 15'	2		Htong	Per discussion with City of Burbank, revised to maintain existing lane configuration at this intersection. No widening of street is required.	BRT Station Plans	3	R	4/15/25	HT	
69	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 4	Signing and Striping	Signing and Striping Plan		Alameda EB outer left turn lane cannot receive into NB bus stop, so 1' widening at stop to provide 10' bus stop / right turn lane. Relocate catch basin 1', sidewalk/parkway remains 15'	2		Htong	Per discussion with City of Burbank, revised to maintain existing lane configuration at this intersection. No widening of street is required.	BRT Station Plans	3	R	4/15/25	HT	
70	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 4	Signing and Striping	Signing and Striping Plan		68' street width widen to 70'	2		Htong	Per discussion with City of Burbank, revised to maintain existing lane configuration at this intersection. No widening of street is required.	BRT Station Plans	3	R	4/15/25	HT	
71	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 4	Signing and Striping	Signing and Striping Plan		16' pkwy narrow to 15'	2		Htong	Per discussion with City of Burbank, revised to maintain existing lane configuration at this intersection. No widening of street is required.	BRT Station Plans	3	R	4/15/25	HT	
72	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 4	Signing and Striping	Signing and Striping Plan		16' pkwy narrow to 15'	2		Htong	Per discussion with City of Burbank, revised to maintain existing lane configuration at this intersection. No widening of street is required.	BRT Station Plans	3	R	4/15/25	HT	
73	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 4	Signing and Striping	Signing and Striping Plan		(Widened roadway with 10' lanes each)	2		Htong	Per discussion with City of Burbank, revised to maintain existing lane configuration at this intersection. No widening of street is required.	BRT Station Plans	3	R	4/15/25	HT	
74	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 4	Signing and Striping	Signing and Striping Plan		Buena Vista/Alameda intersection - N/S protected left turns, protected right on ped call, and bus only for E/B left turn lane	2		Htong	Since striping revision is not proposed at this intersection, traffic signal modification is not required here	Signing and Striping	3	R	4/15/25	HT	
75	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 5	Signing and Striping	Signing and Striping Plan		(Both sides of street) 1' widening & red curb 160' from intersection	2		Htong	Per discussion with City of Burbank, revised to maintain existing lane configuration at this intersection. No widening of street is required.	BRT Station Plans	3	R	4/15/25	HT	
76	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 5	Signing and Striping	Signing and Striping Plan		(Revise lane widths according to markups)	2		Htong	Per discussion with City of Burbank, revised to maintain existing lane configuration at this intersection. No widening of street is required.	BRT Station Plans	3	R	4/15/25	HT	
77	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 5	Signing and Striping	Signing and Striping Plan		remove transition striping since proposed striping has no offset.	2		Htong	Will remove per discussion with City of Burbank	BRT Station Plans	1	C	4/15/25	HT	
78	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 5	Signing and Striping	Signing and Striping Plan		Show existing red curb	1		Htong	Updated	BRT Station Plans	1	C	4/15/25	HT	
79	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 5	Signing and Striping	Signing and Striping Plan		red curb	1		Htong	Updated	BRT Station Plans	1	C	4/15/25	HT	
80	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 5	Signing and Striping	Signing and Striping Plan		keep wide 19' lane for bus to transition to bus lane, right turn lane not needed	1		Htong	Removed transition striping per CRM discussion	BRT Station Plans	1	C	4/15/25	HT	
81	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 5	Signing and Striping	Signing and Striping Plan		1' widening to provide 10' bus lane to intersection	2		Htong	Will maintain existing curb and provide 18' width on SB outside lane per CRM decision	BRT Station Plans	3	R	4/15/25	HT	
82	MFuentes	Burbank - CDD	1/13/2025	Plans	Sheet 8	Signing and Striping	Signing and Striping Plan		Transition e/b Verdugo bike lane onto sidewalk level to provide refuge.	2		Htong	Layout for Verdugo will be determined after 60% submittal	Signing and Striping	4	U	4/15/25	HT	
83	MFuentes	Burbank - CDD	1/13/2025	Plans	Sheet 8	Signing and Striping	Signing and Striping Plan		Install overhead directional signage for w/b Olive lanes approach.	1		Htong	Overhead sign to be provided at this location.	Signing and Striping	1	C	4/15/25	HT	
84	MFuentes	Burbank - CDD	1/13/2025	Plans	Sheet 10	Signing and Striping	Signing and Striping Plan		Extend bulbed out curb to corner	1		Htong	Extended bulbout	Signing and Striping	1	C	4/15/25	HT	
85	MFuentes	Burbank - CDD	1/13/2025	Plans	Sheet 10	Signing and Striping	Signing and Striping Plan		Extend bulbed out curb to corner	1		Htong	Extended bulbout	Signing and Striping	1	C	4/15/25	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 30%
Date: 01/15/25
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)

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

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

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

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	MFuentes	Burbank - CDD	1/13/2025	Plans	Sheet 11	Signing and Striping	Signing and Striping Plan		City is still reviewing the alignment of Olive Avenue between First Street and Glenoaks Boulevard Will provide further comments during next review cycle.	6		Htong	Noted. No changes required at this time	Signing and Striping	6	R	4/15/25	HT	
87	MFuentes	Burbank - CDD	1/13/2025	Plans	Sheet 11	Signing and Striping	Signing and Striping Plan		Update e/b Olive Avenue approach striping with Glenoaks Blvd to reflect existing conditions (1lft, 1 thru, and 1 rt.).	2		Htong	The proposed striping at EB Olive at Glenoaks matches the existing configuration of 1 left, 1 thru, and 1 right, with the exception of the additional of the BRT lane	Signing and Striping	3	R	4/15/25	HT	
88	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		realign curb here to smooth jagged transition and align with striping	2		Htong	Revised to terminate WB BRT lane east of the intersection. Striping west of intersection no longer impacted. Eliminated proposed striping at this location	Signing and Striping	1	C	4/15/25	HT	
89	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		integrate turn box at curb level between direction curb ramps	1		Htong	Revised to terminate WB BRT lane east of the intersection. Intersection curb ramps no longer impacted. See updated layout for bike crossing treatment.	Signing and Striping	1	C	4/15/25	HT	
90	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		weird transitions NB and SB need to be smoothed out as shown	2		Htong	Revised to terminate WB BRT lane east of the intersection. Striping west of intersection no longer impacted. Eliminated proposed striping at this location	Signing and Striping	1	C	4/15/25	HT	
91	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		bike lane and floating bus island per LADOT (modified)	1		Htong	Will design transit island per LADOT guideline at this location	Signing and Striping	1	C	4/15/25	HT	
92	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		19' or 20' here	1		Htong	Revised to wide thru lane	Signing and Striping	1	C	4/15/25	HT	
93	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		this should not be striped lane since it is so short, provide wide through lane with bus stop	1		Htong	Revised to wide thru lane	Signing and Striping	1	C	4/15/25	HT	
94	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		buffer to be 3' per Caltrans MUTCD and DIB-89	1		Aliu	Will provide 3' buffer	Signing and Striping	1	C	4/15/25	AL	
95	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		Roadway cross section appears to be 47' wide?	1		Aliu	Will review and correct	Signing and Striping	1	C	4/15/25	AL	
96	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		(Revise lane widths according to markups)	1		Aliu	Will review and correct	Signing and Striping	1	C	4/15/25	AL	
97	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 13	Signing and Striping	Signing and Striping Plan		Bike, bus, driveways all raised to sidewalk level	2		Htong	This local bus station is located in Glenoaks and will be designed per City of Glenoaks requirements	Signing and Striping	3	R	4/15/25	HT	
98	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 13	Signing and Striping	Signing and Striping Plan		Floating Bus Island	2		Htong	This local bus station is located in Glenoaks and will be designed per City of Glenoaks requirements	Signing and Striping	3	R	4/15/25	HT	
99	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 13	Signing and Striping	Signing and Striping Plan		dwy apron	2		Htong	This local bus station is located in Glenoaks and will be designed per City of Glenoaks requirements	Signing and Striping	3	R	4/15/25	HT	
100	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 13	Signing and Striping	Signing and Striping Plan		dwy apron	2		Htong	This local bus station is located in Glenoaks and will be designed per City of Glenoaks requirements	Signing and Striping	3	R	4/15/25	HT	
101	DKriske	Burbank - CDD	1/13/2025	Plans	Sheet 13	Signing and Striping	Signing and Striping Plan		move nearside bus to to far corner w/ floating bus island per LADOT (modified)	1		Htong	Relocated to farside.	Signing and Striping	1	C	4/15/25	HT	
102	JRodriguez	Burbank - PW Eng	1/13/2025	Plans	Cover	Civil	Cover Sheet		Should be "City Engineer"	1		Htong	Revised	Civil	1	C	4/15/25	HT	
103	JRodriguez	Burbank - PW Eng	1/13/2025	Plans	Sheet 1	Civil	Demolition		On site Drainage infrastrcuture must also be included if any is being distrupted as part of construction. On-site drainage shall not flow across the public parkway (sidewalk) or onto adjacent private property. It should be conveyed by underwalk drains to the gutter through the curb face [BMC 7-1-117, BMC 7-3-102]. City will review as part of the next design phase.	1		Htong	Will show modification for onsite drainage infrastructure on drainage sheets	Civil	1	C	4/15/25	HT	
104	JRodriguez	Burbank - PW Eng	1/13/2025	Plans	Sheet 1	Civil	Demolition		This applies to all applicable pages where drainage gets disrupted.	1		Htong	Will show modification for onsite drainage infrastructure on drainage sheets	Civil	1	C	4/15/25	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 30%
Date: 01/15/25
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)

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

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

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

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**
105	JRodriguez	Burbank - PW Eng	1/13/2025	Plans	Sheet 6	Civil	Demolition		The abbreviation "PB" is not listed on the abbrievation list. Please add it.	1		Htong	Added to abbreviations	Civil	1	C	4/15/25	HT	
106	JRodriguez	Burbank - PW Eng	1/13/2025	Plans	Sheet 1	Civil	Construction Details		General Note: When will Metro provide a spec sheet that includes structural details for the proposed bus shelters?	1		Htong	Please see architectural and structure plans for bus shelter details	Civil	1	C	4/15/25	HT	
107	JRodriguez	Burbank - PW Eng	1/13/2025	Plans	Sheet 1	Drainage	Drainage Plans		On site Drainage infrastrcuture must also be included if any is being distrupted as part of construction. On-site drainage shall not flow across the public parkway (sidewalk) or onto adjacent private property. It should be conveyed by underwalk drains to the gutter through the curb face [BMC 7-1-117, BMC 7-3-102]. 'dThis will be reviewed as part of the next design phase.	1		Msparks	Will show modification for onsite drainage infrastructure on drainage sheets	Drainage	1	C	4/15/25	MS	
108	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		Wrong note. Fix (all locations)	1		Aliu	Will update all related annotations and note	Signing and Striping	1	C	4/15/25	AL	
109	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		Install proper signage to indicate bus only lane and parking restriction (all locations)	1		Aliu	Will add the bus only lane and parking restriction signage on the plan	Signing and Striping	1	C	4/15/25	AL	
110	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		Install proper signage for mixed right turn lane with bus only lane (all locations)	1		Aliu	Will add mixed right turn lane with bus only lane	Signing and Striping	1	C	4/15/25	AL	
111	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		General Comments (applicable to all striping sheets SS 101-113): - Match the Key Note number to the correct striping	1		Aliu	Will update the key note and annotation to be consistent	Signing and Striping	1	C	4/15/25	AL	
112	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		Call out all signs with CA MUTCD sign codes (existing, proposed, and removed)	1		Aliu	Will add signs per CA MUTCD	Signing and Striping	1	C	4/15/25	AL	
113	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		Call out "Existing Striping to be Removed". Use construction note on different line type for removal	1		Aliu	Will add note for "existing striping to be removed" and show it in the plan	Signing and Striping	1	C	4/15/25	AL	
114	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		Show the curb-to-curb width and curb-to-centerline widths for each block or change in alignment	1		Aliu	Will add the width for each blocks or the change in alignment	Signing and Striping	1	C	4/15/25	AL	
115	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		Crosswalk bars should be parallel to vehicle path of travel, 5' o.c.. (Typical). Install 12" White Limit Line 4' from all new crosswalks	1		Aliu	Will update the crosswalk bars	Signing and Striping	1	C	4/15/25	AL	
116	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		Show widths of medians	1		Aliu	Will add the dimension of the medians	Signing and Striping	1	C	4/15/25	AL	
117	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		Show street cross section width and lane widths at all proposed bus bulbouts	1		Aliu	Will add the width at all proposed bus bulbouts	Signing and Striping	1	C	4/15/25	AL	
118	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		Show lengths of all striping (turn pockets, reverse curves, etc)	1		Aliu	Will show the length of all striping	Signing and Striping	1	C	4/15/25	AL	
119	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		Show lengths of all left turn gaps	1		Aliu	Will add the length of left turn gaps	Signing and Striping	1	C	4/15/25	AL	
120	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		Provide cat-track through intersection for offset realignment	1		Aliu	Will add cat-tract through intersection	Signing and Striping	1	C	4/15/25	AL	
121	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		Provide proper signage to prevent drivers from the side street turning into the bus lane	1		Aliu	Will add the signage per MUTCD	Signing and Striping	1	C	4/15/25	AL	
122	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		City upper management is evaluating dedicated bus lane on Olive Ave. Will provide comments later.	6		Aliu	Will evaluate comments as they are provided	Signing and Striping	1	C	4/15/25	AL	
123	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		Include another construction note for 24" yellow continental crosswalk	1		Aliu	Will add the note	Signing and Striping	1	C	4/15/25	AL	
124	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		Show detail for special striping or marking/legends	1		Aliu	Will add the detail	Signing and Striping	1	C	4/15/25	AL	
125	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		Add "LIMIT"	1		Aliu	Will add "LIMIT" into the note	Signing and Striping	1	C	4/15/25	AL	

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: 30%
Date: 01/15/25
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)

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

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

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

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**
126	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		Update striping key notes (See plan comments)	1		Aliu	Will update per requested	Signing and Striping	1	C	4/15/25	AL	
127	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		Add bike lane symbol with person per caltrans standard plan A24C	1		Aliu	Will add the bike lane symbal with person per Caltrans STD. Plan A24C	Signing and Striping	1	C	4/15/25	AL	
128	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 1	Signing and Striping/Civil	Signing and Striping Plans		Add second turn arrow for BRT lane right turns for mixed flow traffic (Typ)	1		Aliu	Will add arrows	Signing and Striping	1	C	4/15/25	AL	
129	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 2	Signing and Striping/Civil	Signing and Striping Plans		Apply comments from SS-101	1		Aliu	Will update the notes and legends per comment on SS-101	Signing and Striping	1	C	4/15/25		
130	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 2	Signing and Striping/Civil	Signing and Striping Plans		Upgrade to City's Traffic Management System hardware and software required. Traffic Signal Modification (including controller upgrade) is required for all BRT queue jump (typical all sheets)	1		Htong	Queue jump no longer needed in this area. TSP design is in progress in other locations	Signing and Striping	1	C	4/15/25	HT	
131	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 2	Signing and Striping/Civil	Signing and Striping Plans		Keep existing right turn pocket at this intersection	3		Htong	BRT lane does not go through this section. No proposed changes to existing striping	Signing and Striping	3	R	4/15/25	HT	
132	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 2	Signing and Striping/Civil	Signing and Striping Plans		Provide overhead signage to indicate bus lane only in the outer left turn pocket	3		Htong	The BRT lane no longer goes through this location, therefore sign not needed.	Signing and Striping	3	R	4/15/25	HT	
133	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 2	Signing and Striping/Civil	Signing and Striping Plans		Install yield sign and marking for crossing	2		Htong	BRT lane does not go through this section. No proposed changes to existing striping	Signing and Striping	3	R	4/15/25	HT	
134	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 2	Signing and Striping/Civil	Signing and Striping Plans		Shift striping to increase lane to 18' to preserve parking	2		Htong	BRT lane does not go through this section. No proposed changes to existing striping	Signing and Striping	3	R	4/15/25	HT	
135	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 2	Signing and Striping/Civil	Signing and Striping Plans		Upgrade to City's Traffic Management System hardware and software required. Traffic Signal Modification (including controller upgrade) is required for all BRT queue jump (typical all sheets)	2		Htong	Queue jump no longer needed in this area. TSP design is in progress in other locations	Signing and Striping	1	C	4/15/25	HT	
136	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 2	Signing and Striping/Civil	Signing and Striping Plans		BRT lane will block access of regular traffic to the right turn lane. Metro should provide proper striping and overhead signage to direct right turn vehicles to cross the BRT lane (3rd request). Current traffic signal mast arms are at max capacity. No additional signage can be placed per Caltrans. *Disregard this comment if BRT will operate with mix flow.	2		Htong	Will add roadside sign SR60-2(CA) (MOD) - RIGHT LANE - BUSES & RIGHT TURNS ONLY AT ALL TIMES.	Signing and Striping	1/3	C/U	4/15/25	HT	
137	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 2	Signing and Striping/Civil	Signing and Striping Plans		Wrong note. Fix (all locations)	1		Aliu	Will update the annotation on plan	Signing and Striping	1	C	4/15/25	AL	
138	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 3	Signing and Striping/Civil	Signing and Striping Plans		This design has created a permissive left turn against 3 opposing travel lanes. Metro should perform a left turn analysis per FHWA Guidelines to determine if a protected phase (green left turn arrow is needed for the left turns (typical to all locations with permissive left turns) - 3rd Request	2		Htong	Since traffic volume and number of buses are not changed by the project, a protected left turn is not required	Signing and Striping	3	R	4/15/25	HT	
139	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 3	Signing and Striping/Civil	Signing and Striping Plans		Lane shift is too abrupt. Show shifting transition per MUTCD. Indicate where the shifting transition starts and ends (all taper locations)	1		Aliu	Will show transition per CA MUTCD and show all taper locations	Signing and Striping	1	C	4/15/25	AL	
140	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 3	Signing and Striping/Civil	Signing and Striping Plans		Wrong note. Fix (all locations)	1		Aliu	Will update all related annotations and note	Signing and Striping	1	C	4/15/25	AL	
141	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 3	Signing and Striping/Civil	Signing and Striping Plans		Note: Curb face/sidewalk subject to change due to future project at 3301 Olive Ave	2		Htong	No proposed changes. BRT project striping to remain as is.	Signing and Striping	3	R	4/15/25	HT	
142	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 3	Signing and Striping/Civil	Signing and Striping Plans		Apply comments from SS-101	1		Aliu	Will update the notes and legends per comment on SS-101	Signing and Striping	1	C	4/15/25	AL	

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: 30%
Date: 01/15/25
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)

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

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

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

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**
143	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 4	Signing and Striping/Civil	Signing and Striping Plans		Wrong note. Fix (all locations)	1		Aliu	Will update the annotation on plan	Signing and Striping	1	C	4/15/25	AL	
144	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 4	Signing and Striping/Civil	Signing and Striping Plans		This design has created a permissive left turn against 3 opposing travel lanes. Metro should perform a left turn analysis per FHWA Guidelines to determine if a protected phase (green left turn arrow is needed for the left turns (typical to all locations with permissive left turns) - 3rd Request	2		Htong	Since traffic volume and number of buses are not changed by the project, a protected left turn is not required	Signing and Striping	3	R	4/15/25	HT	
145	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 4	Signing and Striping/Civil	Signing and Striping Plans		Upgrade to City's Traffic Management System hardware and software required. Traffic Signal Modification (including controller upgrade) is required for all BRT queue jump (typical all sheets)	2		Htong	TSP design is in progress in other locations	Signing and Striping	4	R	4/15/25	HT	
146	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 5	Signing and Striping/Civil	Signing and Striping Plans		Show taper length per MUTCD. Indicate where the shifting transition starts and ends (all taper locations). (Remove comment if changes to CDD proposal)	2		Htong	Will provide wide outside lane per response to CDD comment	Signing and Striping	1	C	4/15/25	HT	
147	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 5	Signing and Striping/Civil	Signing and Striping Plans		Indicate where the shifting transition starts and ends (remove comment if changes to CDD proposal)	2		Htong	Will remove transition per CRM decision	Signing and Striping	1	C	4/15/25	HT	
148	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 6	Signing and Striping/Civil	Signing and Striping Plans		Proposed merging not acceptable. Show 3 merging arrows before lane drop with proper spacing and warning signs per CA MUTCD Fig. 3B-106 9 (CA)	1		Aliu	Will update merging arrow per CA MUTCD	Signing and Striping	1	C	4/15/25	AL	
149	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 7	Signing and Striping/Civil	Signing and Striping Plans		Show taper length per MUTCD. Indicate where the shifting transition starts and ends (all taper locations).	1		Aliu	Will add taper length	Signing and Striping	1	C	4/15/25	AL	
150	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 7	Signing and Striping/Civil	Signing and Striping Plans		Parking lanes/stalls not shown on sheet SS-16 to SS-110. Fix.	1		Htong	per CRM decision, Provide 4" wide stripe to separate BRT lane and parking lane	Signing and Striping	1	C	4/15/25	HT	
151	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 8	Signing and Striping/Civil	Signing and Striping Plans		Restore KEEP CLEAR legend	1		Aliu	KEEP CLEAR is a text pavement marking. Will restore here	Signing and Striping	1	C	4/15/25	AL	
152	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 8	Signing and Striping/Civil	Signing and Striping Plans		Move lanes down with the bike lane over the sidewalk to adjust for WB Olive Avenue limit line relocation	2		Htong	Striping design at Verdugo is ongoing. See signing and striping plans for current concept	Signing and Striping	4	U	4/15/25	HT	
153	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 8	Signing and Striping/Civil	Signing and Striping Plans		Move limit lines for WB Olive closer to the intersection without being in the way of Verdugo Ave bike way	2		Htong	Striping design at Verdugo is ongoing. See signing and striping plans for current concept	Signing and Striping	4	U	4/15/25	HT	
154	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 8	Signing and Striping/Civil	Signing and Striping Plans		BRT lane will block access of regular traffic to the right turn lane. Metro should provide proper striping and overhead signage to direct right turn vehicles to cross the BRT lane (3rd request). Current traffic signal mast arms are at max capacity. No additional signage can be placed per Caltrans. *Disregard this comment if BRT will operate with mix flow.	2		Htong	Will add overhead guide sign here	Signing and Striping	1	C	4/15/25	HT	
155	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 8	Signing and Striping/Civil	Signing and Striping Plans		Show cross section width of proposed bus bulbout	1		Aliu	Will add cross section width of proposed bus bulbout	Signing and Striping	1	C	4/15/25	AL	
156	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 8	Signing and Striping/Civil	Signing and Striping Plans		Proposed ramps will require relocation of signal poles and equipment required. Provide signal mod plans and ramp design in compliant with ADA guidelines.	2		Htong	Intersection design at Verdugo is ongoing. Traffic signal modification plan at this location will be provided in the 85% submittal.	Signing and Striping	4	U	4/15/25	HT	
157	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 10	Signing and Striping/Civil	Signing and Striping Plans		Indicate where the shifting transition starts and ends (all taper locations)	1		Aliu	Will add for all taper locations	Signing and Striping	1	C	4/15/25	AL	
158	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 10	Signing and Striping/Civil	Signing and Striping Plans		Merging transition is too short. Follow requirements per CA MUTCD Figure 3B-106(CA) for proper merging taper. (3rd request) *Disregard this comment if BRT will operate with mixed flow.	1		Aliu	Will update merging taper per MUTCD	Signing and Striping	1	C	4/15/25	AL	

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: 30%
Date: 01/15/25
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)

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

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

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

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**
159	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 10	Signing and Striping/Civil	Signing and Striping Plans		Show widths for lanes and all proposed bus bulbouts	1		Aliu	Will add width for lanes and all proposed bus bulbouts	Signing and Striping	1	C	4/15/25	AL	
160	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 11	Signing and Striping/Civil	Signing and Striping Plans		How will bus travel through the intersection from this lane?	1		Htong	Will eliminate BRT lane marking here. Bus to travel with mixed flow traffic	Signing and Striping	1	C	4/15/25	HT	
161	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 11	Signing and Striping/Civil	Signing and Striping Plans		USPS has mail deposit zone in this location. Metro shall be responsible for notifying USPS the removal of mail deposit zone	6		Htong	Noted. No changes required at this time	Signing and Striping	6	R	4/15/25	HT	
162	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 11	Signing and Striping/Civil	Signing and Striping Plans		Proposed ramps will require relocation of signal poles and equipment required. Provide signal mod plans and ramp design in compliant with ADA guidelines. (San	4		Htong	Design of San Fernando intersection is not included in the current submittal. Updates will be provided in the 85% submittal	Signing and Striping	4	U	4/15/25	HT	
163	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 11	Signing and Striping/Civil	Signing and Striping Plans		This design has created a permissive left turn against 3 opposing travel lanes. Metro should perform a left turn analysis per FHWA Guidelines to determine if a protected phase (green left turn arrow is needed for the left turns (typical to all locations with permissive left turns) - 3rd Request	4		Htong	Since traffic volume and number of buses are not changed by the project, a protected left turn is not required	Signing and Striping	3	R	4/15/25	HT	
164	VDavtian	Burbank - PW Traffic	1/13/2025	Plans	Sheet 11	Signing and Striping/Civil	Signing and Striping Plans		Court house parking and sheriff parking here. Metro shall be reponsible for notifying LA County Courts for approval to remove on-street parking in front of the court house	6		Htong	Noted. No changes required at this time	Signing and Striping	6	R	4/15/25	HT	
165	VDavtian	Burbank - CDD	1/13/2025	Plans	Sheet 11	Signing and Striping	Signing and Striping Plan		Proposed striping doesn't match existing configuration. Field verify. Update striping to reflect existing conditions (1 LT, 1 THR, 1RT)	2		Htong	The proposed striping at EB Olive at Glenoaks matches the existing configuration of 1 left, 1 thru, and 1 right, with the exception of the additional of the BRT lane	Signing and Striping	3	R	4/15/25	HT	
166	VDavtian	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		No parking stalls within existing red curb (Typ for all sheets)	1		Aliu	Will remove parking in stalls within existing red curb	Signing and Striping	1	C	4/15/25	AL	
167	VDavtian	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		Protected left turn required for SB left turn due to visibility issues (Providencia)	2		Kheang Tang	Will provide protected left turn	Traffic Signal	1	C	4/15/25	KT	
168	VDavtian	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		Extend striping to existing location	2		Htong	Revised to terminate WB BRT lane east of the intersection. Striping west of intersection no longer impacted. Eliminated proposed striping at this location	Signing and Striping	1	C	4/15/25	HT	
169	VDavtian	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		Show length of shift transition. Indicate on the plan where the transition starts and ends (Typical)	2		Htong	Revised to terminate WB BRT lane east of the intersection. Striping west of intersection no longer impacted. Eliminated proposed striping at this location	Signing and Striping	1	C	4/15/25	HT	
170	VDavtian	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		Shifting is too short. What is the shifting length?	1		Aliu	The length is 79'. Will revise to smooth offset	Signing and Striping	1	C	4/15/25	AL	
171	VDavtian	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		Upgrade to City's Traffic Management System hardware and software required. Traffic Signal Modification (including controller upgrade) is required for all BRT queue jump (typical all sheets)	2		Htong	Revised to terminate WB BRT lane east of the intersection. BRT queue jump no longer required at this location. Design of other locations in progress	Signing and Striping	1	C	4/15/25	HT	
172	VDavtian	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		Provide signs to restrict right turns on red	1		Aliu	Will add sign	Signing and Striping	1	C	4/15/25	AL	
173	VDavtian	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		Protected left turn for NB is required to cross BUS ONLY lane.	2		Htong	Revised to terminate WB BRT lane east of the intersection. Left turns no longer required to cross BRT lane	Signing and Striping	1	C	4/15/25	HT	
174	VDavtian	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		Detail 39A should be shown as dashed white line	1		Aliu	Will update the striping	Signing and Striping	1	C	4/15/25	AL	
175	VDavtian	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		Show length of shifting taper. Indicate on the plan where the transition starts and ends	1		Aliu	Will show the length and taper location	Signing and Striping	1	C	4/15/25	AL	
176	VDavtian	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		Reverse curve is too sharp for BRT operation. Reconstruct median to provide shallow curve	2		Htong	Revised to terminate WB BRT lane east of the intersection. This location no longer needs to accommodate BRT bus	Signing and Striping	3	R	4/15/25	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 30%
Date: 01/15/25
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)

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

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

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

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**
177	VDavtian	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		Use straight line for transition, not reverse curve	1		Aliu	Will update the striping using straight line for transition	Signing and Striping	1	C	4/15/25	AL	
178	VDavtian	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		Show length of shifting taper. Indicate on the plan where the transition starts and ends	1		Aliu	Will show the length and taper location	Signing and Striping	1	C	4/15/25	AL	
179	VDavtian	Burbank - CDD	1/13/2025	Plans	Sheet 12	Signing and Striping	Signing and Striping Plan		For all parking stalls on Glenoaks, install edge line outside of parking stalls (See example from Reseda Blvd in Northridge)	1		Aliu	Will add edge line outside of parking stalls on Glenoaks	Signing and Striping	1	C	4/15/25	AL	
180	VDavtian	Burbank - CDD	1/13/2025	Plans	Sheet 13	Signing and Striping	Signing and Striping Plan		Add striping type 4 (chevrons)	1		Aliu	Will add striping and note 4	Signing and Striping	1	C	4/15/25	AL	
181	VDavtian	Burbank - CDD	1/13/2025	Plans	Sheet 13	Signing and Striping	Signing and Striping Plan		Show length of shift transition. Indicate on the plan where the transition starts and ends (Typical)	1		Aliu	Will add length and taper length	Signing and Striping	1	C	4/15/25	AL	
182	VDavtian	Burbank - CDD	1/13/2025	Plans	Sheet 13	Signing and Striping	Signing and Striping Plan		Install yellow continental crosswalk (Alameda/Glenoaks)	1		Aliu	Will update	Signing and Striping	1	C	4/15/25	AL	
183	VDavtian	Burbank - CDD	1/13/2025	Plans	Sheet 13	Signing and Striping	Signing and Striping Plan		Signal modification required to re-align left turn signal heads to the proper lane. BRT lane should also get a signal head	1		Htong	See traffic signal plans for signal design at this location	Traffic Signal	1	C	4/15/25	HT	
184	VDavtian	Burbank - PW Traffic	1/13/2025	30% CRM	Line 252	Signing and Striping/Civil	Signing and Striping Plans		Not acceptable to Burbank. Overhead signage must be provided	2		Htong	Overhead sign to be provided on WB Olive at Verdugo, but not other locations. See responses to plan comments for discussions at each location	Civil	1/3	C/R	4/15/25	HT	
185	VDavtian	Burbank - PW Traffic	1/13/2025	30% CRM	Line 253	Signing and Striping/Civil	Signing and Striping Plans		Not acceptable to Burbank. Overhead signage must be provided	2		Htong	Overhead sign to be provided on WB Olive at Verdugo, but not other locations. See responses to plan comments for discussions at each location	Civil	1/3	C/R	4/15/25	HT	
186	VDavtian	Burbank - PW Traffic	1/13/2025	30% CRM	Line 256	Signing and Striping/Civil	Signing and Striping Plans		Not acceptable to Burbank. Overhead signage must be provided	2		Htong	Overhead sign to be provided on WB Olive at Verdugo, but not other locations. See responses to plan comments for discussions at each location	Civil	1/3	C/R	4/15/25	HT	
187	VDavtian	Burbank - PW Traffic	1/13/2025	30% CRM	Line 259	Signing and Striping/Civil	Signing and Striping Plans		Not acceptable to Burbank. Overhead signage must be provided	2		Htong	Overhead sign to be provided on WB Olive at Verdugo, but not other locations. See responses to plan comments for discussions at each location	Civil	1/3	C/R	4/15/25	HT	
188	VDavtian	Burbank - PW Traffic	1/13/2025	30% CRM	Line 288	Signing and Striping/Civil	Signing and Striping Plans		Not acceptable to Burbank. Overhead signage must be provided	2		Htong	Overhead sign to be provided on WB Olive at Verdugo, but not other locations. See responses to plan comments for discussions at each location	Civil	1/3	C/R	4/15/25	HT	
189	VDavtian	Burbank - PW Traffic	1/13/2025	30% CRM	Line 318	Signing and Striping/Civil	Signing and Striping Plans		Not acceptable to Burbank. Overhead signage must be provided	2		Htong	Overhead sign to be provided on WB Olive at Verdugo, but not other locations. See responses to plan comments for discussions at each location	Civil	1/3	C/R	4/15/25	HT	
190	VDavtian	Burbank - PW Traffic	1/13/2025	30% CRM	Line 322	Signing and Striping/Civil	Signing and Striping Plans		Not acceptable to Burbank. Overhead signage must be provided	2		Htong	Overhead sign to be provided on WB Olive at Verdugo, but not other locations. See responses to plan comments for discussions at each location	Civil	1/3	C/R	4/15/25	HT	
191	VDavtian	Burbank - PW Traffic	1/13/2025	30% CRM	Line 328	Signing and Striping/Civil	Signing and Striping Plans		Not acceptable to Burbank. Overhead signage must be provided	2		Htong	Overhead sign to be provided on WB Olive at Verdugo, but not other locations. See responses to plan comments for discussions at each location	Civil	1/3	C/R	4/15/25	HT	
192		Burbank - BWP Electric	1/13/2025	Plans	General Notes	Civil	General Notes		add to BWP note 2) For BWP assets that need to be adjusted to grade, contact BWP once assets have been identified and prior to any work (BWP must be present). add to BWP note #5: Metro must coordinate with BWP for any new electric services needed at bus shelters.	1		Htong	Will add to notes	Civil/Utilities	1	C	4/15/25	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 30%
Date: 01/15/25
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)

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

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

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

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**
193		Burbank - BWP Electric	1/13/2025	Plans	General Notes	Civil	General Notes		Q for design team: 1) any new services? 2) any below grade demos? If so, must add to BWP general notes that any below grade demos will have BWP assets be protected in place or re-designed prior to demolition	1		Htong	Design is in progress. Will work on determining whether new services or below grade demolitions by 85%	Civil/Utilities	1	C	4/15/25	HT	
194		Burbank - BWP Electric	1/13/2025	Plans	Sheet 1	Civil	Demolition		please draw in the electric and streetlight conduits as shown	3		Htong	BRT Station relocated to a different location. No sidewalk or pavement demolition at this area. Electric and streetlight conduits are shown in utility sheets.	Civil/Utilities	3	R	4/15/25	HT	
195		Burbank - BWP Electric	1/13/2025	Plans	Sheet 1	Civil	Demolition		Please draw in electric and street light conduits into demolition plans	3		Htong	BRT Station relocated to a different location. No sidewalk or pavement demolition at this area. Electric and streetlight conduits are shown in utility sheets.	Civil/Utilities	3	R	4/15/25	HT	
196		Burbank - BWP Electric	1/13/2025	Plans	Sheet 2	Civil	Demolition		Non BWP Manhole	1		Htong	Will add note	Civil/Utilities	1	C	4/15/25	HT	
197		Burbank - BWP Electric	1/13/2025	Plans	Sheet 2	Civil	Demolition		add note to this sheet: For BWP assets that need to be adjusted to grade, contact BWP once assets have been identified and prior to any work (BWP must be present). Contractor may not pave over any BWP assets	1		Htong	Will add note	Civil/Utilities	1	C	4/15/25	HT	
198		Burbank - BWP Electric	1/13/2025	Plans	Sheet 2	Civil	Demolition		ADD NOTE TO ALL DEMOLITION PLAN SHEETS: BWP assets be protected in place or re-designed prior to demolition	1		Htong	Will add note	Civil/Utilities	1	C	4/15/25	HT	
199		Burbank - BWP Electric	1/13/2025	Plans	Sheet 2	Civil	Demolition		Draw in UG street light circuit	2		Htong	Underground street light circuit are shown on utility sheets. Demolition sheets show removal of above-ground features	Civil/Utilities	3	R	4/15/25	HT	
200		Burbank - BWP Electric	1/13/2025	Plans	Sheet 2	Civil	Demolition		Show conduit from PB760 into building	2		Htong	Underground street light circuit are shown on utility sheets. Demolition sheets show removal of above-ground features	Civil/Utilities	3	R	4/15/25	HT	
201		Burbank - BWP Electric	1/13/2025	Plans	Sheet 2	Civil	Demolition		See EE-2339 for electric conduit in this area	2		Htong	Underground street light circuit are shown on utility sheets. Demolition sheets show removal of above-ground features	Civil/Utilities	3	R	4/15/25	HT	
202		Burbank - BWP Electric	1/13/2025	Plans	Sheet 3	Civil	Demolition		Show MH-141	1		Htong	Will add	Civil/Utilities	1	C	4/15/25	HT	
203		Burbank - BWP Electric	1/13/2025	Plans	Sheet 4	Civil	Demolition		Add note 1 also for this pole since t is also to be protected in place	2		Htong	Protect in place note to be eliminated. Per Greenbook, contractor is required to protect existing features which are not impacted by construction.	Civil/Utilities	3	R	4/15/25	HT	
204		Burbank - BWP Electric	1/13/2025	Plans	Sheet 4	Civil	Demolition		Add note to this sheet: Any excavation work around existing pole will require shoring. Contract BWP prior to any work	2		Htong	No significant excavation work around existing power poles. Proposed work will not require shoring around power poles to protect them in place.	Civil/Utilities	3	R	4/15/25	HT	
205		Burbank - BWP Electric	1/13/2025	Plans	Sheet 4	Civil	Demolition		Add note to this sheet: For BWP assets that need to be adjusted to grade, contract BWP once assets have been identified and prior to any work (BWP must be present). Contractor may not pave over any BWP assets (Typ)	1		Htong	Will add note	Civil/Utilities	1	C	4/15/25	HT	
206		Burbank - BWP Electric	1/13/2025	Plans	Sheet 5	Civil	Demolition		MH-311	1		Htong	Will add	Civil/Utilities	1	C	4/15/25	HT	
207		Burbank - BWP Electric	1/13/2025	Plans	Sheet 6	Civil	Demolition		Show MH-Y	1		Htong	Will add	Civil/Utilities	1	C	4/15/25	HT	
208		Burbank - BWP Electric	1/13/2025	Plans	Sheet 8	Civil	Demolition		See Utility Plan Sheet CU-46	2		Htong	Underground street light circuit are shown on utility sheets. Demolition sheets show removal of above-ground features	Civil/Utilities	1	C	4/15/25	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 30%
Date: 01/15/25
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)

***Critical-Place a CI (Critical in the Crit. Column). This comment may have a significant cost impact.
****Status Code: C - Complete R-Resolved; U-Unresolved
*****TC - Telephone Conversation with STS counterpart prior to rejection (their Initial and Date)

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**
209		Burbank - BWP Electric	1/13/2025	Plans	Sheet 10	Civil	Demolition		NOTE: THERE ARE SERVERAL BWP FIBER PULLBOXES ON GLENOAKS BL. THEY MUST BE PROTECTED IN PLACE. PLEASE INCLUDE BWP FIBER IN NEXT ROUND OF REVIEWS. DANIEL LIPPERT : DLIPPERT@BURBANKCA.GOV	1		Htong	Will review for potential conflicts for the fiber pullboxes. Pullboxes to be shown in utility plans	Civil/Utilities	1	C	4/15/25	HT	
210		Burbank - BWP Electric	1/13/2025	Plans	Sheet 2	Utilities	Utilities Plan		BWP to provide EE-0745 to show Electric conduits west of this MH-100	1		Jballas	Will add linework from as-built provided by BWP	Utilities	1	C	4/15/25	JB	
211		Burbank - BWP Electric	1/13/2025	Plans	Sheet 2	Utilities	Utilities Plan		For all utilities plan sheets - incorporate BWP assets from EE-Drawings into Metro plan set	1		Jballas	Will add linework with callouts from as-built provided by BWP	Utilities	1	C	4/15/25	JB	
212		Burbank - BWP Electric	1/13/2025	Plans	Sheet 3	Utilities	Utilities Plan		BWP to provide EE-2239 to show MH-DZ and MH-DY and respective UG Electric conduit	1		Jballas	Will add linework with callouts from as-built provided by BWP	Utilities	1	C	4/15/25	JB	
213		Burbank - BWP Electric	1/13/2025	Plans	Sheet 5	Utilities	Utilities Plan		There's also electric conduit out of this pole box paralleling maple st BWP to provide EE-2368	1		Jballas	Will add linework with callouts from as-built provided by BWP	Utilities	1	C	4/15/25	JB	
214		Burbank - BWP Electric	1/13/2025	Plans	Sheet 8	Utilities	Utilities Plan		BWP TO SEND HIGH VOLTAGE PLAN AND PROFILE EE-2355, EE-2354 TO SHOW ALL ELECTRIC TRANSMISSION CONDUIT + TRANSMISSION MANHOLES MH-EI AND MH-HZ, MH-A ALONG HOLLYWOOD WAY AND ALAMEDA AVE	1		Jballas	Will add linework with callouts from as-built provided by BWP	Utilities	1	C	4/15/25	JB	
215		Burbank - BWP Electric	1/13/2025	Plans	Sheet 8	Utilities	Utilities Plan		Where is the match line to CU 10?	3		Jballas	No match line is required as no improvements beyond this sheet	Utilities	3	R	4/15/25	JB	
216		Burbank - BWP Electric	1/13/2025	Plans	Sheet 9	Utilities	Utilities Plan		THERE'S CONDUIT AND MANHOLES MISSING FROM THIS INTERSECTION. BWP TO SEND EE-7306 THAT SHOWS EXISTING AND UPCOMING ELECTRIC ASSETS IN THE AREA	1		Jballas	Will add linework and call outs from as-built provided by BWP	Utilities	1	C	4/15/25	JB	
217		Burbank - BWP Electric	1/13/2025	Plans	Sheet 12	Utilities	Utilities Plan		MH-640 per BWP EE-1127	1		Jballas	Will add linework and call outs from as-built provided by BWP	Utilities	1	C	4/15/25	JB	
218		Burbank - BWP Electric	1/13/2025	Plans	Sheet 13	Utilities	Utilities Plan		Show BWP MH-141, EE-1320	1		Jballas	Will add linework and call outs from as-built provided by BWP	Utilities	1	C	4/15/25	JB	
219		Burbank - BWP Electric	1/13/2025	Plans	Sheet 21	Utilities	Utilities Plan		Conduit goes south of this MH into a PB-BWP to send EE-1128	1		Jballas	Will add linework and call outs from as-built provided by BWP	Utilities	1	C	4/15/25	JB	
220		Burbank - BWP Electric	1/13/2025	Plans	Sheet 29	Utilities	Utilities Plan		There is another manhole in this area. See BWP EE-2273	1		Jballas	Will add linework and call outs from as-built provided by BWP	Utilities	1	C	4/15/25	JB	
221		Burbank - BWP Electric	1/13/2025	Plans	Sheet 30	Utilities	Utilities Plan		EE-2273 also shows conduit stubbed out north and south of this MH-130	1		Jballas	Will add linework and call outs from as-built provided by BWP	Utilities	1	C	4/15/25	JB	
222		Burbank - BWP Electric	1/13/2025	Plans	Sheet 30	Utilities	Utilities Plan		BWP to send EE-0923 which shows conduit to riser pole	1		Jballas	Will add linework and call outs from as-built provided by BWP	Utilities	1	C	4/15/25	JB	
223		Burbank - BWP Electric	1/13/2025	Plans	Sheet 30	Utilities	Utilities Plan		BWP TO SHARE EE-0920 AND EE-2274 WHICH SHOWS CONDUITS CONTINUING DOWN OLIVE AVE AND ADDITIONAL MANHOLES	1		Jballas	Will add linework and call outs from as-built provided by BWP	Utilities	1	C	4/15/25	JB	
224		Burbank - BWP Electric	1/13/2025	Plans	Sheet 35	Utilities	Utilities Plan		BWP TO SHARE EE-2275 FOR CONDUITS NOT SHOWN	1		Jballas	Will add linework and call outs from as-built provided by BWP	Utilities	1	C	4/15/25	JB	
225		Burbank - BWP Electric	1/13/2025	Plans	Sheet 36	Utilities	Utilities Plan		EE-2276, DISTRIBUTION	1		Jballas	Noted.	Utilities	1	C	4/15/25	JB	
226		Burbank - BWP Electric	1/13/2025	Plans	Sheet 36	Utilities	Utilities Plan		BWP TO SHARE EE-0533, EE-2276 THAT SHOWS ADDITIONAL MANHOLE	1		Jballas	Noted.	Utilities	1	C	4/15/25	JB	
227		Burbank - BWP Electric	1/13/2025	Plans	Sheet 37	Utilities	Utilities Plan		BWP TO SHARE EE-0533 THAT ALSO SHOWS MH-BB	1		Jballas	Noted.	Utilities	1	C	4/15/25	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 30%
Date: 01/15/25
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)

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

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

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

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**
228		Burbank - BWP Electric	1/13/2025	Plans	Sheet 38	Utilities	Utilities Plan		BWP TO SHARE EE-0532 THAT ALSO SHOWS MH-78	1		Jballas	Noted.	Utilities	1	C	4/15/25	JB	
229		Burbank - BWP Electric	1/13/2025	Plans	Sheet 39	Utilities	Utilities Plan		MH-77 intercepts these conduits	1		Jballas	Noted.	Utilities	1	C	4/15/25	JB	
230		Burbank - BWP Electric	1/13/2025	Plans	Sheet 45	Utilities	Utilities Plan		Show this underground circuit as shown in red	1		Jballas	Noted.	Utilities	1	C	4/15/25	JB	
231		Burbank - BWP Electric	1/13/2025	Plans	Sheet 46	Utilities	Utilities Plan		Show this underground circuit as shown in red	1		Jballas	Noted.	Utilities	1	C	4/15/25	JB	
232	DLippert	Burbank - BWP Fiber	12/20/24	Email	BWP Fiber Pull Box Email 1	Civil/Utilities	Demolition/ Utilities		This looks like surface level street construction, so it should have relatively little impact on us. One area I see to take a look at is the median on Glenoaks from Providencia to the Glendale border. We have some fiber pullboxes in that median. It's not clear on the demolition plans if these are considered "non-BWP" pullboxes, or if they are missing. Regardless, we would need to keep this path. The existing pullboxes would need to be protected in place (adjusting to grade is fine), or if a relocation is required, we will need significant time to do that. I'm copying Robert since I will be out next week. I attached a map showing the locations of the pullboxes (labeled FPBx- ##). If you need construction drawings for those, Robert should be able to pull them for you next week.	1/2		Jballas	The 30% Utility Sheets only show the existing utilities. The 60% plans will identify if the 2 existing BWP vaults in the proposed raised median west of Providencia Ave will be raised to grade or will need to be relocated to avoid the proposed curb. If relocation is required, advance notice will be given prior to the 60% submittal.	Utilities	1/3	C	4/15/25	JB	
233	DLippert	Burbank - BWP Fiber	1/13/25	Email	BWP Fiber Pull Box Email 2	Civil/Utilities	Demolition/ Utilities		Attached is the drawing with the pullboxes we have in the median on Glenoaks from Providencia to the city border. We would like those boxes to be shown on the metro plans with any proposed mitigations necessary. We would prefer "protect in place" although "raise/lower to grade" is acceptable. Any relocatoins would need to be discussed well in advance of construction.	1/2		Jballas	A study is underway comparing survey of the existing FO pull boxes with the proposed curb line. If a pull box is required to be relocated, it will be shown on the 60% plans and will be discussed prior to submittal of the 60% plans.	Utilities	1/3	C	4/15/25	JB	
234	MElorde	Burbank - BWP Water	1/13/25	30% CRM	Lines 63-67	Utilities	Utilities		Update reviewer name to MElorde	1		Htong	Will update	Utilities	1	C	4/15/25	HT	
235	MElorde	Burbank - BWP Water	1/13/25	30% CRM	Line 64	Utilities	Utilities		Request to pothole to determine exact location of water main	2		Jballas	There are 5 potholes for the existing 10" HDPE recycled waterline in the median along Glenoaks from west of Alameda Ave easterly to the City boundary. There is no need to pothole the existing 12" DI waterline that connects to the Glendale domestic system as the proposed roadway improvements and local bus stop will be in higer in	Utilities	1	R	4/15/25	JB	
236	MElorde	Burbank - BWP Water	1/13/25	30% CRM	Line 66	Utilities	Utilities		Meeting still needs to be scheduled	1/2		Htong	Will schedule upon determination of impacts to existing water infrastructure	Utilities	1/2	R	4/15/25	HT	
237	MElorde	Burbank - BWP Water	1/13/25	30% CRM	General	Utilities	Utilities		For all proposed bus pad, curb, gutter and other improvements where the existing water main is directly under these improvements, show a cross-sectional detail of the total depth of excavation, percent compaction of each structural section in addition to the referenced Burbank Standard Plan. The concern is during compaction operations, the vibrations may damage the existing old cast iron water main	1		Jballas/Htong	There are a min of 2 pothles per bus station location. Cross sections will be provided where existing waterlines cross underneath proposed bus pad, curb, gutter and other improvements based upon potholes. Will determine whether cross section is required based on distance between existing water mains and improvements	Utilities	1/3	C	4/15/25	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 30%
Date: 01/15/25
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)

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

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

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

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**
238	MElorde	Burbank - BWP Water	1/13/25	30% CRM	General	Utilities	Utilities		Indicate the size and type of water main adjacent to the proposed improvements	1		Jballas	Concur. Will be included in 60% plans	Utilities	1	C	4/15/25	JB	
239	MElorde	Burbank - BWP Water	1/13/25	30% CRM	General	Utilities	Utilities		Show existing valves, blow-off, air-vacs or other water facilities connected to the water main where the proposed improvements are located.	1		Jballas	Concur. Will be included in 60% plans	Utilities	1	C	4/15/25	JB	
240	MElorde	Burbank - BWP Water	1/13/25	30% CRM	General	Utilities	Utilities		Show service laters, meter box, and meters connected to the water main where the proposed improvements are located. BWP shall provide these locations by the end of January.	1		Jballas	Concur. Will be included in 60% plans	Utilities	1	C	4/15/25	JB	

EXHIBIT 10

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: 85%
Date: 01/12/26

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)

***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)

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	10/9/2025	Utility Conflict Matrix	1	Utilities	Utility Conflict Matrix		change all "PWP" to "BWP"	1		JDBallas	Response Code 1: to be revised in next submittal.	Utilities	1	C	1/15/26	JB	
2	Jchen	Burbank - BWP Electric	10/9/2025	Utility Conflict Matrix	1	Utilities	Utility Conflict Matrix		314	1		JDBallas	Response Code 1: to be revised in next submittal.	Utilities	1	C	1/15/26	JB	
3	Jchen	Burbank - BWP Electric	10/6/2025	Plans	90	Utilities	Plans		WHY DO ELECTRIC LINE SYMBOL DIFFR THROUGHOUT THE UTILITY PLANS?	1		JDBallas	Response Code 1: Although the BWP electrical as-builts use 3 parallel lines to represent ex electrical UG duct banks, we will make all lines consistent with only a single line on the 100% plans	Utilities	1	C	1/15/26	JB	
4	Jchen	Burbank - BWP Electric	10/6/2025	Plans	95	Utilities	Plans		BWP	1		JDBallas	Response Code 1: will be changed on 100% plans	Utilities	1	C	1/15/26	JB	
5	Jchen	Burbank - BWP Electric	10/6/2025	Plans	95	Utilities	Plans		Change PWP to BWP	1		JDBallas	Response Code 1: will be changed on 100% plans	Utilities	1	C	1/15/26	JB	
6	Jchen	Burbank - BWP Electric	10/6/2025	Plans	95	Utilities	Plans		Change from key note 3 to key note 1?	6		JDBallas	Response Code 6: Elect MH will be protected in place and not adjusted to grade as discussed during 7-16-25 field walk	Utilities	6	R	1/15/26	JB	
7	Jchen	Burbank - BWP Electric	10/6/2025	Plans	95	Utilities	Plans		Key note 3?	6		JDBallas	Response Code 6: Elect MH will be protected in place and not adjusted to grade as discussed during 7-16-25 field walk	Utilities	6	R	1/15/26	JB	
8	Jchen	Burbank - BWP Electric	10/7/2025	Plans	97	Utilities	Plans		BWP electrical MH-140, symbol not consistent with previous manholes shown	1		JDBallas	Response Code 1: MH's will be changed to have "E" to be consistent	Utilities	1	C	1/15/26	JB	
9	Jchen	Burbank - BWP Electric	10/7/2025	Plans	97	Utilities	Plans		MH-101	1		JDBallas	Response Code 1: will be revised on 100% plans	Utilities	1	C	1/15/26	JB	
10	Jchen	Burbank - BWP Electric	10/7/2025	Plans	97	Utilities	Plans		MANHOLE SYMBOLS STILL NOT CONSISTENT	1		JDBallas	Response Code 1: MH's will be changed to have "E" to be consistent	Utilities	1	C	1/15/26	JB	
11	Jchen	Burbank - BWP Electric	10/7/2025	Plans	98	Utilities	Plans		MH SYMBOL NOT CONSISTENT	1		JDBallas	Response Code 1: MH's will be changed to have "E" to be consistent	Utilities	1	C	1/15/26	JB	
12	Jchen	Burbank - BWP Electric	10/7/2025	Plans	98	Utilities	Plans		THIS SHEET IS STILL NOT CORRECT, COMMENTS NOT ADDRESSED FROM 60% PLANS. SEE EE-1127	3		JDBallas	Response Code 3: This sheet will be revised with the info from both EE-1127 and EE-6808A, dated 2022, that is marked for construction.	Utilities	3	R	1/15/26	JB	
13	Jchen	Burbank - BWP Electric	10/7/2025	Plans	98	Utilities	Plans		EE-1127 DOES NOT SHOW A BWP MANHOLE HERE. WHERE IS FROM?	3		JDBallas	Response Code 3: Elect MH-658 marked "Burbank Electric" is shown in survey and Google Street view.	Utilities	3	R	1/15/26	JB	
14	Jchen	Burbank - BWP Electric	10/7/2025	Plans	98	Utilities	Plans		MH-142	6		JDBallas	Response Code 6: location of MH-142 shown on plan	Utilities	6	R	1/15/26	JB	
15	Jchen	Burbank - BWP Electric	10/7/2025	Plans	98	Utilities	Plans		ELECTRIC CONDUIT GOES FROM MH-141 TO MH-142	1		JDBallas	Response Code 1: will be revised on 100% plans	Utilities	1	C	1/15/26	JB	
16	Jchen	Burbank - BWP Electric	10/7/2025	Plans	98	Utilities	Plans		EE-1127 DOES NOT SHOW ANY BWP ELECTRIC MH HERE	3		JDBallas	Response code 3: Dwg EE-6808A, dated 2022, was provided by BWP for the Willow 12kV Line Extension that was marked "For Construction". Since this drawing calls for MH-658 that was surveyed and can be seen in Google Street view, we assume all the proposed conduits in and out of MH-658 were installed too.	Utilities	3	R	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
17	Jchen	Burbank - BWP Electric	10/7/2025	Plans	99	Utilities	Plans		comments from 65% plans still not addressed. BWP drawing EE-1127 does not show any electric conduits or manholes in this portion of Alameda Ave.	3		JDBallas	Response code 3: In addition to EE-1127, Dwg EE-6808A, dated 2022, was provided by BWP for the Willow 12kV Line Extension that was marked "For Construction". The plan includes a note indicating that MH-659 was moved westerly to avoid a traffic signal conduit, so we assume all the proposed conduits were installed. MH-659 does not appear in our survey nor on Google Street View.	Utilities	3	R	1/15/26	JB	
18	Jchen	Burbank - BWP Electric	10/7/2025	Plans	100	Utilities	Plans		same comment as 65% plans, BWP drawings and records don't show electric underground on this sheet. What drawing number is design team referencing?	3		JDBallas	Response code 3: Dwg EE-6809A, dated 2022, was provided by BWP for the Willow 12kV Line Extension that was marked "For Construction". Since this drawing calls for MH-660 that can be seen in Google Street view, we assume all the proposed conduits in and out of MH-658 were installed too.	Utilities	3	R	1/15/26	JB	
19	Jchen	Burbank - BWP Electric	10/7/2025	Plans	101	Utilities	Plans		same comment as last sheet, we don't have records of this electric underground line. What drawing is design team referencing?	3		JDBallas	Response code 3: Dwg EE-6810A dated 2022, was provided by BWP for the Willow 12kV Line Extension that was marked "For Construction". Since this drawing calls for MH-660 that can be seen in Google Street view, we assume all the proposed conduits in and out of MH-660 were installed too.	Utilities	3	R	1/15/26	JB	
20	Jchen	Burbank - BWP Electric	10/7/2025	Plans	101	Utilities	Plans		keep this electric line that matches what's shown in EE-3757, remove other clouded one.	3		JDBallas	Response code 3: Dwg EE-6810A, dated 2022, was provided by BWP for the Willow 12kV Line Extension that was marked "For Construction". Since this drawing calls for MH-660 on Olive, that can be seen in Google Street view, we assume all the proposed conduits in and out of MH-661 on Willow were installed too.	Utilities	3	R	1/15/26	JB	
21	Jchen	Burbank - BWP Electric	10/7/2025	Plans	102	Utilities	Plans		Remove Ex Elect callout	1		JDBallas	Response Code 1: will remove on 100% plans	Utilities	1	C	1/15/26	JB	
22	Jchen	Burbank - BWP Electric	10/7/2025	Plans	102	Utilities	Plans		rename to EX ELECT JOINT TRANSMISSION AND DISTRIBUTION	1		JDBallas	Response Code 1: will remove on 100% plans	Utilities	1	C	1/15/26	JB	
23	Jchen	Burbank - BWP Electric	10/7/2025	Plans	103	Utilities	Plans		electric lines going to MH-191 and Mh-191 are on the Buena Vista St, on other side of Alameda. See EE-1295	1		JDBallas	Response Code 1: will remove MH 191 which was missploted and the elect line too on 100% plans	Utilities	1	C	1/15/26	JB	
24	Jchen	Burbank - BWP Electric	10/7/2025	Plans	103	Utilities	Plans		Remove Ex Elect callout	1		JDBallas	Response Code 1: will remove on 100% plans	Utilities	1	C	1/15/26	JB	
25	Jchen	Burbank - BWP Electric	10/7/2025	Plans	103	Utilities	Plans		Remove Ex Elect callout	1		JDBallas	Response Code 1: will remove on 100% plans	Utilities	1	C	1/15/26	JB	
26	Jchen	Burbank - BWP Electric	10/8/2025	Plans	104	Utilities	Plans		FU, not FT	1		JDBallas	Response Code 1: will revise on 100% plans	Utilities	1	C	1/15/26	JB	
27	Jchen	Burbank - BWP Electric	10/8/2025	Plans	106	Utilities	Plans		why does electric line symbol differ here?	1		JDBallas	Response code 1: will revise to a single line. The 3 lines were shown on the as-builts, but we will use only single	Utilities	1	C	1/15/26	JB	
28	Jchen	Burbank - BWP Electric	10/8/2025	Plans	114	Utilities	Plans		add construction key note icon #1 to this	1		JDBallas	Response Code 1: will add #1 to 100% plans	Utilities	1	C	1/15/26	JB	
29	Jchen	Burbank - BWP Electric	10/8/2025	Plans	117	Utilities	Plans		Add manhole outline	1		JDBallas	Response Code 1: will add MH outline on 100% plans	Utilities	1	C	1/15/26	JB	
30	Jchen	Burbank - BWP Electric	10/9/2025	Plans	118	Utilities	Plans		Is this BWP elec? This ID is calling out MH-140 but this is not MH-140	1		JDBallas	Response Code 1: the correct conflict ID is 2155C and will be noted on 100% plans	Utilities	1	C	1/15/26	JB	
31	Jchen	Burbank - BWP Electric	10/17/2025	Plans	120	Utilities	Plans		MH-314	1		JDBallas	Response Code 1: will add #314 to 100% plans	Utilities	1	C	1/15/26	JB	
32	Jchen	Burbank - BWP Electric	10/8/2025	Plans	122	Utilities	Plans		label BWP PB-678 per 60% plan comments	1		JDBallas	Response Code 1: will note on 100% plans	Utilities	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
33	Jchen	Burbank - BWP Electric	10/9/2025	Plans	122	Utilities	Plans		label BWP PB-681 per 60% plan comments	1		JDBallas	Response Code 1: will note on 100% plans	Utilities	1	C	1/15/26	JB	
34	Jchen	Burbank - BWP Electric	10/9/2025	Plans	123	Utilities	Plans		still inconsistencies with how plans are showing manholes	1		JDBallas	Response Code 1: will revise for 100% plans	Utilities	1	C	1/15/26	JB	
35	Jchen	Burbank - BWP Electric	10/9/2025	Plans	123	Utilities	Plans		label ex. BWP MH-JK	1		JDBallas	Response Code 1: will revise for 100% plans	Utilities	1	C	1/15/26	JB	
36	Jchen	Burbank - BWP Electric	10/9/2025	Plans	124	Utilities	Plans		label ex. MH-77 manhole symbol inconsistencies	1		JDBallas	Response Code 1: will revise for 100% plans	Utilities	1	C	1/15/26	JB	
37	Jchen	Burbank - BWP Electric	10/9/2025	Plans	125	Utilities	Plans		one more streetlight pullbox not called out. please label and note it will need to be replaced with 17"x30" if adjusted to grade	1		JDBallas	Response Code 1: will revise for 100% plans	Utilities	1	C	1/15/26	JB	
38	Jchen	Burbank - BWP Electric	10/9/2025	Plans	125	Utilities	Plans		change to #6, field walk determined stlt pullbox. This pullbox being adjusted to grade will need to be replaced with 17"x30"	1		JDBallas	Response Code 1: will revise for 100% plans	Utilities	1	C	1/15/26	JB	
39	Jchen	Burbank - BWP Electric	10/15/2025	Plans	180	Traffic Signal	Plans		Add line, This work by BWP will be at customer cost.	1		Alexis	Response Code 1: will comply	Traffic Signal	1	C	1/15/26	AP	
40	Jchen	Burbank - BWP Electric	10/15/2025	Plans	180	Traffic Signal	Plans		all	1		Alexis	Response Code 1: will comply	Traffic Signal	1	C	1/15/26	AP	
41	Jchen	Burbank - BWP Electric	10/15/2025	Plans	180	Traffic Signal	Plans		add:"including but not limited to"	1		Alexis	Response Code 1: will comply	Traffic Signal	1	C	1/15/26	AP	
42	Jchen	Burbank - BWP Electric	10/15/2025	Plans	180	Traffic Signal	Plans		Move #18, 22-25, to BWP General Note	2		Alexis	Response Code 2 Agree with relocating 23-25, however I believe 22 should stay in place.	Traffic Signal	3	R	1/15/26	AP	
43	Jchen	Burbank - BWP Electric	10/15/2025	Plans	181	Traffic Signal	Plans		SINCE SHEETS 3-9, TRAFFIC ONLY AND 10-11 STLT ONLY, CAN WE LABEL EACH SHEET WHETHER IT IS FOR TRAFFIC SIGNAL WORK ONLY OR STREETLIGHT WORK ONLY. IT WILL BE CLEARER FOR BOTH DEPT INSPECTORS DURING CONSTRUCTION	1		Alexis	Response Code 1: will comply	Traffic Signal	1	C	1/15/26	AP	
44	Jchen	Burbank - BWP Electric	10/15/2025	Plans	189	Traffic Signal	Plans		remove, #2CU is old standard	1		Alexis	Response Code 1: will comply	Traffic Signal	1	C	1/15/26	AP	
45	Jchen	Burbank - BWP Electric	10/15/2025	Plans	189	Traffic Signal	Plans		405-5	1		Alexis	Response Code 1: will comply	Traffic Signal	1	C	1/15/26	AP	
46	Jchen	Burbank - BWP Electric	10/15/2025	Plans	189	Traffic Signal	Plans		401-3	1		Alexis	Response Code 1: will comply	Traffic Signal	1	C	1/15/26	AP	
47	Jchen	Burbank - BWP Electric	10/15/2025	Plans	189	Traffic Signal	Plans		add "If damage to the foundation occurs during core-drilling, replace with new foundation per note #2"	1		Alexis	Response Code 1: will comply	Traffic Signal	1	C	1/15/26	AP	
48	Jchen	Burbank - BWP Electric	10/15/2025	Plans	189	Traffic Signal	Plans		Armorcast Assembly Drawing #AG1730AW24BM6 (drawing number listed was our old drawing number)	1		Alexis	Response Code 1: will comply	Traffic Signal	1	C	1/15/26	AP	
49	Jchen	Burbank - BWP Electric	10/15/2025	Plans	189	Traffic Signal	Plans		change all #5 square callouts to #4, should be #2 AL	1		Alexis	Response Code 1: will comply	Traffic Signal	1	C	1/15/26	AP	
50	Jchen	Burbank - BWP Electric	10/15/2025	Plans	189	Traffic Signal	Plans		I didn't see this in my post-field walk notes, how much adjustment to grade, and up or down?	4		Htong	Grade change is approximately 1 inch lower. However, curb alignment is modified therefore relocating light closer to curb	Traffic Signal	1	C	1/15/26	HT	
51	Jchen	Burbank - BWP Electric	10/15/2025	Plans	190	Traffic Signal	Plans		Armorcast Assembly Drawing #AG1730AW24BM6 (drawing number listed was our old drawing number)	1		Alexis	Response Code 1: will comply	Traffic Signal	1	C	1/15/26	AP	

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: 85%
Date: 01/12/26
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)

***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)

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**
52	Jchen	Burbank - BWP Electric	10/15/2025	Plans	190	Traffic Signal	Plans		I didn't see this in my post-field walk notes, how much adjustment to grade, and up or down?	4		Htong	Grade change is approximately 0.5 inch higher	Traffic Signal	1	C	1/15/26	HT	
53	Jchen	Burbank - BWP Electric	10/15/2025	Plans	190	Traffic Signal	Plans		401-3	1		Alexis	Response Code 1: will comply	Traffic Signal	1	C	1/15/26	AP	
54	Jchen	Burbank - BWP Electric	10/15/2025	Plans	190	Traffic Signal	Plans		405-5	1		Alexis	Response Code 1: will comply	Traffic Signal	1	C	1/15/26	AP	
55	Jchen	Burbank - BWP Electric	10/15/2025	Plans	190	Traffic Signal	Plans		Is there any streetlight work on Olive and Verdugo?	6		Alexis	Response Code 6 Civil improvements at Olive/Verdugo avoid BWP luminaires	Traffic Signal	6	R	1/15/26	AP	
56	Jchen	Burbank - BWP Electric	10/15/2025	Plans	190	Traffic Signal	Plans		relocate	4		Alexis	Changed to adjust	Traffic Signal	1	C	1/15/26	HT	
57	Jchen	Burbank - BWP Electric	10/15/2025	Plans	190	Traffic Signal	Plans		change all #5 square callouts to #4, should be #2 AL	1		Alexis	Response Code 1: will comply	Traffic Signal	1	C	1/15/26	AP	
58	Jchen	Burbank - BWP Electric	10/15/2025	Plans	190	Traffic Signal	Plans		remove, #2CU is old standard	1		Alexis	Response Code 1: will comply	Traffic Signal	1	C	1/15/26	AP	
59	Jchen	Burbank - BWP Electric	10/15/2025	Plans	190	Traffic Signal	Plans		add "If damage to the foundation occurs during core-drilling, replace with new foundation per note #2"	1		Alexis	Response Code 1: will comply	Traffic Signal	1	C	1/15/26	AP	
60	Jchen	Burbank - BWP Electric	10/16/2025	Plans	199	Electrical	Plans		in new work by contractor section, it should also call out what conduit is being installed	1		LFlores	Response Code 1: Understood. We will define scopes of work for BWP and contractor.	Electrical	1	C	1/15/26	LF	
61	Jchen	Burbank - BWP Electric	10/17/2025	Plans	199	Electrical	Plans		WORK BY CONTRACTOR: 1)INSTALL NEW 3" PVC SCHEDULE 40 CONDUIT AT 24" DEPTH AS MARKED IN THE FIELD. MANDREL CONDUITS : INSTALL 1/8" NYLON PULLCORD TIED OFF IN THE PULLBOX. 2)INSTALL NEW 17"X30" PRECAST POLYMER CONCRETE PULL BOX ARMORCAST ASSEMBLY DRAWING # #AG1730AW24BM6. THE WORDS "BURBANK ELECTRIC" AND "STREET LIGHTING" SHALL BE CAST INTO THE COVER. 3)INSTALL NEW 24"X36" PRECAST POLYMER CONCRETE PULL BOX ARMORCAST ASSEMBLY DRAWING # AG2436AW24WK2. THE WORDS "BURBANK ELECTRIC" SHALL BE CAST INTO THE COVER. 4)INSTALL NEW 100A 120/240V ELECTRICAL SERVICE PEDESTAL AND BREAKER LABELED WHERE APPLICABLE. SEE S-459 FOR MORE DETAILS. 5)INSTALL "X CABLE" (CONTRACTOR RESPONSIBLE FOR CABLE PAST SERVICE CABINET) 6)BUILD (1) 3"(C) RISER 10 FT UP NEW POLE. SEE S-461 AND S-706 FOR MORE DETAIL. 7)UPGRADE EXISTING PULLBOX TO NEW 17"X30"	1		LFlores	Response Code 1: Understood. We will provide detailed information on scope of work for BWP and Contractor.	Electrical	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
62	Jchen	Burbank - BWP Electric	10/17/2025	Plans	199	Electrical	Plans		ADD (2) SEPARATE SECTIONS "WORK BY CONTRACTOR" AND "WORK BY BWP" WITH APPROPRIATE REFERENCE KEYS, SIMILAR TO STREETLIGHT MODIFICATION PLANS SHEET 10-11. DO THIS FOR ALL SHEETS 1-6 OF THIS ELECTRICAL SITE PLAN SET. ALL ASSETS SHOULD HAVE A NOTE (INCLUDING BUT NOT LIMITED TO SERVICE CABINETS, CABLE PULLED, PULLBOXES, RISERS, CONDUIT, ETC...) AND REFERENCE THE WORK BY CONTRACTOR OR WORK BY BWP	1		LFlores	Response Code 1: Understood. We will provide detailed information on scope of work for BWP and Contractor.	Electrical	1	C	1/15/26	LF	
63	Jchen	Burbank - BWP Electric	10/17/2025	Plans	199	Electrical	Plans		don't need this, since this is all secondary	1		LFlores	Response Code 1: As part of the revision of the notes, we will revise this general note and see if it is required for the site plans. As mentioned in the comment, this is applicable for the load side of the service cabinet.	Electrical	1	C	1/15/26	LF	
64	Jchen	Burbank - BWP Electric	10/17/2025	Plans	199	Electrical	Plans		in new work by contractor section, it should also call out what conduit is being installed	1		LFlores	Response Code 1: Understood. We will define scopes of work for BWP and contractor.	Electrical	1	C	1/15/26	LF	
65	Jchen	Burbank - BWP Electric	10/17/2025	Plans	199	Electrical	Plans		AT CUSTOMER COST	1		LFlores	Response Code 1: This will be implemented.	Electrical	1	C	1/15/26	LF	
66	Jchen	Burbank - BWP Electric	10/17/2025	Plans	199	Electrical	Plans		Place another 17"x30" PB before service cabinet.	1		LFlores	Response Code 1: We will add new 17"x30" PB to meet BWP requirements.	Electrical	1	C	1/15/26	LF	
67	Jchen	Burbank - BWP Electric	10/17/2025	Plans	199	Electrical	Plans		key notes should be covered by new "work by contractor" section. apply to all sheets 1-6	1		LFlores	Response Code 1: For the site plans, we will divide the scope of work between BWP and contractor.	Electrical	1	C	1/15/26	LF	
68	Jchen	Burbank - BWP Electric	10/17/2025	Plans	199	Electrical	Plans		new 17"x30" PB	1		LFlores	Response Code 1: We will add new 17"x30" PB to meet BWP requirements.	Electrical	1	C	1/15/26	LF	
69	Jchen	Burbank - BWP Electric	10/17/2025	Plans	199	Electrical	Plans		all cable installed by BWP will be #1/0 CU from source to this first 17"x30" PB, all cable installed after to the service cabinet will be #2 AL. everything after service cabinet to be installed by contractor	1		LFlores	Response Code 1: Understood. We will provide this information as part of the division of work.	Electrical	1	C	1/15/26	LF	
70	Jchen	Burbank - BWP Electric	10/15/2025	Plans	200	Electrical	Plans		Same notes as sheet 1, add "work by contractor" and "work by bwp" section and have keys shown on plan similar to streetlight modification sheets 10-11	1		LFlores	Response Code 1: Notes to be revised to provide clarity on scope of work by BWP and contractor.	Electrical	1	C	1/15/26	LF	
71	Jchen	Burbank - BWP Electric	10/15/2025	Plans	200	Electrical	Plans		all cable installed by BWP will be #1/0 CU from source to this first 17"x30" PB, all cable installed after to the service cabinet will be #2 AL. everything after service cabinet to be installed by contractor	1		LFlores	Response Code 1: Understood. We will provide this information as part of the division of work.	Electrical	1	C	1/15/26	LF	
72	Jchen	Burbank - BWP Electric	10/15/2025	Plans	200	Electrical	Plans		conduit from cabinet to pb?	1		LFlores	Response Code 1: Agree. We will show missing connection from service cabinet to pullbox.	Electrical	1	C	1/15/26	LF	
73	Jchen	Burbank - BWP Electric	10/15/2025	Plans	200	Electrical	Plans		need another 17"x30" before service cabinet	1		LFlores	Response Code 1: We will add new 17"x30" PB to meet BWP requirements.	Electrical	1	C	1/15/26	LF	
74	Jchen	Burbank - BWP Electric	10/15/2025	Plans	201	Electrical	Plans		Same notes as sheet 1, add "work by contractor" and "work by bwp" section and have keys shown on plan similar to streetlight modification sheets 10-11	1		LFlores	Response Code 1: Notes to be revised to provide clarity on scope of work by BWP and contractor.	Electrical	1	C	1/15/26	LF	
75	Jchen	Burbank - BWP Electric	10/15/2025	Plans	201	Electrical	Plans		JUST THE (1) 2'X3' PB WILL BE NEEDED	1		LFlores	Response Code 1: We will only keep the new 2'x3' pullbox and remove the 18"x 36" pullbox as it is no longer needed.	Electrical	1	C	1/15/26	LF	
76	Jchen	Burbank - BWP Electric	10/15/2025	Plans	201	Electrical	Plans		double check space	1		LFlores	Response Code 1: We will double check the space.	Electrical	1	C	1/15/26	LF	
77	Jchen	Burbank - BWP Electric	10/15/2025	Plans	201	Electrical	Plans		73443M	1		LFlores	Response Code 1: We will revise the tag number.	Electrical	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
78	Jchen	Burbank - BWP Electric	10/15/2025	Plans	201	Electrical	Plans		show conduit from service cabinet to PB	1		LFlores	Response Code 1: Agree. We will show the missing connection between the service cabinet and the pullbox.	Electrical	1	C	1/15/26	LF	
79	Jchen	Burbank - BWP Electric	10/15/2025	Plans	201	Electrical	Plans		add new 17"x30" after street crossing and before service cabinet	1		LFlores	Response Code 1: We will add new 17"x30" PB to meet BWP requirements.	Electrical	1	C	1/15/26	LF	
80	Jchen	Burbank - BWP Electric	10/15/2025	Plans	201	Electrical	Plans		all cable installed by BWP will be #1/0 CU from source to this first 17"x30" PB, all cable installed after to the service cabinet will be #2 AL. everything after service cabinet to be installed by contractor	1		LFlores	Response Code 1: Understood. We will provide this information as part of the division of work.	Electrical	1	C	1/15/26	LF	
81	Jchen	Burbank - BWP Electric	10/15/2025	Plans	202	Electrical	Plans		Same notes as sheet 1, add "work by contractor" and "work by bwp" section and have keys shown on plan similar to streetlight modification sheets 10-11	1		LFlores	Response Code 1: Notes to be revised to provide clarity on scope of work by BWP and contractor.	Electrical	1	C	1/15/26	LF	
82	Jchen	Burbank - BWP Electric	10/15/2025	Plans	202	Electrical	Plans		all cable installed by BWP will be #1/0 CU from source to this first 17"x30" PB, all cable installed after to the service cabinet will be #2 AL. everything after the service cabinet is installed by contractor	1		LFlores	Response Code 1: Understood. We will provide this information as part of the division of work.	Electrical	1	C	1/15/26	LF	
83	Jchen	Burbank - BWP Electric	10/15/2025	Plans	202	Electrical	Plans		need additional 17"x30" PB before hitting the service cabinet	1		LFlores	Response Code 1: We will add new 17"x30" PB to meet BWP requirements.	Electrical	1	C	1/15/26	LF	
84	Jchen	Burbank - BWP Electric	10/15/2025	Plans	203	Electrical	Plans		Same notes as sheet 1, add "work by contractor" and "work by bwp" section and have keys shown on plan similar to streetlight modification sheets 10-11	1		LFlores	Response Code 1: Notes to be revised to provide clarity on scope of work by BWP and contractor.	Electrical	1	C	1/15/26	LF	
85	Jchen	Burbank - BWP Electric	10/15/2025	Plans	203	Electrical	Plans		120/208V	1		LFlores	Response Code 1: We will revise accordingly.	Electrical	1	C	1/15/26	LF	
86	Jchen	Burbank - BWP Electric	10/15/2025	Plans	203	Electrical	Plans		Need another pullbox on this path. need a pb before and after crossing streets	1		LFlores	Response Code 1: We will add new 17"x30" PB to meet BWP requirements.	Electrical	1	C	1/15/26	LF	
87	Jchen	Burbank - BWP Electric	10/15/2025	Plans	203	Electrical	Plans		place new 17"x30" pullbox between source and service cabinet	1		LFlores	Response Code 1: We will add new 17"x30" PB to meet BWP requirements.	Electrical	1	C	1/15/26	LF	
88	Jchen	Burbank - BWP Electric	10/15/2025	Plans	203	Electrical	Plans		place new 17"x30" pullbox between source and service cabinet	1		LFlores	Response Code 1: We will add new 17"x30" PB to meet BWP requirements.	Electrical	1	C	1/15/26	LF	
89	Jchen	Burbank - BWP Electric	10/15/2025	Plans	203	Electrical	Plans		all cable installed by BWP will be #1/0 CU from source to this first 17"x30" PB, all cable installed after to the service cabinet will be #2 AL. everything after service cabinet to be installed by contractor	1		LFlores	Response Code 1: Understood. We will provide this information as part of the division of work.	Electrical	1	C	1/15/26	LF	
90	Jchen	Burbank - BWP Electric	10/15/2025	Plans	204	Electrical	Plans		Same notes as sheet 1, add "work by contractor" and "work by bwp" section and have keys shown on plan similar to streetlight modification sheets 10-11	1		LFlores	Response Code 1: Notes to be revised to provide clarity on scope of work by BWP and contractor.	Electrical	1	C	1/15/26	LF	
91	Jchen	Burbank - BWP Electric	10/15/2025	Plans	204	Electrical	Plans		conduit from cabinet to pb?	1		LFlores	Response Code 1: Agree. We will add missing connection from service cabinet to pullbox.	Electrical	1	C	1/15/26	LF	
92	Jchen	Burbank - BWP Electric	10/15/2025	Plans	204	Electrical	Plans		need a new 17"x30" pulbox before service cabinet	1		LFlores	Response Code 1: We will add new 17"x30" PB to meet BWP requirements.	Electrical	1	C	1/15/26	LF	
93	Jchen	Burbank - BWP Electric	10/15/2025	Plans	204	Electrical	Plans		keep key note #2	6		LFlores	Response Code 6: No action required.	Electrical	6	R	1/15/26	LF	
94	Jchen	Burbank - BWP Electric	10/15/2025	Plans	204	Electrical	Plans		BWP to custover existing service and install squid connectors inside pullbox.	1		LFlores	Response Code 1: Understood. We will revise the key note as part of the note revisions.	Electrical	1	C	1/15/26	LF	
95	Jchen	Burbank - BWP Electric	10/15/2025	Plans	204	Electrical	Plans		all cable installed by BWP will be #1/0 CU from source to this first 17"x30" PB, all cable installed after to the service cabinet will be #2 AL. everything after service cabinet to be installed by contractor	1		LFlores	Response Code 1: Understood. We will provide this information as part of the division of work.	Electrical	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
96	Jchen	Burbank - BWP Electric	10/15/2025	Plans	205	Electrical	Plans		for all sheets 1-12, copy the relevant conduit/cable schedule onto this sheet	3		LFlores	Response Code 3: We will keep the conduit schedules in the EP-6xx series to keep this drawing organized. Conduit schedule will be updated to implement all comments on the site plan and station plan, and any other updates subsequently.	Electrical	3	R	1/15/26	LF	
97	Jchen	Burbank - BWP Electric	10/15/2025	Plans	205	Electrical	Plans		all sheets 1-12, label key note 5 as : 17"x30" precast polymer concrete pull box Armorcast assembly drawing # #AG1730AW24BM6.	1		LFlores	Response Code 1: We will revise the key note accordingly.	Electrical	1	C	1/15/26	LF	
98	Jchen	Burbank - BWP Electric	10/15/2025	Plans	206	Electrical	Plans		Conduit scheduling	3		LFlores	Response Code 3: We will keep the conduit schedules in the EP-6xx series to keep this drawing organized. Conduit schedule will be updated to implement all comments on the site plan and station plan, and any other updates subsequently.	Electrical	3	R	1/15/26	LF	
99	Jchen	Burbank - BWP Electric	10/15/2025	Plans	206	Electrical	Plans		see sheet 1 of electrical site plan. since service cabinet is shared, need one 17"x30" pb before service cabinet, and another before crossing street.	1		LFlores	Response Code 1: We will add new 17"x30" PB to meet BWP requirements.	Electrical	1	C	1/15/26	LF	
100	Jchen	Burbank - BWP Electric	10/15/2025	Plans	206	Electrical	Plans		Delete pull box	2		LFlores	Response Code 3: Is this PB not utilized due to the the other PB on the west? This PB is mainly used as a point of distribution. We will consider removing it.	Electrical	3	R	1/15/26	LF	
101	Jchen	Burbank - BWP Electric	10/15/2025	Plans	206	Electrical	Plans		Add pull box	1		LFlores	Response Code 1: We will add new 17"x30" PB to meet BWP requirements.	Electrical	1	C	1/15/26	LF	
102	Jchen	Burbank - BWP Electric	10/15/2025	Plans	206	Electrical	Plans		update to show 17"x30" pullbox per electrical site comments	1		LFlores	Response Code 1: We will add new 17"x30" PB to meet BWP requirements.	Electrical	1	C	1/15/26	LF	
103	Jchen	Burbank - BWP Electric	10/15/2025	Plans	207	Electrical	Plans		see sheet 2 of electrical site plan. need another 17"x30" pb before service cabinet	1		LFlores	Response Code 1: We will add new 17"x30" PB to meet BWP requirements.	Electrical	1	C	1/15/26	LF	
104	Jchen	Burbank - BWP Electric	10/15/2025	Plans	209	Electrical	Plans		see electrical site plan comments. need another 17"x30" pb before service cabinet	1		LFlores	Response Code 1: We will add new 17"x30" PB to meet BWP requirements.	Electrical	1	C	1/15/26	LF	
105	Jchen	Burbank - BWP Electric	10/17/2025	Plans	212	Electrical	Plans		see electrical site plan comments. need another 17"x30" pb before service cabinet	1		LFlores	Response Code 1: We will add new 17"x30" PB to meet BWP requirements.	Electrical	1	C	1/15/26	LF	
106	Jchen	Burbank - BWP Electric	10/17/2025	Plans	213	Electrical	Plans		see electrical site plan comments. need another 17"x30" pb before service cabinet	1		LFlores	Response Code 1: We will add new 17"x30" PB to meet BWP requirements.	Electrical	1	C	1/15/26	LF	
107	Jchen	Burbank - BWP Electric	10/17/2025	Plans	214	Electrical	Plans		see electrical site plan comments. need another 17"x30" pb before service cabinet	1		LFlores	Response Code 1: We will add new 17"x30" PB to meet BWP requirements.	Electrical	1	C	1/15/26	LF	
108	Jchen	Burbank - BWP Electric	10/17/2025	Plans	216	Electrical	Plans		see electrical site plan comments. need another 17"x30" pb before service cabinet	1		LFlores	Response Code 1: We will add new 17"x30" PB to meet BWP requirements.	Electrical	1	C	1/15/26	LF	
109	Jchen	Burbank - BWP Electric	10/9/2025	Plans	216	Electrical	Plans		BWP requires the specific model be MEUG31-1263. (specs sent 7/8/25) Please list that model # on this sheet so it's clear that is what Metro will procure and install.	1		LFlores	Response Code 1: Understood. We will add the specific model as required by BWP.	Electrical	1	C	1/15/26	LF	
110	Jchen	Burbank - BWP Electric	10/17/2025	Plans	218	Electrical	Plans		list Armorcast part number or Armorcast Drawing # AG1730AW24BM6 for 17"x30", # AG2436AW24WK2 for 24"x36"	1		LFlores	Response Code 1: Understood. We will add this information to the Precast Concrete Pull Box table.	Electrical	1	C	1/15/26	LF	
111	Jchen	Burbank - BWP Electric	10/17/2025	Plans	218	Electrical	Plans		remove since this doesn't match BWP armocast drawings. Show the (2) Drawing # AG1730AW24BM6 for 17"x30", # AG2436AW24WK2 for 24"x36"	1		LFlores	Response Code 1: Understood. We will revise the detail and provide the correct information as required.	Electrical	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
112	Jchen	Burbank - BWP Electric	10/17/2025	Plans	219	Electrical	Plans		FOR SHEETS 1-7 OF CABLE/CONDUIT SCHEDULE: NEED TO ADD SEGMENT AND ACCOUNT FOR THE ADDITIONAL 17"X30" BETWEEN POWER SOURCE AND SERVICE CABINET FOR ALL STATIONS. EX: SEGMENT 1: POWER SOURCE TO NEW 17"X30" PULLBOX SEGMENT 2: NEW 17"X30" PULLBOX TO SERVICE CABINET	1		LFlores	Response Code 1: Agree. We will revise the conduit schedules as part of the site plan and station plan comments, and other updates subsequently.	Electrical	1	C	1/15/26	LF	
113	Jchen	Burbank - BWP Electric	10/17/2025	Plans	219	Electrical	Plans		2'x3' PULLBOX (POWER SOURCE)	1		LFlores	Response Code 1: Agree. We will revise the conduit schedules as part of the site plan and station plan comments, and other updates subsequently.	Electrical	1	C	1/15/26	LF	
114	Jchen	Burbank - BWP Electric	10/17/2025	Plans	220	Electrical	Plans		2'x3' PULLBOX (POWER SOURCE)	1		LFlores	Response Code 1: Agree. We will revise the conduit schedules as part of the site plan and station plan comments, and other updates subsequently.	Electrical	1	C	1/15/26	LF	
115	Jchen	Burbank - BWP Electric	10/17/2025	Plans	222	Electrical	Plans		2'x3' PULLBOX (POWER SOURCE)	1		LFlores	Response Code 1: Agree. We will revise the conduit schedules as part of the site plan and station plan comments, and other updates subsequently.	Electrical	1	C	1/15/26	LF	
116	Jchen	Burbank - BWP Electric	10/17/2025	Plans	223	Electrical	Plans		2'x3' PULLBOX (POWER SOURCE)	1		LFlores	Response Code 1: Agree. We will revise the conduit schedules as part of the site plan and station plan comments, and other updates subsequently.	Electrical	1	C	1/15/26	LF	
117	Jchen	Burbank - BWP Electric	10/17/2025	Plans	223	Electrical	Plans		120/208	1		LFlores	Response Code 1: Agree. We will revise the conduit schedules as part of the site plan and station plan comments, and other updates subsequently.	Electrical	1	C	1/15/26	LF	
118	Jchen	Burbank - BWP Electric	10/17/2025	Plans	224	Electrical	Plans		120/208	1		LFlores	Response Code 1: Agree. We will revise the conduit schedules as part of the site plan and station plan comments, and other updates subsequently.	Electrical	1	C	1/15/26	LF	
119	Jchen	Burbank - BWP Electric	10/17/2025	Plans	224	Electrical	Plans		17"x30" PULLBOX (POWER SOURCE)	1		LFlores	Response Code 1: Agree. We will revise the conduit schedules as part of the site plan and station plan comments, and other updates subsequently.	Electrical	1	C	1/15/26	LF	
120	Jchen	Burbank - BWP Electric	10/17/2025	Plans	225	Electrical	Plans		2'x3' PULLBOX (POWER SOURCE)	1		LFlores	Response Code 1: Agree. We will revise the conduit schedules as part of the site plan and station plan comments, and other updates subsequently.	Electrical	1	C	1/15/26	LF	
121	RDeLeon	Burbank - BWP Fiber	10/27/2025	Memo	1	Utilities	Plans		Please include fiber optic conduit system on the plans, enclosed is the EE-7347 drawing that shows the conduit and fiber pull box locations	1		JDBallas	Response Code 1: EE-7347 will be used to plot the existing FO ducts and structures on the utility composite plans	Utilities	1	C	1/15/26	JB	
122	RDeLeon	Burbank - BWP Fiber	10/27/2025	Memo	1	Utilities	Plans		Would like to discuss the two fiber pull boxes that need to be relocated. I will review Andie Hernandez and decide on these boxes	4		JDBallas	Response Code 4: Andie provided a copy of the correspondence from BWP regarding the two FO pull boxes on Glenoaks east of Alameda with possible plan to redirect FO conduits to traffic signal pull boxes. We are coordinating a response to BWP	Utilities	4	U	1/15/26	JB	
123	Smiranda	Burbank - BWP Water	10/15/2025	Plans	1	Utilities	Plans		Existing 12" CCP potable Distribution main. Refer to Intersection detail 39-3	1		JDBallas	Response Code 1: waterline to be added to next submittal.	Utilities	1	C	1/15/26	JB	
124	Smiranda	Burbank - BWP Water	10/15/2025	Plans	2	Utilities	Plans		Refer to Intersection Detail 39-12 for all existing BWP Water infrastructure at this intersection	1		JDBallas	Response Code 1: waterline to be added to next submittal.	Utilities	1	C	1/15/26	JB	
125	Smiranda	Burbank - BWP Water	10/15/2025	Plans	3	Utilities	Plans		Refer to Intersection detail 39-13 for all existing BWP Water infrastructure at this intersection	1		JDBallas	Response Code 1: waterline to be added to next submittal.	Utilities	1	C	1/15/26	JB	
126	Smiranda	Burbank - BWP Water	10/15/2025	Plans	4	Utilities	Plans		Refer to Intersection detail 39-08 for all existing BWP Water Infrastructure at this intersection	1		JDBallas	Response Code 1: waterline to be added to next submittal.	Utilities	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
127	Smiranda	Burbank - BWP Water	10/15/2025	Plans	5	Utilities	Plans		Refer to Intersection details 39-07 & 39-02 for existing BWP Water Infrastructure at these two intersections	1		JDBallas	Response Code 1: waterline to be added to next submittal.	Utilities	1	C	1/15/26	JB	
128	Smiranda	Burbank - BWP Water	10/15/2025	Plans	7	Utilities	Plans		REFER TO INTERSECTION DETAIL 38-12 OR EXISTING BWP WATER INFRASTRUCTURE AT THIS INTERSECTION	1		JDBallas	Response Code 1: waterline to be added to next submittal.	Utilities	1	C	1/15/26	JB	
129	Smiranda	Burbank - BWP Water	10/16/2025	Plans	8	Utilities	Plans		REFER TO INTERSECTION DETAIL 38-11 & 38-10 FOR EXISTING BWP WATER INFRASTRUCTURE AT THESE INTERSECTIONS	1		JDBallas	Response Code 1: waterline to be added to next submittal.	Utilities	1	C	1/15/26	JB	
130	Smiranda	Burbank - BWP Water	10/16/2025	Plans	9	Utilities	Plans		(ID 2158B) WORK TO BE DONE BY BWP	6		JDBallas	Response Code 6: the existing air release valve is owned by MWD who requested the BRT contractor to adjust to grade	Utilities	6	R	1/15/26	JB	
131	Smiranda	Burbank - BWP Water	10/16/2025	Plans	9	Utilities	Plans		(ID 2102) WORK TO BE DONE BY BWP	1		JDBallas	Response Code 1: The plans will be revised to note that the BWP will be adjusting the water meter boxes and not the BRT contractor	Utilities	1	C	1/15/26	JB	
132	Smiranda	Burbank - BWP Water	10/16/2025	Plans	9	Utilities	Plans		(ID 2105) WORK TO BE DONE BY BWP	1		JDBallas	Response Code 1: The plans will be revised to note that the BWP will be adjusting the water meter boxes and not the BRT contractor	Utilities	1	C	1/15/26	JB	
133	Smiranda	Burbank - BWP Water	10/16/2025	Plans	9	Utilities	Plans		(ID 2107) WORK TO BE DONE BY BWP	1		JDBallas	Response Code 1: The plans will be revised to note that the BWP will be adjusting the water meter boxes and not the BRT contractor	Utilities	1	C	1/15/26	JB	
134	Smiranda	Burbank - BWP Water	10/16/2025	Plans	9	Utilities	Plans		(ID 2108) WORK TO BE DONE BY BWP	1		JDBallas	Response Code 1: The plans will be revised to note that the BWP will be adjusting the water meter boxes and not the BRT contractor	Utilities	1	C	1/15/26	JB	
135	Smiranda	Burbank - BWP Water	10/16/2025	Plans	11	Utilities	Plans		(ID 2108A) MWD. NOT TO BE DONE BY BWP	6		JDBallas	Response Code 6: Understood. This water valve is owned by MWD and to be adjusted by the BRT contractor.	Utilities	6	R	1/15/26	JB	
136	Smiranda	Burbank - BWP Water	10/16/2025	Plans	15	Utilities	Plans		8" DI RECYCLED WATER MAIN BWP	1		JDBallas	Response Code 1: waterline call out to be added to next submittal	Utilities	1	C	1/15/26	JB	
137	Smiranda	Burbank - BWP Water	10/16/2025	Plans	15	Utilities	Plans		12" CI POTABLE MAIN BWP (REFER TO INTERSECTION DETAIL 38-24)	1		JDBallas	Response Code 1: waterline call out to be added to next submittal	Utilities	1	C	1/15/26	JB	
138	Smiranda	Burbank - BWP Water	10/16/2025	Plans	15	Utilities	Plans		6" CI POTABLE MAIN BWP	1		JDBallas	Response Code 1: waterline call out to be added to next submittal	Utilities	1	C	1/15/26	JB	
139	Smiranda	Burbank - BWP Water	10/16/2025	Plans	16	Utilities	Plans		12" CI POTABLE MAIN BWP	1		JDBallas	Response Code 1: waterline call out to be added to next submittal	Utilities	1	C	1/15/26	JB	
140	Smiranda	Burbank - BWP Water	10/16/2025	Plans	16	Utilities	Plans		12" CI POTABLE MAIN BWP REFER TO INTERSECTION DETAIL 37-01	1		JDBallas	Response Code 1: waterline call out to be added to next submittal	Utilities	1	C	1/15/26	JB	
141	Smiranda	Burbank - BWP Water	10/16/2025	Plans	16	Utilities	Plans		8" DI RECYCLED MAIN BWP	1		JDBallas	Response Code 1: waterline call out to be added to next submittal	Utilities	1	C	1/15/26	JB	
142	Smiranda	Burbank - BWP Water	10/16/2025	Plans	16	Utilities	Plans		12" DI POTABLE WATER MAIN BWP REFER TO INTERSECTION DETAIL 37-02	1		JDBallas	Response Code 1: waterline call out to be added to next submittal	Utilities	1	C	1/15/26	JB	
143	Smiranda	Burbank - BWP Water	10/16/2025	Plans	17	Utilities	Plans		THERE IS ALSO A 12" POTABLE MAIN REFER TO INTERSECTION DETAIL 37-03	1		JDBallas	Response Code 1: 12" potable waterline to be added to next submittal.	Utilities	1	C	1/15/26	JB	
144	Smiranda	Burbank - BWP Water	10/16/2025	Plans	17	Utilities	Plans		POTABLE HYDRANT NOT RECYCLED	1		JDBallas	Response code 1: FH lateral will be connected to 12" potable waterline and not RW line.	Utilities	1	C	1/15/26	JB	
145	Smiranda	Burbank - BWP Water	10/16/2025	Plans	17	Utilities	Plans		POTABLE HYDRANT NOT RECYCLED	1		JDBallas	Response code 1: FH lateral will be connected to 12" potable waterline and not RW line.	Utilities	1	C	1/15/26	JB	
146	Smiranda	Burbank - BWP Water	10/16/2025	Plans	17	Utilities	Plans		POTABLE MAIN SHOULD NOT CONNECT TO RECYCLED MAIN. IT CONNECTS TO EXISTING POTABLE MAIN	1		JDBallas	Response code 1: Noted and will be revised on next submittal.	Utilities	1	C	1/15/26	JB	
147	Smiranda	Burbank - BWP Water	10/16/2025	Plans	17	Utilities	Plans		REFER TO INTERSECTION DETAIL 37-03. THE POTABLE MAIN SHOULD END HERE ON THIS SIDE OF BUENA VISTA	1		JDBallas	Response Code 1: 12" potable waterline to be added to next submittal.	Utilities	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
148	Smiranda	Burbank - BWP Water	10/16/2025	Plans	17	Utilities	Plans		(ID 2120) WORK TO BE DONE BY BWP	1		JDBallas	Response Code 1: The plans will be revised to note this work to adjust existing water valve or water meter to be performed by BWP and not the BRT contractor	Utilities	1	C	1/15/26	JB	
149	Smiranda	Burbank - BWP Water	10/16/2025	Plans	18	Utilities	Plans		THIS IS NOT CORRECT. REFER TO INTERSECTION DETAIL 37-14. DELETE THIS EXTRA 12" CI MAIN	1		JDBallas	Response Code 1: will confirm with as-builts and then delete this secondary waterline	Utilities	1	C	1/15/26	JB	
150	Smiranda	Burbank - BWP Water	10/16/2025	Plans	18	Utilities	Plans		THIS IS THE CORRECT LOCATION OF EXISTING 12" POTABLE MAIN	6		JDBallas	Response code 6: Noted that this is the correct location of the 12" waterline	Utilities	6	R	1/15/26	JB	
151	Smiranda	Burbank - BWP Water	10/16/2025	Plans	19	Utilities	Plans		8" CI POTABLE MAIN	1		JDBallas	Response Code 1: waterline to be added to next submittal	Utilities	1	C	1/15/26	JB	
152	Smiranda	Burbank - BWP Water	10/16/2025	Plans	21	Utilities	Plans		THIS MAIN IS NOT ABANDONED. REFER TO INTERSECTION DETAIL 38-22	1		JDBallas	Response Code 1: will correct and show this waterline as active	Utilities	1	C	1/15/26	JB	
153	Smiranda	Burbank - BWP Water	10/16/2025	Plans	21	Utilities	Plans		EXISTING 8" DI POTABLE MAIN BWP REFER TO INTERSECTION DETAIL 37-11	1		JDBallas	Response Code 1: will revise call out for 8" DI line and show as active.	Utilities	1	C	1/15/26	JB	
154	Smiranda	Burbank - BWP Water	10/16/2025	Plans	23	Utilities	Plans		4" THIS MAIN IS ABANDONED. THERE IS AN 12" POTABLE MAIN HERE. SEE INTERSECTION DETAIL 37-08	1		JDBallas	Response Code 1: will revise plan accordingly	Utilities	1	C	1/15/26	JB	
155	Smiranda	Burbank - BWP Water	10/16/2025	Plans	23	Utilities	Plans		THIS IS A RECYCLED WATER MAIN NOT POTABLE. REFER TO INTERSECTION DETAIL 33-17	1		JDBallas	Response Code 1: will revise call out to say "12" RW WATER, BWP"	Utilities	1	C	1/15/26	JB	
156	Smiranda	Burbank - BWP Water	10/16/2025	Plans	25	Utilities	Plans		16" CI POTABLE BWP	1		JDBallas	Response Code 1: waterline call out to be added to next submittal	Utilities	1	C	1/15/26	JB	
157	Smiranda	Burbank - BWP Water	10/16/2025	Plans	28	Utilities	Plans		(ID 2117) WORK TO BE DONE BY BWP	1		JDBallas	Response Code 1: The plans will be revised to note this work to adjust existing water valve or water meter to be performed by BWP and not the BRT contractor	Utilities	1	C	1/15/26	JB	
158	Smiranda	Burbank - BWP Water	10/16/2025	Plans	28	Utilities	Plans		(ID 2118) WORK TO BE DONE BY BWP	1		JDBallas	Response Code 1: The plans will be revised to note this work to adjust existing water valve or water meter to be performed by BWP and not the BRT contractor	Utilities	1	C	1/15/26	JB	
159	Smiranda	Burbank - BWP Water	10/16/2025	Plans	28	Utilities	Plans		(ID 2119) WORK TO BE DONE BY BWP	1		JDBallas	Response Code 1: The plans will be revised to note this work to adjust existing water valve or water meter to be performed by BWP and not the BRT contractor	Utilities	1	C	1/15/26	JB	
160	Smiranda	Burbank - BWP Water	10/16/2025	Plans	31	Utilities	Plans		(EXIST 2" CI WATER) NOT ABANDONED	1		JDBallas	Response Code 1: will call out as active	Utilities	1	C	1/15/26	JB	
161	Smiranda	Burbank - BWP Water	10/16/2025	Plans	31	Utilities	Plans		(EXIST 6" CI WATER) NOT ABANDONED	1		JDBallas	Response Code 1: will call out as active	Utilities	1	C	1/15/26	JB	
162	Smiranda	Burbank - BWP Water	10/16/2025	Plans	33	Utilities	Plans		ADD BWP MAIN VALVE. (BWP VALVE ID 81215) TO BE ADJUSTED TO GRADE BY BWP	6		JDBallas	Response Code 6: Existing valve to be added to plans with call out for BRT contractor to adjust. Per Comment Resolution Meeting on 11-6-25, City agreed that BRT contractor will be responsible to adjust all valve cans and sleeves to grade.	Utilities	6	R	1/15/26	JB	
163	Smiranda	Burbank - BWP Water	10/16/2025	Plans	35	Utilities	Plans		THESE ARE BOTH RECYCELD SERVICES NOT POTABLE	1		JDBallas	Response Code 1: will revise for next submittal	Utilities	1	C	1/15/26	JB	
164	Smiranda	Burbank - BWP Water	10/16/2025	Plans	35	Utilities	Plans		VERIFY IN FIELD (BWP) ADD COST FOR NEW SERVICE	6		JDBallas	Response Code 6: Unfortunately, the existing RW meter cannot remain in curb ramp and must be relocated. No revision to plan required.	Utilities	6	R	1/15/26	JB	
165	Smiranda	Burbank - BWP Water	10/16/2025	Plans	39	Utilities	Plans		CUSTOMER VALVE. NOT TO BE DONE BT BWP	6		JDBallas	Response Code 6: Noted, BRT contractor to adjust customer valve as noted on plans	Utilities	6	R	1/15/26	JB	
166	Dkriske	Burbank - CDD	10/27/2025	60% Comment Response Matrix	No. 3	General	Plans		Metro does not plan for improvements at 134/Pass off-ramp, Alameda, nor Hollywood Way. Ask Metro about Caltrans coordination for S/B 134 off-ramp.	4		HTong	Revised response code 6: No changes required	General	6	R	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
167	Dkriske	Burbank - CDD	10/27/2025	60% Comment Response Matrix	No. 5	General	Plans		Metro rejected City's comment to extend w/b curb bulbout to entire block. No further action.	6		HTong	Response Code 6: Curb flare extended with a taper. No action required.	General	6	R	1/15/26	HT	
168	Dkriske	Burbank - CDD	10/27/2025	60% Comment Response Matrix	No. 7	General	Plans		Metro rejected City's comment requesting details for missing segment on Alameda, between Olive and Niagara, stating no striping changes planned. Striping plan should demonstrate how new striping aligns with unimproved section.	4		HTong	Response code 1: City wants to see existing striping tie-ins on plans so that they can confirm that it lines up and there is no shift. Will add note that existing striping beyond this point to remain as existing.	General	1	C	1/15/26	HT	
169	Dkriske	Burbank - CDD	10/27/2025	60% Comment Response Matrix	No. 17	General	Plans		Metro response to City regarding ticket vending machines is to work with vendors near stations. Provide more detail about this plan. City requires list of identified vendors. What's the plan for stations where's there no retail nearby.	4		HTong	Response code 6: Sales are available online and at certain select vendors and through app. Metro will send list of vendor locations.	General	6	R	1/15/26	HT	
170	Dkriske	Burbank - CDD	10/27/2025	60% Comment Response Matrix	No. 19	General	Plans		City comment requesting Metro to provide shelter roof to offer maximum shade. Metro to confirm if Tranzito shelter will be used instead of original bus station designs.	1		HTong	Response Code 1 - Tranzito (STAP) shelters will be used. Shading information will be included in the 100% architecture plans.	General	1	C	1/15/26	HT	
171	Dkriske	Burbank - CDD	10/27/2025	60% Comment Response Matrix	No. 20	General	Plans		City requested purpose of e-ink panels. Metro did not confirm satisfactorily that e-ink displays will not have advertising contents. Repeat comment to get confirmation of e-ink purpose.	1		HTong	Response Code 1: E ink displays will only provide bus arrival information and public announcements. No advertising.	General	1	C	1/15/26	HT	
172	Dkriske	Burbank - CDD	10/27/2025	60% Comment Response Matrix	No. 23	General	Plans		Metro confirmed no bike parking to be installed. Reserve space for bike parking at specific stations per City's schematic. City to provide further comments once station plans are delivered.	6		HTong	Response Code 6 - Noted. No changes required at this time.	General	6	R	1/15/26	HT	
173	Dkriske	Burbank - CDD	10/27/2025	60% Comment Response Matrix	No. 24	General	Plans		City requested two trash cans per station. Metro only providing one trash can unless necessary based on usage. Use ridership figures to support need for two trash bins per stations. Special attention to Olive/San Fernando and Glenoaks/Alameda.	1		HTong	Response Code 1/4 - Will review with architecture. Will add 2nd trash can at each station if spacing is available.	General	1	C	1/15/26	HT	
174	Dkriske	Burbank - CDD	10/27/2025	General	N/A	General	Plans		Confirm all locations where TSP will be implemented.	4		HTong	Response code 4: TSP is different from queue jump. City has yet to agree to Transit Signal Priority. Direction needed from Metro.	General	4	U	1/15/26	HT	
175	Dkriske	Burbank - CDD	10/27/2025	General	N/A	General	Plans		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.	4		HTong	Metro/Burbank agreement required	General	4	U	1/15/26	HT	
176	Dkriske	Burbank - CDD	10/27/2025	Plans	30	Demolition	Plans		If demo involves removal of paint and bollards from painted curb extensions on San Fernando, then these should be restored.	1		HTong	Response Code 1: Agree; will replace in kind.	Demolition	1	C	1/15/26	HT	
177	Dkriske	Burbank - CDD	10/27/2025	Plans	165	Signing and Striping	Plans		Do not remove median at e/b Olive approach at Alameda.	6		HTong	Per current design, this redian is not removed	Signing and Striping	6	R	1/15/26	HT	
178	Dkriske	Burbank - CDD	10/27/2025	Plans	166	Signing and Striping	Plans		Extend bus lane east of Naomi and make shared right turn/bike lane treatment, like the striping at w/b Alameda and Niagara.	1		HTong	Extending bus lanes for local buses to Federick. BRT bus can start turning left after Naomi	Signing and Striping	1	C	1/15/26	HT	
179	Dkriske	Burbank - CDD	10/27/2025	Plans	170	Signing and Striping	Plans		Maintain 18' parking + thru lane, do not extend e/b Verdugo bike lane east of Olive.	1		HTong	Response Code 1: Will revise to eliminate bike lane and provide parking.	Signing and Striping	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
180	Dkriske	Burbank - CDD	10/27/2025	Plans	170	Signing and Striping	Plans		Adjust striping for e/b Verdugo per redlines.	1		HTong	Will adjust	Signing and Striping	1	C	1/15/26	HT	
181	Dkriske	Burbank - CDD	10/27/2025	Plans	172	Signing and Striping	Plans		Move new curb back 1' at Lake on both sides	1		HTong	Moved back curb by 1'	Signing and Striping	1	C	1/15/26	HT	
182	Dkriske	Burbank - CDD	10/27/2025	Plans	173	Signing and Striping	Plans		Any reason why the platforms are 9.5'?	1		HTong	Corrections made	Signing and Striping	1	C	1/15/26	HT	
183	Dkriske	Burbank - CDD	10/27/2025	Plans	174	Signing and Striping	Plans		This area is key to the project because it is the transition to the center-running lanes, and as currently designed, it creates unnecessary wide lanes, and worse safety. See detail on striping alignment for w/b Glenoaks at Providencia. See detail on striping on alignment for w/b Glenoaks, but e/b receiving lanes alignment has not been addressed by Metro per meeting with City on 10/23/2025, where Metro agreed to take a look at design and resolve.	1		HTong	Corrections made per discussion with CDD	Signing and Striping	1	C	1/15/26	HT	
184	Dkriske	Burbank - CDD	10/27/2025	Plans	175	Signing and Striping	Plans		Glenoaks, east of Alameda, adjust striping for e/b and w/b bile lanes: narrow #2 thru lanes in both directions to 10' and make e/b bike lane buffer 2'.	1		HTong	Response Code 1: Will adjust lane widths and provide buffer.	Signing and Striping	1	C	1/15/26	HT	
185	Dkriske	Burbank - CDD	10/27/2025	Plans	175	Signing and Striping	Plans		Make sure left turn lanes have same storage as existing.	1		HTong	Response Code 1: Will evaluate and revise as needed to provide same storage lengths as existing.	Signing and Striping	1	C	1/15/26	HT	
186	Dkriske	Burbank - CDD	10/27/2025	Plans	175	Signing and 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 update.	Signing and Striping	1	C	1/15/26	HT	
187	Dkriske	Burbank - CDD	10/27/2025	Plans	176	Signing and Striping	Plans		No overhead sign due to Burbank City Council requirement for mixed flow. See City revised parkway mounted sign detail.	4		HTong	Revised Response Code 3: If no overhead sign is constructed. Existing sidewalk (no parkway here) does not have space to accommodate this roadside sign. Sign is not required since the existing lane configuration is not modified without the BRT lane.	Signing and Striping	3	R	1/15/26	HT	
188	Dkriske	Burbank - CDD	10/27/2025	Plans	178	Signing and Striping	Plans		City requested "Bus Bike Only" box striping. Signage will need to be adjusted accordingly.	1		HTong	Response Code 1: Will update accordingly.	Signing and Striping	1	C	1/15/26	HT	
189	Dkriske	Burbank - CDD	10/27/2025	Plans	206, 214, 222	Architecture	Plans		Confirm ADA compliant path of travel at all stations between edge of curb and front of station.	1		HTong	Response Code 1: Agree.	Signing and Striping	1	C	1/15/26	HT	
190	Mfuentes	Burbank - CDD	10/5/2025	Plans	12	Civil	Plans		Remove proposed e/b bike lane on Verdugo east of Olive. Preserve existing on-street parking.	1		Njohnston	Response Code 1: Agree. Will convert to parking.	Civil	1	C	1/15/26	HT	
191	Mfuentes	Burbank - CDD	10/5/2025	Plans	30	Demolition	Plans		If demo involves removal of paint and bollards at painted curb extension, it shall be restored.	1		Njohnston	Final Status Code C - Complete: Have added note next to callout for further clarification.	Demolition	1	C	1/15/26	HT	
192	Kkramer	Burbank - CDD	10/5/2025	Plans	151	Landscape	Plans		Is there room to add a new tree here?	3		HTong	A proposed kiosk is placed in this area	Civil	3	R	1/15/26	HT	
193	Kkramer	Burbank - CDD	10/5/2025	Plans	158	Landscape	Plans		Clarify plan for relocation. Will planters be returned to city or stored off site?	6		HTong	The intention is for the contractor to store them and place them back after construction	Civil	6	R	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
194	Kkramer	Burbank - CDD	10/5/2025	Plans	166	Signing and Striping	Plans		Could ending the bus lane here and transitioning to bike lane create an issue where the bus gets trapped if it can't merge over in time? Also local buses will have to merge left for one block and then merge right again to make the turn at BV. Since this lane will serve multiple local buses that use the right lane for the stop/turn at BV, it seems like it would be best to continue the bus lane to the intersection with Buena Vista, giving the BRT bus ample space to merge toward the left turn and allowing the local buses and bikes to continue in a dedicated lane to the intersection.	1		HTong	Extending bus lanes for local buses to Federick. BRT bus can start turning left after Naomi	Signing and Striping	1	C	1/15/26	HT	
195	Mfuentes	Burbank - CDD	10/27/2025	Plans	168	Signing and Striping	Plans		Remove dedicated bus lane striping. Mixed flow per Burbank City Council.	4		HTong	Metro/Burbank agreement required	Signing and Striping	4	U	1/15/26	HT	
196	Mfuentes	Burbank - CDD	10/27/2025	Plans	169	Signing and Striping	Plans		Remove dedicated bus lane striping. Mixed flow per Burbank City Council.	4		HTong	Metro/Burbank agreement required	Signing and Striping	4	U	1/15/26	HT	
197	Mfuentes	Burbank - CDD	10/27/2025	Plans	170	Signing and Striping	Plans		Remove dedicated bus lane striping. Mixed flow per Burbank City Council.	4		HTong	Metro/Burbank agreement required	Signing and Striping	4	U	1/15/26	HT	
198	Mfuentes	Burbank - CDD	10/27/2025	Plans	171	Signing and Striping	Plans		Remove dedicated bus lane striping. Mixed flow per Burbank City Council.	4		HTong	Metro/Burbank agreement required	Signing and Striping	4	U	1/15/26	HT	
199	Mfuentes	Burbank - CDD	10/27/2025	Plans	172	Signing and Striping	Plans		Remove dedicated bus lane striping. Mixed flow per Burbank City Council.	4		HTong	Metro/Burbank agreement required	Signing and Striping	4	U	1/15/26	HT	
200	Mfuentes	Burbank - CDD	10/27/2025	Plans	172	Signing and Striping	Plans		Remove 1' from width of both station platforms.	1		HTong	Moved back curb by 1'	Signing and Striping	1	C	1/15/26	HT	
201	Mfuentes	Burbank - CDD	10/27/2025	Plans	173	Signing and Striping	Plans		Could we have them add a quick-build curb extension here to remove the angled turn and narrow the lane? Also maybe shift #2 lane to 11 feet for buses going through (mixed flow).	1/4		HTong	Response code 6: This is not part of project scope.	Signing and Striping	6	R	1/15/26	HT	
202	Kkramer	Burbank - CDD	10/8/2025	Plans	174	Signing and Striping	Plans		Add delineators here?	3		HTong	The buffer at this location is only 2' wide per updated design	Signing and Striping	3	R	1/15/26	HT	
203	Kkramer	Burbank - CDD	10/8/2025	Plans	174	Signing and Striping	Plans		Add delineators here?	3		HTong	The buffer at this location is only 1' wide per updated design	Signing and Striping	3	R	1/15/26	HT	
204	Mfuentes	Burbank - CDD	10/27/2025	Plans	176	Signing and Striping	Plans		No overhead sign due to Burbank City Council requirement for mixed flow. See City revised parkway mounted sign detail.	4		HTong	Revised Response Code 3: If no overhead sign is constructed. Existing sidewalk (no parkway here) does not have space to accommodate this roadside sign. Sign is not required since the existing lane configuration is not modified without the BRT lane.	Signing and Striping	3	R	1/15/26	HT	
205	Dkriske	Burbank - CDD	10/9/2025	Plans	164	Signing and Striping	Plans		(Line up lanes at Olive/Hollywood Intersection)	1		HTong	Will remove median island to align lanes	Signing and Striping	1	C	1/15/26	HT	
206	Dkriske	Burbank - CDD	10/9/2025	Plans	164	Signing and Striping	Plans		(Line up lanes at Olive/Riverside Intersection)	1		HTong	Will remove parking on bridge and align lanes	Signing and Striping	1	C	1/15/26	HT	
207	Dkriske	Burbank - CDD	10/9/2025	Plans	166	Signing and Striping	Plans		Revise striping per markups on Niagara St	1		HTong	Will revise	Signing and Striping	1	C	1/15/26	HT	
208	Dkriske	Burbank - CDD	10/9/2025	Plans	166	Signing and Striping	Plans		Install bus/bike hashed conflict striping for bus stop	1		HTong	Will install	Signing and Striping	1	C	1/15/26	HT	
209	Dkriske	Burbank - CDD	10/9/2025	Plans	167	Signing and Striping	Plans		Revise lane widths at Buena Vista/Edison	1		HTong	Response Code 1: Will revise striping to straddle Buena Vista evenly.	Signing and Striping	1	C	1/15/26	HT	
210	Dkriske	Burbank - CDD	10/9/2025	Plans	170	Signing and Striping	Plans		Maintain 18' parking + thru lane, do not extend bike lane	1		HTong	Response Code 1: Will revise per comment.	Signing and Striping	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
211	Dkriske	Burbank - CDD	10/9/2025	Plans	170	Signing and Striping	Plans		Revise lane widths at Verdugo	1		HTong	Response Code 1: Will revise per comment.	Signing and Striping	1	C	1/15/26	HT	
212	Dkriske	Burbank - CDD	10/9/2025	Plans	172	Signing and Striping	Plans		At Lake, move curb back by 1'	1		HTong	Response Code 1: Will revise per comment.	Signing and Striping	1	C	1/15/26	HT	
213	Dkriske	Burbank - CDD	10/9/2025	Plans	173	Signing and Striping	Plans		Any reason why this curb lane isn't 11 feet?	1		HTong	Dimension is incorrect, lane is 11'	Signing and Striping	1	C	1/15/26	HT	
214	Dkriske	Burbank - CDD	10/9/2025	Plans	173	Signing and Striping	Plans		Appears to be abrupt merge between bus lane and right turning vehicles	1		HTong	Will revise per PDT discussion	Signing and Striping	1	C	1/15/26	HT	
215	Dkriske	Burbank - CDD	10/9/2025	Plans	174	Signing and Striping	Plans		Revise Providencia per markup	1		HTong	Will revise per PDT discussion	Signing and Striping	1	C	1/15/26	HT	
216	Dkriske	Burbank - CDD	10/9/2025	Plans	174	Signing and Striping	Plans		provide hashed green conflict striping per FHWA bike design guide figure 23	1		HTong	Will revise per PDT discussion	Signing and Striping	1	C	1/15/26	HT	
217	Dkriske	Burbank - CDD	10/9/2025	Plans	174	Signing and Striping	Plans		due to 3-way mixing zone between cars, bikes, and buses, provide separate bike lane outside of right turn lane to separate bikes from vehicle mixing, provide conflict striping connection to bike turn box.	1		HTong	Will revise per PDT discussion	Signing and Striping	1	C	1/15/26	HT	
218	Dkriske	Burbank - CDD	10/9/2025	Plans	174	Signing and Striping	Plans		remove shark tooth at all intersections	1		HTong	Response Code 1: Will remove	Signing and Striping	1	C	1/15/26	HT	
219	Dkriske	Burbank - CDD	10/9/2025	Plans	175	Signing and Striping	Plans		stripe buffered bike lane here to preserve on-street parking. buffer between bike lane and parked cars	1		HTong	Response Code 1: Will revise	Signing and Striping	1	C	1/15/26	HT	
220	Dkriske	Burbank - CDD	10/9/2025	Plans	175	Signing and Striping	Plans		remove shark tooth at all intersections	1		HTong	Response Code 1: Will remove	Signing and Striping	1	C	1/15/26	HT	
221	Dkriske	Burbank - CDD	10/9/2025	Plans	175	Signing and Striping	Plans		due to higher right turn volumes, provide dedicated bike lane separate from turn lane, adjust lane dimensions as shown	1		HTong	Response Code 1: Will revise	Signing and Striping	1	C	1/15/26	HT	
222	Dkriske	Burbank - CDD	10/9/2025	Plans	175	Signing and Striping	Plans		provide hashed green conflict striping per FHWA bike design guide figure 23	1		HTong	Response Code 1: Will revise	Signing and Striping	1	C	1/15/26	HT	
223	Dkriske	Burbank - CDD	10/9/2025	Plans	175	Signing and Striping	Plans		should there be a dashed break in this buffer for alley access	1		HTong	Response Code 1: Will revise	Signing and Striping	1	C	1/15/26	HT	
224	Dkriske	Burbank - CDD	10/9/2025	Plans	175	Signing and Striping	Plans		2' offset (does not necessarily need cat track)	6		HTong	Noted.	Signing and Striping	6	R	1/15/26	HT	
225	Dkriske	Burbank - CDD	10/9/2025	Plans	175	Signing and Striping	Plans		10 #2 lane 5' bike 2' buffer 8' parking	1		HTong	Response Code 1: Will revise	Signing and Striping	1	C	1/15/26	HT	
226	Dkriske	Burbank - CDD	10/9/2025	Plans	175	Signing and Striping	Plans		Will glendale consent to 8' 2' buffer 5' bike 10' #2 lane? for northbound from spazier to glenoaks?	1		HTong	Response Code 1: Will revise	Signing and Striping	1	C	1/15/26	HT	
227	Dkriske	Burbank - CDD	10/23/2025	Plans	3	Landscape	Plans		New replacement tree to be installed in parkway between Hollywood Way and Cordova St in new tree well and tree grate per BMC 7-4-111. Replacement tree species per tree master plan. Metro to calculate removed tree's value per BMC 7-4-105 and shall pay City that amount per BMC 7-4-111	1/6		HTong	Response Code 1/6: Canopy is being redesigned closer to Hollywood Way and would no longer impact this tree	Landscape	1/6	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
228	DKriske	Burbank - CDD	10/23/2025	Plans	3	Landscape	Plans		New replacement tree to be installed in parkway between Hollywood Way and Cordova St in new tree well and tree grate per BMC 7-4-111. Replacement tree species per tree master plan. Metro to calculate removed tree's value per BMC 7-4-105 and shall pay City that amount per BMC 7-4-111	1/6		HTong	Response Code 1/6: Canopy is being redesigned closer to Hollywood Way and would no longer impact this tree	Landscape	1/6	C	1/15/26	HT	
229	Dkriske	Burbank - CDD	10/23/2025	Plans	4	Landscape	Plans		New replacement tree to be installed in parkway north of bus station per BMC 7-4-111. Replacement tree species per tree master plan. Metro to calculate removed tree's value per BMC 7-4-105 and shall pay City that amount per BMC 7-4-111	1		Sork	Response Code 1: Incorporation planned for next submittal.	Landscape	1	C	1/15/26	SO	
230	Dkriske	Burbank - CDD	10/23/2025	Plans	4	Landscape	Plans		Replacement tree location	1		Sork	Response Code 1: Incorporation planned for next submittal. A new tree will be proposed near this location as suggested. An existing utility pole is located at the suggested spot, so the new tree will be placed to the left of the walkway in the available open area.	Landscape	1	C	1/15/26	SO	
231	Dkriske	Burbank - CDD	10/23/2025	Plans	6	Landscape	Plans		Remove shrub landscaping, install chinese pistache per Street Tree Master Plan as shown in 5x5 tree wells with tree grates and irrigation	1		Sork	Response Code 1: Incorporation planned for next submittal. Tree wells with grates and irrigation will be provided for the proposed trees. Coordination with the civil roadway team will be done to confirm the locations of the	Landscape	1	C	1/15/26	SO	
232	Dkriske	Burbank - CDD	10/23/2025	Plans	6	Landscape	Plans		nstall chinese pistache for bus station shade per Street Tree Master Plan as shown in 5x5 tree wells tree grate and irrigation	1		Sork	Response Code 1: Incorporation planned for next submittal. Tree wells with grates and irrigation will be provided for the proposed trees. Coordination with the civil roadway team will be done to confirm the locations of the	Landscape	1	C	1/15/26	SO	
233	Dkriske	Burbank - CDD	10/23/2025	Plans	6	Landscape	Plans		nstall chinese pistache for bus station shade per Street Tree Master Plan as shown in 5x5 tree wells with tree grate and irrigation	1		Sork	Response Code 1: Incorporation planned for next submittal. Tree wells with grates and irrigation will be provided for the proposed trees. Coordination with the civil roadway team will be done to confirm the locations of the	Landscape	1	C	1/15/26	SO	
234	Dkriske	Burbank - CDD	10/23/2025	Plans	7	Landscape	Plans		Install missing Pinus Canariensis in 4x4 tree well	2		Sork	Response Code 2: Discussion/Clarification. The location indicated for the new Pinus canariensis in a 4'x4' tree well, as shown in the comments, is situated between a utility box, a nearby streetlight, and an existing decorative brick area. Please confirm this location.	Landscape	2	R	1/15/26	SO	
235	Dkriske	Burbank - CDD	10/23/2025	Plans	8	Landscape	Plans		Option 1: Trees 428-434 shall be relocated to adjusted beginning of new median to preserve palm tree view shed. Option 2: Trees 428-434 shall be replaced with same species of palm and installed at beginning of new median. Metro to calculate value of removed trees 428-434 per BMC 7-4-105 and shall pay City that amount per BMC 7-4-111.	1		Sork	Response Code 1: Incorporation planned for next submittal. After review, we prefer Option #1, which relocates existing palm trees #428 to #434 to the new median at the beginning of the alignment to preserve the palm tree view corridor.	Landscape	1	C	1/15/26	SO	
236	Dkriske	Burbank - CDD	10/23/2025	Plans	8	Landscape	Plans		Metro to calculate value of removed tree 459 per BMC 7-4-105 and shall pay City that amount per BMC 7-4-111.	6		Sork	Response Code 6: Observation only (no action required). Acknowledged	Landscape	6	R	1/15/26	SO	
237	Dkriske	Burbank - CDD	10/27/2025	Plans	8	Landscape	Plans		Metro to calculate value of removed trees 423-427 per BMC 7-4-105 and shall pay City that amount per BMC 7-4-111.	2		Sork	Response Code 2: Discussion/Clarification. Existing trees #423, #424, and #425 will be protected with tree protection measures. Existing trees #426 and #427 are scheduled for removal in this area.	Landscape	2	R	1/15/26	SO	

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: 85%
Date: 01/12/26
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)

***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)

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**
238	Dkriske	Burbank - CDD	10/27/2025	Plans	8	Landscape	Plans		Metro to install new geijera parviflora parkway street trees on east side of Glenoaks between Valencia and Ceder, spaced every 25-50 feet, while maintaining all existing trees. Cost of new street trees to be offset from payment received per BMC 7-4-111	1		Sork	Response Code 1: Incorporation planned for next submittal.	Landscape	1	C	1/15/26	SO	
239	Dkriske	Burbank - CDD	10/23/2025	Plans	8	Landscape	Plans		Replace with Lagerstroemia indica to reduce conflict with view of median palm trees.	1		Sork	Response Code 1: Incorporation planned for next submittal.	Landscape	1	C	1/15/26	SO	
240	Dkriske	Burbank - CDD	10/23/2025	Plans	8	Landscape	Plans		Replace with Lagerstroemia indica to reduce conflict with view of median palm trees.	1		Sork	Response Code 1: Incorporation planned for next submittal.	Landscape	1	C	1/15/26	SO	
241	Dkriske	Burbank - CDD	10/23/2025	Plans	8	Landscape	Plans		Install three geijera parviflora trees nearest platform to provide shade to passengers.	1		Sork	Response Code 1: Incorporation planned for next submittal.	Landscape	1	C	1/15/26	SO	
242	Dkriske	Burbank - CDD	10/23/2025	Plans	8	Landscape	Plans		Install three geijera parviflora trees nearest platform to provide shade to passengers, remove remaining 4 trees to improve driver / bus visibility and to reduce conflict with palm tree view shed along median	1		Sork	Response Code 1: Incorporation planned for next submittal.	Landscape	1	C	1/15/26	SO	
243	Dkriske	Burbank - CDD	10/23/2025	Plans	8	Landscape	Plans		Modify landscaping to allow for relocated or replaced palm trees 428-434 to create a new palm tree gateway element at top of new median. Ensure landscaping complements palm tree view shed.	1		Sork	Response Code 1: Incorporation planned for next submittal.	Landscape	1	C	1/15/26	SO	
244	ChristinaJeon	Burbank - CDD	10/27/2025	Plans	8	Landscape	Plans		Note: WeatherTrak Controllers to be used, not Hunter	1		Sork	Response Code 1: Incorporation planned for next submittal.	Landscape	1	C	1/15/26	SO	
245	Jose Rodriguez	Burbank - PW Eng	10/27/2025	Plans	2	General	Plans		General note that applies to all sheets #'s 63-114 All utility boxes shall be protected in place. If any utility boxes need to be relocated as part of the project. Written approval from utility owner must be granted prior to relocation.	6		HTong	Noted. Utility coordination is in progress.	Civil	6	R	1/15/26	HT	
246	Jose Rodriguez	Burbank - PW Eng	10/23/2025	Plans	3	General	Plans		Note below applies to sheets 192-273 and all other sheets with an incomplete submittal: Review of this submittal cannot be completed at this time. Updated station structural and architectural design sheets are not included and are required for a complete review. Provide the missing sheets with the next submittal package.	1		HTong	To be provided in next submittal	Civil	1	C	1/15/26	HT	
247	Jose Rodriguez	Burbank - PW Eng	10/27/2025	Plans	68	Civil	Plans		General Note (Applies to Curb Ramp Plan Sheets 68–78): All slope percentages shall be verified in the field during construction to ensure proper drainage and accessibility. Final slopes may be subject to verification and approval by the City Engineer or Public Works Inspector.	1		Nathan J	Response Code 1: Agree. Will add note.	Civil	1	C	1/15/26	HT	
248	Jose Rodriguez	Burbank - PW Eng	10/23/2025	Plans	79	Civil	Plans		This general note applies to all sheets where applicable: Transition length must be feasible. Applicant must provide cross slope to determine if this is feasible. Sidewalk Slopes shall not exceed 2%	2		Nathan J	Response Code 2: Can provide cross slope if requested, however, sidewalk height does not change, only curb height, Curb is above sidewalk elevation at these locations, not equal. Curb hieght varies but sidewalk hieght does not.	Civil	2	R	1/15/26	HT	
249	Jose Rodriguez	Burbank - PW Eng	10/23/2025	Plans	82	Civil	Plans		Tree wells must be approved by City of Burbank Parks and Rec division.	4		HTong	Response Code 4: Noted, has the tree wells been provided to City Parks and Rec division for review?	Civil	4	R	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
250	Dkriske	Burbank - CDD	11/20/2025	Plans	1	Signing and Striping	Plans		End bus lane at approach to Riverside, because far side block between Riverside and Hollywood Way is only about 150-200ft long and has right turn and merge conflicts so should be shared	4		HTong	Response Code 4: Metro position is to maintain WB bus lane as currently proposed. Additional agreements needed.	Civil	4	R	1/15/26	HT	
251	Dkriske	Burbank - CDD	11/20/2025	Plans	1	Signing and Striping	Plans		remove pavement legends, update striping to reflect merge/right turn lane	4		HTong	Response Code 4: Metro position is to maintain WB bus lane as currently proposed. Additional agreements needed.	Civil	4	R	1/15/26	HT	
252	Dkriske	Burbank - CDD	11/20/2025	Plans	1	Signing and Striping	Plans		#3 lane should trap to a right turn lane, except buses, onto Riverside Drive	6		HTong	Response Code 6: As currently designed, #3 lane does trap to a right turn lane except buses onto Riverside Drive. Existing signs W73A Rt (CA) and R3-7R will remain. However, right turn arrow marking is not used.	Civil	6	R	1/15/26	HT	
253	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		ADD TITLE "STANDARD LEGEND & GENERAL NOTES FOR SIGNING AND STRIPING PLANS" (SIMILAR TO SHEET 182)	1		Nathan J	Response Code 1: Agree.	Signing and Striping	1	C	1/15/26	HT	
254	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		Too hard to find signs. Reorganize signs by Alpha-Numeric order. Add sign legend to each striping sheet	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
255	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		ADD SIGN G33-1 IF USED	1		Nathan J	Response Code 1: Will add to applicable sheets per other comment this sheet.	Signing and Striping	1	C	1/15/26	HT	
256	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		R10-15(MOD)	1		Nathan J	Response Code 1: Agree. Will update on applicable sheet.	Signing and Striping	1	C	1/15/26	HT	
257	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		LEFT LANE	1		Nathan J	Response code 1: Will add another sign for left lane	Signing and Striping	1	C	1/15/26	HT	
258	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		(revise SR60-4 (CA) (Mod) sign)	2		Nathan J	Response Code 3: Design and font size are per MUTCD standard. No graphics used	Signing and Striping	3	R	1/15/26	HT	
259	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		add pavement marking legend to each striping sheet	1		Nathan J	Response Code 1: Will reproduce on each sheet.	Signing and Striping	1	C	1/15/26	HT	
260	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		ADD "INSTALL PAVEMENT MARKING 'BIKE LANE ARROW' PER CALTRANS STD PLAN A24A"	1		Nathan J	Response Code 1: Agree.	Signing and Striping	1	C	1/15/26	HT	
261	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		ADD "EXISTING STRIPING TO REMAIN" TO THE LEGEND	1		Nathan J	Response Code 1: Will evaluate if this can be made legible and provide if so.	Signing and Striping	1	C	1/15/26	HT	
262	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		"EXISTING STRIPING TO BE REMOVED" SHOULD HAVE GRAY LINE COLOR (2ND REQUEST)	1		Nathan J	Response Code 1: Will evaluate if this tactic can be made legible and provide if so. Will keep dotted line but make existing-to-remain darker.	Signing and Striping	1	C	1/15/26	HT	
263	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		ADD DETAIL OF DELINEATOR WITH SPACING & DELINEATOR DIMENSIONS	2		Nathan J	Response Code 2: Spacing called out per location on plan. See specs for delineator dimensions.	Signing and Striping	2	R	1/15/26	HT	
264	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		ADD KEYMAP AND SHEET INDEX TO THIS SHEET SS-100	1		Nathan J	Response Code 1: Agree. Will provide separated key map.	Signing and Striping	1	C	1/15/26	HT	
265	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		INCLUDE ALL SIGNS, LEGENDS, AND SPECIAL DETAILS REFERENCED ON EACH SHEET	1		Nathan J	Response Code 1: Agree.	Signing and Striping	1	C	1/15/26	HT	
266	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		SHOW HOW PROPOSED STRIPING WILL TRANSITION TO EXISTING (APPLY TO ALL SHEETS)	1		Nathan J	Response Code 1: Agree.	Signing and Striping	1	C	1/15/26	HT	
267	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		SHOW CURB-TO-CURB WIDTH AND CURB-TO-CENTERLINE WIDTHS FOR EACH BLOCK OR CHANGE IN ALIGNMENT. 3RD REQUEST	1		Nathan J	Response Code 1: Agree.	Signing and Striping	1	C	1/15/26	HT	
268	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		SHOW LENGTHS FOR ALL STRIPING (TURN POCKETS, REVERSE CURVES, ETC) (APPLY TO ALL SHEETS) 3RD REQUEST	1		Nathan J	Response Code 1: Agree.	Signing and Striping	1	C	1/15/26	HT	
269	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		INDICATE WHERE TRANSITION STARTS AND ENDS. 3RD REQUEST	1		Nathan J	Response Code 1: Agree.	Signing and Striping	1	C	1/15/26	HT	
270	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		SHOW LANE LINE WIDTH (NEAREST WHOLE NUMBER)	1		Nathan J	Response Code 1: Agree.	Signing and Striping	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
271	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		INSTALL 2 TURN ARROWS MARKINGS FOR LEFT AND RIGHT TURN POCKETS AT THE BEGINNING AND END OF THE POCKET. (APPLY TO ALL SHEETS)	1		Nathan J	Response Code 1: Agree.	Signing and Striping	1	C	1/15/26	HT	
272	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		SHOW CROSSWALK BARS PER BURBANK STD PLAN. BAR SHOULD BE ALIGNED AND PARALLEL TO TRAVEL LANES, AND THEN 5' O.C. IN FRONT OF THE CURB LANE (TYPICAL)	1		Nathan J	Response Code 1: Agree.	Signing and Striping	1	C	1/15/26	HT	
273	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		USE DETAIL 22 FOR DOUBLE YELLOW CENTERLINES.	1		HTong	Revised response Code 1: City is now acceptable to pavement markers and is requesting this change.	Signing and Striping	1	C	1/15/26	HT	
274	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		USE DETAIL 9 FOR DASHED WHITE LANE LINES.	1		HTong	Revised response Code 1: City is now acceptable to pavement markers and is requesting this change.	Signing and Striping	1	C	1/15/26	HT	
275	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		USE DETAIL 32 FOR TWO-WAY LEFT TURN LANES LINES.	1		HTong	Revised response Code 1: City is now acceptable to pavement markers and is requesting this change.	Signing and Striping	1	C	1/15/26	HT	
276	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		SHOW ALL EXISTING DRIVEWAYS.	1		Nathan J	Response Code 1: Will dictate all known driveways on plan.	Signing and Striping	1	C	1/15/26	HT	
277	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		INDICATE BUS STOPS AND LOCATION OF BUS STOP SIGNS (APPLY TO ALL SHEETS) 2ND REQUEST	1		Nathan J	Response Code 1: Existing bus stop signage to be marked on plan.	Signing and Striping	1	C	1/15/26	HT	
278	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		CHECK THAT EXISTING STRIPING BEING REMOVED IS ACCURATELY SHOW	1		Nathan J	Response Code 1: Will verify.	Signing and Striping	1	C	1/15/26	HT	
279	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		FIX OVERLAPPING TEXT AND STRIPING. 2ND REQUEST	1		Nathan J	Response Code 1: Will update where possible.	Signing and Striping	1	C	1/15/26	HT	
280	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		FIX CONFLICTING SCALING	1		Nathan J	Response Code 1: Will update.	Signing and Striping	1	C	1/15/26	HT	
281	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		BRT QUEUE JUMP PROPOSED FOR ALAMEDA AVE AT NAOMI ST. NO SIGNAL PLAN HAS BEEN SUBMITTED YET. UPGRADE TO CITY'S MANAGEMENT SYSTEM HARDWARE AND SOFTWARE, AND TRAFFIC SIGNAL MODIFICATION (INCLUDING CONTROLLER UPGRADE) IS REQUIRED FOR ALL BRT QUEUE JUMP. SUBMIT A SIGNAL PLAN ASAP. 2ND REQUEST (APPLICABLE TO ALL QUEUE JUMP LOCATIONS)	6		HTong	Revised Response Code 6: Revising striping design at Alameda/Naomi to remove queue jump. No other locations require queue jump.	Signing and Striping	6	R	1/15/26	HT	
282	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		THE PROPOSED CONCRETE BUS PADS SHOULD NOT EXTEND PAST LANE. IF LANE IS 10', BUS PAD SHOULD BE 10' WIDE AND NOT 12' SIDE PER METRO STANDARD.	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
283	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	1	Signing and Striping	Plans		PROVIDE SIGNS FOR ALL BIKE LANES. CALL OUT ALL STRIPING FOR BIKE LANE.	1		Nathan J	Response Code 1: Will provide.	Signing and Striping	1	C	1/15/26	HT	
284	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		2018 CALTRANS STANDARD PLANS	1		Nathan J	Response code 1: 2018 to be used.	Signing and Striping	1	C	1/15/26	HT	
285	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		APPLY COMMENTS FOR KEY NOTES TO ALL SHEETS	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
286	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		PER CITY OF BURBANK STANDARD PLAN BT-409A-1	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
287	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		PER DETAIL "X" ON SHEET SS-100. "X" IS A PLACE HOLDER AND WILL NEED TO BE UPDATED TO REFLECT CORRECT DETAIL	1		Nathan J	Response Code 1: Will update as needed.	Signing and Striping	1	C	1/15/26	HT	
288	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		PER CITY OF BURBANK STANDARD PLAN BT-409A-1	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
289	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		SHEET SS-100	1/2		Nathan J	Response Code 1/2: There is no comment specifying "move details to SS-100", therefore sheet is correct as listed. However, can move details as this seems to be implied.	Signing and Striping	1/2	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
290	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		SEE SHEET SS-100 FPR DETAILS	1/2		Nathan J	Response Code 1/2: There is no comment specifying "move details to SS-100", therefore sheet is correct as listed. However, can move details as this seems to be implied.	Signing and Striping	1/2	C	1/15/26	HT	
291	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		SHOW LEGEND OF PAVEMENT MARKING REFERENCED ON EACH SHEET.	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
292	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		K71 POST	2		Nathan J	Response Code 2: "Pexco Delineators" is text to use per previous PDT.	Signing and Striping	2	R	1/15/26	HT	
293	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		ADD KEY NOTE 27: INSTALL 50' OF THERMOPLASTIC 6" SOLID WHITE LANE LINE STRIPE.	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
294	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		CONFLICTING SCALE. FIX FOR ALL SHEETS	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
295	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		CHANGE TO "TRAFFIC ENGINEERING MANAGER" (APPLY TO ALL SHEETS)	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
296	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		CHANGE TO "CITY ENGINEER" (APPLY TO ALL SHEETS)	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
297	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		MOVE KEY MAP TO SS-100. (APPLY TO ALL SHEETS)	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
298	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		IS IT NECESSARY TO REMOVE MEDIAN ON HOLLYWOOD WAY? THIS SECTION DOES NOT HAVE A BUS ROUTE.	2		Nathan J	Response Code 2: This removal was requested by Metro operations after field testing bus turning at this location.	Signing and Striping	3	R	1/15/26	HT	
299	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		INSTALL 2 ARROWS FOR LEFT AND RIGHT TURN POCKET AT THE BEGINNING AND END OF THE POCKET. (APPLY TO ALL SHEETS)	1		Nathan J	Response Code 1: Agree.	Signing and Striping	1	C	1/15/26	HT	
300	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		REMOVE LINE	1		Nathan J	Response Code 1: Agree.	Signing and Striping	1	C	1/15/26	HT	
301	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		BULBOUT FOR EB STATION HAS CREATED AN ALIGNMENT ISSUE. INVESTIGATE HOW PROPOSED ALIGNMENT WILL TRANSITION TO EXISTING. INVESTIGATING THE REMOVAL OF THE MEDIAN TO HELP WITH THE TRANSITION.	1		Nathan J	Response Code 1: will remove median	Signing and Striping	1	C	1/15/26	HT	
302	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		(add cattracks and detail 40 callout)	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
303	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		(PROTECT EXISTING STOP LINE)	1/3		HTong	Revised response code 1/3: 60% Comments requested installing limit line at proposed crosswalk locations. Will review each location to verify loops are not impacted.	Signing and Striping	3	R	1/15/26	HT	
304	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		BEGIN BUS LANE STRIPING AFTER THE HOLLYWOOD INTERSECTION, AND CONTINUE TOWARDS RIVERSIDE.	4		HTong	Design to remain per PDT discussion	Signing and Striping	3	R	1/15/26	HT	
305	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		BUS PAD SHOULD NOT ENCROACH INTO THE #2 LANE	1		Nathan J	Response Code 1: Will Comply.	Signing and Striping	1	C	1/15/26	HT	
306	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		50'	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
307	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		(KEY NOTE 27)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
308	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		EXISTING STRIPING BEING REMOVED IS NOT ALL ONE LINE. CHECK THAT STRIPIN BEING REMOVED IS ACCURATELY SHOWN. (APPLY TO ALL SHEETS)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
309	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		SHOW CURB-TO-CURB WIDTH AND CURB-TO-CENTERLINE WIDTHS FOR EACH BLOCK OR CHANGE IN ALIGNMENT. 3RD REQUEST	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
310	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		detail 29	1		HTong	Revised response Code 1: Will review detail. Pavement markers can now be used.	Signing and Striping	1	C	1/15/26	HT	
311	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		(Add 45 deg white solid lines spaced at 12' O.C. and callout key note 5)	1		Nathan J	Response code 1: Will provide diagonals.	Signing and Striping	1	C	1/15/26	HT	
312	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		SHOW LENGTHS FOR ALL STRIPING (TURN POCKETS, REVERSE CURVES, ETC) (APPLY TO ALL SHEETS) 3RD REQUEST	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
313	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		(REMOVE SR60-5(CA) AND R3-7R)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
314	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		SHOW STRIPING AND MARKINGS TO BE REMOVED	1		HTong	Response Code 1: We'll show to remove the two existing right turn arrows here	Signing and Striping	1	C	1/15/26	HT	
315	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		SHOW CROSSWALK PER BURBANK STANDARD PLAN BT-409A-1, TYP FOR ALL SHEETS	1		HTong	Revised Response Code 1: Will review each location and correct if applicable.	Signing and Striping	1	C	1/15/26	HT	
316	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		CONFLICTING WITH OTHER LINETYPES. USE GREY LINE COLOR (TYP. ALL SHEETS)	1		Nathan J	Response code 1: Will evaluate and show if legible.	Signing and Striping	1	C	1/15/26	HT	
317	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		REMOVE LENGTH. SHOW WIDTH OF CROSSWALK (APPLY TO ALL SHEETS)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
318	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		PROTECT EXISTING LIMIT LINE	2		Nathan J	Response Code 2: Existing limit line at incorrect advance spacing from proposed crosswalk striping. Existing crosswalk striping is not per City standard.	Signing and Striping	2	R	1/15/26	HT	
319	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		SHOW CURB-TO-CURB WIDTH AND CURB-TO-CENTERLINE DIMENSIONS. REMOVE R/W TO R/W DIMENSION.	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
320	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		HATCHOUT FOR WHOLE RED CURB LENGTH	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
321	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		SHOW EXISTING CIVIL IN LIGHTER LINETYPE	1		Nathan J	Response code 1: Will evaluate and comply if visible.	Signing and Striping	1	C	1/15/26	HT	
322	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		FIX OVERLAPPING TEXT AND STRIPING. (APPLY TO ALL SHEETS) 2ND REQUEST	1		Nathan J	Response code 1: Will comply wherever possible.	Signing and Striping	1	C	1/15/26	HT	
323	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		ADD CURVED EDGE LINE	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
324	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		(USE DETAIL 37B)	1		HTong	Revised response Code 1: Will review detail. Pavement markers can now be used.	Signing and Striping	1	C	1/15/26	HT	
325	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		(FIX CALLOUT LEADER LINE TO POINT TO STRIPE)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
326	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		50'	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
327	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	2	Signing and Striping	Plans		10'	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
328	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	3	Signing and Striping	Plans		APPLY COMMENTS FROM SS-101	1		Nathan J	Response Code 1: Will apply all agreed upon comments.	Signing and Striping	1	C	1/15/26	HT	
329	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	3	Signing and Striping	Plans		38A	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
330	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	3	Signing and Striping	Plans		REMOVE	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
331	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	3	Signing and Striping	Plans		27 (typ)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
332	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	3	Signing and Striping	Plans		(revise median striping, provide striping and callout detail 29 and remove detail 25 callouts)	1		HTong	Revised response Code 1: Will review detail. Pavement markers can now be used.	Signing and Striping	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
333	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	3	Signing and Striping	Plans		SR60-5	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
334	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	3	Signing and Striping	Plans		(FIX CALLOUT LEADER LINE TO POINT TO DROPPED LANE BOXES)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
335	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	3	Signing and Striping	Plans		SHOW CURB-TO-CURB WIDTH AND CURB-TO-CENTERLINE WIDTHS FOR EACH BLOCK OR CHANGE IN ALIGNMENT. 3RD REQUEST	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
336	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	3	Signing and Striping	Plans		REMOVE BREAK BOXES FOR THIS DRIVEWAY	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
337	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	3	Signing and Striping	Plans		(ADD LEADER LINE TO POINT TO STRIPE)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
338	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	3	Signing and Striping	Plans		INSTALL BUFFER AND EDGELINE SIMILAR TO OLIVE & RIVERSIDE	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
339	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	3	Signing and Striping	Plans		38A	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
340	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	3	Signing and Striping	Plans		(PROVIDE LANE WIDTHS)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
341	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	3	Signing and Striping	Plans		INSTALL SIGN R312F IN ADVANCE OF THE START OF THE BUS LANE. 2ND REQUEST	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
342	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	3	Signing and Striping	Plans		(REVISE STRIPING, PROVIDE CALLOUT)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
343	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	3	Signing and Striping	Plans		CENTERLINE STRIPING IS MISSING. PROVIDE STRIPING AND LANE WIDTHS. PROVIDE CURB-TO-CURB AND CURB-TO-CENTER LENGTHS. 2ND REQUEST (SEE ABOVE FOR CITY SUGGESTION)	1		HTong	Will review location. Existing island is maintained. Will revise striping to tie back to existing.	Signing and Striping	1	C	1/15/26	HT	
344	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	3	Signing and Striping	Plans		INSTALL LIMIT LINE PERPENDICULAR TO TRAVEL WAY	1		HTong	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
345	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	3	Signing and Striping	Plans		EXISTING STRIPING AND MARKINGS IN INTERSECTION. RESTRIPE TO NEW ALIGNMENT.	1		Nathan J	Response Code 1: Will evaluate and update striping as needed.	Signing and Striping	1	C	1/15/26	HT	
346	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	3	Signing and Striping	Plans		(RESTRIPE east of intersection)	2		Nathan J	Response Code 2: No proposed modifications in this area. Outside of project limit.	Signing and Striping	2	R	1/15/26	HT	
347	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		APPLY COMMENTS FROM SS-101	1		Nathan J	Response Code 1: Will apply agreed upon comments.	Signing and Striping	1	C	1/15/26	HT	
348	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		PLACE FURTHER IN ADVANCE OF START OF BUS LANE	1		Nathan J	Response Code 1: Sign is placed 200' in advance, but will extend viewport so this is more obvious.	Signing and Striping	1	C	1/15/26	HT	
349	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		32	1		HTong	Revised response Code 1: Will review detail. Pavement markers can now be used.	Signing and Striping	1	C	1/15/26	HT	
350	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		EXISTING BURBANK BUS STOP. INSTALL GREEN BIKE BOX LANE DROP BOXES FOR THE WHOLE BLOCK	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
351	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		EXTEND GREEN BIKE LANE DROP BOX TO CURB	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
352	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		21	1		Nathan J	Per CRM discussion, leave as Detail 22	Signing and Striping	3	R	1/15/26	HT	
353	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		31	1		Nathan J	Per CRM discussion, leave as Detail 32	Signing and Striping	3	R	1/15/26	HT	
354	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		SUM OF LANE WIDTHS AND BUFFER =77'. RECHECK LANE WIDTHS AND CURB-TO-CURB WIDTH.	1		Nathan J	Response Code 1: Will verify.	Signing and Striping	1	C	1/15/26	HT	
355	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		MINIMUM PARKING LANE IS 8'. (APPLY TO ALL SHEETS)	6		HTong	Revised response Code 6: No change per CRM meeting	Signing and Striping	6	R	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
356	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		(REVISE STRIPING, PROVIDE CALLOUT)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
357	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		INSTALL GREEN BIKE LANE DROP BOXES FOR VEHICLES TURNING RIGHT ONTO SIDESTREET. (APPLICABLE TO ALL LOCATIONS)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
358	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		27 (typ)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
359	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		EXISTING BURBANK BUS STOP. INSTALL GREEN BIKE BOX LANE DROP BOXES FOR BUS STOP AND FOR RIGTH TURNING VEHICLES (APPLY TO ALL SHEETS)	1		Nathan J	Response code 1: Will add.	Signing and Striping	1	C	1/15/26	HT	
360	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		38A	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
361	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		EXTEND BUS LANE INSTEAD OF BIKE LANE	1/2		HTong	Response Code 1/2: Will end EB bus lane earlier (approx at willow. Section of Alameda between Naomi and Frederic will become wide curb lane with parking	Signing and Striping	1	C	1/15/26	HT	
362	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		NO SIGNAL PLAN HAS BEEN SUBMITTED FOR NAOMI ST. UPGRADE TO CITY'S MANAGEMENT SYSTEM HARDWARE AND SOFTWARE, AND TRAFFIC SIGNAL MODIFICATION (INCLUDING CONTROLLER UPGRADE) IS REQUIRED FOR ALL BRT QUEUE JUMP. SUBMIT A SIGNAL PLAN ASAP. 2ND REQUEST (APPLICABLE TO ALL QUEUE JUMP LOCATIONS)	3		HTong	Queue jump eliminated. Burbank segment no longer has any queue jump locations	Signing and Striping	3	R	1/15/26	HT	
363	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		21	1		Nathan J	Per CRM discussion, leave as Detail 22	Signing and Striping	3	R	1/15/26	HT	
364	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		SUM OF LANE WIDTHS AND BUFFER (77'). RECHECK LANE WIDTHS AND CURB-TO-CURB WIDTH.	1		Nathan J	Response code 1: Will verify.	Signing and Striping	1	C	1/15/26	HT	
365	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		EXISTING 8" LIMIT LINE	1		Nathan J	Response Code 1: Will add.	Signing and Striping	1	C	1/15/26	HT	
366	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		38A (typ)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
367	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		CLARIFY IF THE EXISTING STRIPING WILL REMAIN?	1		Nathan J	Respond code 1: Will update to show existing striping.	Signing and Striping	1	C	1/15/26	HT	
368	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		INDICATE WHERE TRANSITION STARTS AND ENDS (APPLICABLE TO ALL). 2ND REQUEST	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
369	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		EXTEND GREEN BIKE BOX CONFLICT BOXES TO FREDERIC	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
370	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		SHOW CURB-TO-CURB WIDTH AND CURB-TO-CENTERLINE WIDTHS FOR EACH BLOCK OR CHANGE IN ALIGNMENT. (APPLY TO ALL SHEETS) 3RD REQUEST	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
371	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		KEEP CAT-TRACK FOR DUAL LEFT TURNS	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
372	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		21	1		Nathan J	Per CRM discussion, leave as Detail 22	Signing and Striping	3	R	1/15/26	HT	
373	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		PROVIDE STRIPING PLAN TO SHOW HOW PROPOSED STRIPING WITLL TRANSITION TO EXISTING	1		Nathan J	Response Code 1: Will extend view limits.	Signing and Striping	1	C	1/15/26	HT	
374	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		PROVIDE SIGNS FOR BIKE LANE. CALL OUT ALL STRIPING FOR BIKE LANE. (APPLICABLE TO ALL LOCATIONS)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
375	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	4	Signing and Striping	Plans		21	1		Nathan J	Per CRM discussion, leave as Detail 22	Signing and Striping	3	R	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
376	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	5	Signing and Striping	Plans		38A	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
377	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	5	Signing and Striping	Plans		38A	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
378	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	5	Signing and Striping	Plans		INSTALL SIGN R312F IN ADVANCE OF THE START OF THE BUS LANE. 2ND REQUEST	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
379	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	5	Signing and Striping	Plans		27 (TYP)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
380	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	5	Signing and Striping	Plans		SHOW CURB-TO-CURB WIDTH AND CURB-TO-CENTERLINE WIDTHS FOR EACH BLOCK OR CHANGE IN ALIGNMENT. (APPLY TO ALL SHEETS) 3RD REQUEST	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
381	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	5	Signing and Striping	Plans		R3-12g	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
382	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	5	Signing and Striping	Plans		LANE WIDTH OF 8' NOT ACCEPTED. 10' MIN TRAVEL LANE WITHOUT CURB	1		Nathan J	Response code 1: Will update.	Signing and Striping	1	C	1/15/26	HT	
383	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	5	Signing and Striping	Plans		APPLY COMMENTS FROM SS-101	1		Nathan J	Response code 1: Will apply agreed upon comments.	Signing and Striping	1	C	1/15/26	HT	
384	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	5	Signing and Striping	Plans		10'	1		Nathan J	Response code 1: Will update.	Signing and Striping	1	C	1/15/26	HT	
385	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	5	Signing and Striping	Plans		10'	1		Nathan J	Response code 1: Will update.	Signing and Striping	1	C	1/15/26	HT	
386	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	6	Signing and Striping	Plans		REMOVE PARKING EDGELINE FOR OLIVE WEST OF BUENA VISTA (REMOVE CORRESPONDING CALLOUTS)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
387	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	6	Signing and Striping	Plans		37B 140'	1		HTong	Revised response Code 1: Will review detail. Pavement markers can now be used.	Signing and Striping	1	C	1/15/26	HT	
388	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	6	Signing and Striping	Plans		9	1		HTong	Revised response Code 1: Will review detail. Pavement markers can now be used.	Signing and Striping	1	C	1/15/26	HT	
389	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	6	Signing and Striping	Plans		KEY NOTE 27	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
390	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	6	Signing and Striping	Plans		(REMOVE RIGHT TURN ARROWS)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
391	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	6	Signing and Striping	Plans		W73A (CA)(RT)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
392	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	6	Signing and Striping	Plans		INSTALL DETAIL 37B FOR LANE DROP MARKING. SEE CA MUTCDD FIGURE 3B-11 FOR EXAMPLE	1		HTong	Revised response Code 1: Will review detail. Pavement markers can now be used.	Signing and Striping	1	C	1/15/26	HT	
393	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	6	Signing and Striping	Plans		21	1		Nathan J	Per CRM discussion, leave as Detail 22	Signing and Striping	3	R	1/15/26	HT	
394	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	6	Signing and Striping	Plans		INSTALL STRIPING TO NARROW RIGHT TURN POCKET AND CENTER RIGHT TURN ARROW MARKINGS IN POCKET.	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
395	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	6	Signing and Striping	Plans		SHOW LANE WIDTHS	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
396	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	6	Signing and Striping	Plans		SHOW CURB-TO-CURB WIDTH AND CURB-TO-CENTERLINE WIDTHS FOR EACH BLOCK OR CHANGE IN ALIGNMENT. (APPLY TO ALL SHEETS) 2ND REQUEST	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
397	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	6	Signing and Striping	Plans		(ADD RIGHT TURN ARROW)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
398	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	6	Signing and Striping	Plans		8	1		Nathan J	Response code 1: Will comply. (WILL USE DETAIL 9)	Signing and Striping	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
399	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	6	Signing and Striping	Plans		21	1		Nathan J	Per CRM discussion, leave as Detail 22	Signing and Striping	3	R	1/15/26	HT	
400	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	6	Signing and Striping	Plans		21	1		Nathan J	Per CRM discussion, leave as Detail 22	Signing and Striping	3	R	1/15/26	HT	
401	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	6	Signing and Striping	Plans		21	1		Nathan J	Per CRM discussion, leave as Detail 22	Signing and Striping	3	R	1/15/26	HT	
402	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	6	Signing and Striping	Plans		DOES THIS LEG OF BUENA VISTA HAVE TO BE RESTRIPED? CAN EXISTING ALIGNMENT BE MAINTAINED?	1		Nathan J	Response code 1: Will evaluate and revise if possible.	Signing and Striping	1	C	1/15/26	HT	
403	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	6	Signing and Striping	Plans		APPLY COMMENTS FROM SS-101	1		Nathan J	Response code 1: Will apply agreed upon comments.	Signing and Striping	1	C	1/15/26	HT	
404	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	7	Signing and Striping	Plans		APPLY COMMENTS FROM SS-101	1		Nathan J	Response code 1: Will apply agreed upon comments.	Signing and Striping	1	C	1/15/26	HT	
405	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	7	Signing and Striping	Plans		(DELETE 9' LANE WIDTHS)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
406	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	7	Signing and Striping	Plans		EXTEND RED DROP LANE BOXES TO CURB. STOP RED DROP LANE BOXES AT BCR. (APPLY TO ALL LOCATIONS)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
407	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	7	Signing and Striping	Plans		MAINTAIN EXISTING LANE WIDTHS FOR WESTBOUND OLIVE TO MITIGATE TAPER SHIFT	4		Nathan J	Discussion with Metro in progress	Signing and Striping	4	U	1/15/26	HT	
408	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	7	Signing and Striping	Plans		23' 10' 10'	4		Nathan J	Discussion with Metro in progress	Signing and Striping	4	U	1/15/26	HT	
409	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	7	Signing and Striping	Plans		SHOW CURB-TO-CURB WIDTH AND CURB-TO-CENTERLINE WIDTHS FOR EACH BLOCK OR CHANGE IN ALIGNMENT. (APPLY TO ALL SHEETS) 2ND REQUEST	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
410	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	8	Signing and Striping	Plans		VERIFY CURB TO CURB WIDTH	1		Nathan J	Response code 1: Will verify.	Signing and Striping	1	C	1/15/26	HT	
411	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	8	Signing and Striping	Plans		R3-18	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
412	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	8	Signing and Striping	Plans		REPLACE IN KIND EXISTING K71, SIGNAGE AND STRIPING FOR NO LEFT TURN, 2ND REQUEST	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
413	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	8	Signing and Striping	Plans		APPLY COMMENTS FROM SS-101	1		Nathan J	Response Code 1: Will apply agreed upon comments.	Signing and Striping	1	C	1/15/26	HT	
414	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	8	Signing and Striping	Plans		REPLACE IN KIND EXISTING K71, SIGNAGE AND STRIPING FOR NO LEFT TURN, 2ND REQUEST	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
415	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	8	Signing and Striping	Plans		SEE SIGN DETAIL SS-17	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
416	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	8	Signing and Striping	Plans		THERE IS AN EXISTING SIGN HERE. CLARIFY LOCATION	1		Nathan J	Response code 1: Will change to 25	Signing and Striping	1	C	1/15/26	HT	
417	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	8	Signing and Striping	Plans		ADJUST LANE WIDTHS TO THE NEAREST WHOLE NUMBER. (APPLY TO ALL)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
418	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	8	Signing and Striping	Plans		38A	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
419	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	8	Signing and Striping	Plans		REMOVE STRIPING WIDTH (APPLY YO ALL SHEETS)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
420	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	8	Signing and Striping	Plans		9.5' LANE NOT ACCEPTED. 10' MINIMUM	1		Nathan J	Response code 1: Will revise.	Signing and Striping	1	C	1/15/26	HT	
421	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	8	Signing and Striping	Plans		(REMOVE 9' LANE WIDTH)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
422	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	8	Signing and Striping	Plans		SHOW CURB-TO-CURB WIDTH AND CURB-TO-CENTERLINE WIDTHS FOR EACH BLOCK OR CHANGE IN ALIGNMENT. (APPLY TO ALL SHEETS) 2ND REQUEST	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
423	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	8	Signing and Striping	Plans		WRONG LINETYPE. MATCH TO DETAIL 37B. (APPLY TO ALL)	1		HTong	Response Code 1: Plotting issue causing dashes to be too close. Will fix	Signing and Striping	1	C	1/15/26	HT	
424	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	8	Signing and Striping	Plans		DO NOT CALL OUT WIDTH OF STRIPING (APPLY TO ALL SHEETS)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
425	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	8	Signing and Striping	Plans		REMOVE SHIFT	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
426	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	8	Signing and Striping	Plans		REMOVE EB BIKE LANE AFTER OLIVE AVE.	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
427	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		MOVE CALLOUT FORWARD CONFLICTING WITH OTHER LINETYPES	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
428	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		37B	1		HTong	Revised response Code 1: Will review detail. Pavement markers can now be used.	Signing and Striping	1	C	1/15/26	HT	
429	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		MOVE OVERHEAD SIGN- SUPPORT POST HERE. ADD CONSTRUCTION NOTE TO INSTALL OVERHEAD SIGN	3		HTong	Revised Response Code 3: no changes to overhead sign location unless agreement reached by Metro and City	Signing and Striping	3	R	1/15/26	HT	
430	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		REMOVE SECOND STRIPE	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
431	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		PROVIDE ADDITIONAL DIMENSIONS: CURB RO CURB, AND CURB TO CENTERLINE	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
432	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		EXTEND RED DROP LANE BOXES TO GUTTER. TYP FOR ALL SHEETS	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
433	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		REMOVE STRIPE IN THE MIDDLE OF THE INTERSECTION	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
434	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		(FIX NOTE LEADER LINE TO POINT TO RED DROP BOX)	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
435	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		11' 11' 8'	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
436	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		EXTEND RED DROP LANE BOXES TO GUTTER TYP. FOR ALL SHEETS & END AT BCR	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
437	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		CONFLICTING TEXT	1		Nathan J	Response code 1: will fix.	Signing and Striping	1	C	1/15/26	HT	
438	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		10' 10'	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
439	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		10'	1		Nathan J	Response code 1: Will evaluate and revise as needed.	Signing and Striping	1	C	1/15/26	HT	
440	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		(25 MPH)	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
441	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		EXTEND RED DROP LANE BOXES TO GUTTER TYP. FOR ALL SHEETS	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
442	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		CONFLICTING TEXT	1		Nathan J	Response code 1: will fix.	Signing and Striping	1	C	1/15/26	HT	
443	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		EXTEND RED DROP LANE BOXES TO GUTTER TYP. FOR ALL SHEETS	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
444	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		37B	1		HTong	Revised response Code 1: Will review detail. Pavement markers can now be used.	Signing and Striping	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
445	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		10' 10'	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
446	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		(ADD NOTE 7)	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
447	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		SHOW CURB-CURB WIDTH. CURB-TO-CENTERLINE WIDTHS AND INDIVIDUAL LANE WIDTHS	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
448	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		MOVE TEXT FORWARD	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
449	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		(ADD LEADER LINE TO POINT TO STRIPE)	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
450	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		W1-7* OM1-3	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
451	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		SHOW CROSSWALK PER BURBANK STANDARD PLAN BT-409A-1, TYP FOR ALL SHEETS	1		HTong	Revised response Code 1: Seems to have drawn the bar spacing incorrectly. Will review and revise	Signing and Striping	1	C	1/15/26	HT	
452	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		REMOVE TOTAL LENGTH (L) OF CROSSWALK	1		Nathan J	Response code 1: will remove.	Signing and Striping	1	C	1/15/26	HT	
453	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		REMOVE WHITE FILL AND SHOW THE FULL LENGTH OF THE CHANNELIZING LINE	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
454	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		10' 10' 10'	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
455	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		10'	1		Nathan J	Response code 1: Will evaluate and update as needed.	Signing and Striping	1	C	1/15/26	HT	
456	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		10'	1		Nathan J	Response code 1: Will evaluate and update as needed.	Signing and Striping	1	C	1/15/26	HT	
457	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		MOVE CALLOUT	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
458	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		2018 CALTRANS STANDARD PLANS	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
459	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		APPLY COMMENTS FROM SS-101	1		Nathan J	Response code 1: Will apply agreed upon comments.	Signing and Striping	1	C	1/15/26	HT	
460	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		PER CITY OF BURBANK STANDARD PLAN BT-409A-1	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
461	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		PER DETAIL "X" ON SHEET SS-100. "X" IS A PLACE HOLDER AND WILL NEED TO BE UPDATED TO REFLECT CORRECT DETAIL	1		Nathan J	Response Code 1: Will update as needed.	Signing and Striping	1	C	1/15/26	HT	
462	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		PER CITY OF BURBANK STANDARD PLAN BT-409A-1	1		Nathan J	Response Code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
463	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		SHEET SS-100	1/2		Nathan J	Response Code 1/2: There is no comment specifying "move details to SS-100", therefore sheet is correct as listed. However, can move details as this seems to be implied.	Signing and Striping	1/2	C	1/15/26	HT	
464	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		SEE SHEET SS-100 FPR DETAILS	1/2		Nathan J	Response Code 1/2: There is no comment specifying "move details to SS-100", therefore sheet is correct as listed. However, can move details as this seems to be implied.	Signing and Striping	1/2	C	1/15/26	HT	
465	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		K71 POST	2		Nathan J	Response Code 2: "Pexco Delineators" is text to use per previous PDT.	Signing and Striping	2	R	1/15/26	HT	
466	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		ADD KEY NOTE 27: INSTALL 50' OF THERMOPLASTIC 6" SOLID WHITE LANE LINE STRIPE.	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
467	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	9	Signing and Striping	Plans		AND/OR POST	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
468	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	10	Signing and Striping	Plans		(FIX NOTE LEADER LINE TO POINT TO RED BUS LANE BOX) (TYP)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
469	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	10	Signing and Striping	Plans		EX. STREET LIGHT	2		Nathan J	Response code 2: Sign is existing to remain; is this necessary?	Signing and Striping	2	R	1/15/26	HT	
470	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	10	Signing and Striping	Plans		R2-1(35)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
471	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	10	Signing and Striping	Plans		GENERAL COMMENT: SHOW CURB-TO-CURB WIDTH AND CURB-TO-CENTERLINE WIDTHS FOR EACH BLOCK OR CHANGE IN ALIGNMENT. 2ND REQUEST	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
472	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	10	Signing and Striping	Plans		R32(CA)	2		Nathan J	Response code 2: Parking should not be allowed at corner. Will revise to R28.	Signing and Striping	1	C	1/15/26	HT	
473	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	10	Signing and Striping	Plans		EXTEND RED DROP LANE BOXES TO GUTTER TYP. FOR ALL SHEETS	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
474	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	10	Signing and Striping	Plans		(FIX NOTELEADER LINE TO POINT TO RED DROP BOX)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
475	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	10	Signing and Striping	Plans		(REMOVE CROSSWALK LENGTHS) (TYP)	1		Nathan J	Response code 1: Will delete.	Signing and Striping	1	C	1/15/26	HT	
476	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	10	Signing and Striping	Plans		(REMOVE PROPOSED W4-2 SIGN)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
477	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	10	Signing and Striping	Plans		(REMOVE PROPOSED SR60-5(CA) SIGN)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
478	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	10	Signing and Striping	Plans		PW SIGN	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
479	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	10	Signing and Striping	Plans		(ADD PROPOSED SR60-5(CA) SIGN)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
480	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	10	Signing and Striping	Plans		38A	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
481	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	10	Signing and Striping	Plans		PW SIGN	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
482	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	10	Signing and Striping	Plans		MOVE CALLOUTS FORWARD, CONFLICTING LINETYPES	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
483	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	10	Signing and Striping	Plans		R3-7 WITH NOTE 23	1		Nathan J	Response code 1: Will revise.	Signing and Striping	1	C	1/15/26	HT	
484	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	10	Signing and Striping	Plans		CALL OUT "JOIN TO EXISTING STRIPING"	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
485	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	10	Signing and Striping	Plans		SHOW EXISTING STRIPING & SIGNS (INCLUDING LANE WIDTHS AND TRANSITIONS)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
486	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		MOVE KEY MAP TO SS-100 (TYPICAL TO ALL STRIPING SHEETS)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
487	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		NEED TO CONDUCT QA/QC BEFORE SUBMITTING PLANS TO THE CITY. LOTS OF ERRORS IN CONSTRUCTION NOTES.	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
488	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		BASE MAP IS TOO LIGHT, CAN'T SEE CURB AND GUTTER AND EXISTING STRIPING WHEN PRINTED. DARKEN EXISTING LANE LINES AND CURB LINES.	1		Nathan J	Respond code 1: Will try to provide. There is concern over how to provide multiple shades of gray for linework that remains in place versus linework that is removed.	Signing and Striping	1	C	1/15/26	HT	
489	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		ADD SIGN LEGEND TO EVERY STRIPING SHEET	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
490	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		EXISTING STRIPING OVERLAP WITH PROPOSED STRIPING, VERY DIFFICULT TO DISTINGUISH THE TWO AND IS CONFUSING.	1		Nathan J	Respond code 1: Will try to revise. There is concern over how to provide multiple shades of gray for linework that remains in place versus linework that is removed.	Signing and Striping	1	C	1/15/26	HT	
491	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		REMOVE CONFLICTING PARKING SIGNS OR COLOR CURB WHERE THERE ARE DEDICATED BRT LANES	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
492	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		OLIVE FROM FIRST TO GLENOAKS HAS CONCRETE PAVEMENT. INSTALL BLACK CONFLICTING STRIPING ON ALL LANE LINES AND CROSSWALKS PER 2024 CALTRANS STANDARD PLAN A20E TO INCREASE CONTRAST.	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
493	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		Show typical dimension at crosswalks	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
494	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		Do not show total length for xwalk bars (Typical to all)	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
495	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		Reduce text size for station	2		HTong	will not update text size for stations, to be consistent with other sheets	Signing and Striping	2	R	1/15/26	HT	
496	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		What's this stationing for?	2		Nathan J	Response code 2: Stationing is called out for beginning of alignment.	Signing and Striping	2	R	1/15/26	HT	
497	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		Missing BUS ONLY legend.	2		HTong	Response code 3: discussion not needed	Signing and Striping	3	R	1/15/26	HT	
498	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		Round curb length to nearest 5' (typical)	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
499	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		Maintain existing LT pocket length (typical to all locations)	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
500	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		80'	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
501	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		60'	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
502	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		All gaps for LT on Olive should be 60' (typical to all locations)	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
503	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		Missing bus drop lane	2		Nathan J	Response code 2: This area is mixed flow.	Signing and Striping	3	R	1/15/26	HT	
504	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		9' wide lane is not acceptable	1		Nathan J	Response code 1: Will evaluate and revise if possible.	Signing and Striping	1	C	1/15/26	HT	
505	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		2 arrows for each pockets 50' or longer (typical)	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
506	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		Label existing signs with EX. In front of the signs (e.g. EX. D3-1, EX. R10-12, etc)	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
507	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		38A	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
508	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		(Fix striping linetype)	1		Nathan J	Response code 1: Will change linestyle.	Signing and Striping	1	C	1/15/26	HT	
509	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		32	1		HTong	Revised response Code 1: Will review detail. Pavement markers can now be used.	Signing and Striping	1	C	1/15/26	HT	
510	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		Why is this 38A? 38A is solid 8" white	1		Nathan J	Response code 1: Will update.	Signing and Striping	1	C	1/15/26	HT	
511	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		What are you doing with existing mail drop off white zone? Existing signs allow temporary parking in this lane	2		Nathan J	Response code 2: Drop off zone is not in lane with buses and is unaffected. Mixed flow in this location.	Signing and Striping	2	R	1/15/26	HT	
512	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		ALLEY	1		Nathan J	Respond code 1: Will add.	Signing and Striping	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
513	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		(remove 9' lane width)	1		Nathan J	Response code 1: Will evaluate and update lane widths.	Signing and Striping	1	C	1/15/26	HT	
514	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		(Add curb to curb and curb to centerline dimensions) (typ)	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
515	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		Callout Metro BRT station	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
516	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		Don't use 27B. Install 50LF 4" white solid lane line (typical)	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
517	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		Missing bus drop lane	2		Nathan J	Response code 2: No bike lane is present. Lane is already mixed flow. No reason to have this marking.	Signing and Striping	3	R	1/15/26	HT	
518	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		Missing bus drop lane	2		Nathan J	Response code 2: There is no traffic mixing at this location.	Signing and Striping	3	R	1/15/26	HT	
519	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		(add stop line)	2		Nathan J	Response code 2: Traffic is one way in opposite direction.	Signing and Striping	3	R	1/15/26	HT	
520	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		round striping length to nearest 5' (typical to all)	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
521	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		Call out Metro BRT station	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
522	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		32	1		HTong	Revised response Code 1: Will review detail. Pavement markers can now be used.	Signing and Striping	1	C	1/15/26	HT	
523	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		round striping length to nearest 5' (typical to all)	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
524	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		(remove detail 38B)	1		Nathan J	Response code 2: Callout still needed; though may be 27.	Signing and Striping	1	C	1/15/26	HT	
525	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		38A	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
526	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		38A	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
527	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		Should there be right turn arrows? Bus lane drop treatment is not consistent with 60% plans.	2		Nathan J	Response code 2: Per PDT, right turn arrows are confusing to drivers when in bus-only lane.	Signing and Striping	2	R	1/15/26	HT	
528	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		(Remove leader line for detail 38A)	2		Nathan J	Response code 2: callout is still necessary; though may be 27.	Signing and Striping	1	C	1/15/26	HT	
529	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		What are you doing with the existing sheriff parking along Olive? Existing signs allow sheriff parking in bus	4		Nathan J	Response Code 4: To be discussed. Input required by Metro and City. Possible parking along Third Street.	Signing and Striping	4	U	1/15/26	HT	
530	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		(change striping linetype to detail 37B)	1		Nathan J	Response code 1: Will change striping type.	Signing and Striping	1	C	1/15/26	HT	
531	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		Awkward design and unsafe merging of through traffic and buses. Redesign.	2		Nathan J	Revised per PDT discussion	Signing and Striping	1	C	1/15/26	HT	
532	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	11	Signing and Striping	Plans		OLIVE AVE (FIRST ST TO GLENOAKS BLVD)	1		Nathan J	Response code 1: will add.	Signing and Striping	1	C	1/15/26	HT	
533	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	12	Signing and Striping	Plans		GLENOAKS BLVD (PROVIDENCIA AVE TO ELMWOOD AVE)	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
534	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	12	Signing and Striping	Plans		Yield line and green boxes are not necessary on side streets, remove. (typical to all)	1		HTong	Revised Response Code 1: Will remove	Signing and Striping	1	C	1/15/26	HT	
535	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	12	Signing and Striping	Plans		Fix overlapping text (typical to all locations)	1		Nathan J	Response Code 1: Will fix wherever possible.	Signing and Striping	1	C	1/15/26	HT	
536	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	12	Signing and Striping	Plans		Need a different legend for left lane bus sign.	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
537	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	12	Signing and Striping	Plans		Design here is awkward and unsafe merge for buses, right turn vehicles, and bicyclists. Redesign.	1		Nathan J	Response code 1: Agree. Will update per meeting with City.	Signing and Striping	1	C	1/15/26	HT	
538	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	12	Signing and Striping	Plans		(Remove leader line for detail 38A)	2		Nathan J	Response Code 1: Use 50' long detail 27 then detail 9	Signing and Striping	1	C	1/15/26	HT	
539	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	12	Signing and Striping	Plans		SR60-5(CA) LEFT LANE	1		Nathan J	Respond code 1: Will comply, but may use different notation than "left lane".	Signing and Striping	1	C	1/15/26	HT	
540	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	12	Signing and Striping	Plans		W1-4b	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
541	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	12	Signing and Striping	Plans		Install 50LF 4" white solid lane line (typical)	1		HTong	Response Code 1: Use 50' long detail 27 then detail 9	Signing and Striping	1	C	1/15/26	HT	
542	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	12	Signing and Striping	Plans		Further discussion needed; super wide curb lane (19' plus 17') is unsafe.	4		HTong	Response Code 4: Redesign is in discussion with CDD and Metro	Signing and Striping	1	C	1/15/26	HT	
543	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	12	Signing and Striping	Plans		How will the bus merge into thru traffic after Providencia?	2		HTong	Response code 2: This is an existing condition. Bus merges left thru intersection	Signing and Striping	3	R	1/15/26	HT	
544	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	12	Signing and Striping	Plans		ALLEY	1		Nathan J	Response code 1: Will add.	Signing and Striping	1	C	1/15/26	HT	
545	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	12	Signing and Striping	Plans		ALLEY	1		Nathan J	Response code 1: Will add.	Signing and Striping	1	C	1/15/26	HT	
546	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	12	Signing and Striping	Plans		Proposed shifting at Providencia is too sharp and not acceptable. Design transition between Santa Anita and Providencia to gradually shift traffic from proposed to existing.	4		HTong	Revised per PDT discussion	Signing and Striping	1	C	1/15/26	HT	
547	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	12	Signing and Striping	Plans		Existing base map color is way too light, difficult to see. Darken the color.	1		Nathan J	Response code 1: Will evaluate and revise if way to make visible is determined.	Signing and Striping	1	C	1/15/26	HT	
548	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	12	Signing and Striping	Plans		25 MPH	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
549	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	12	Signing and Striping	Plans		(Add curb to curb and curb to centerline dimensions)	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
550	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	12	Signing and Striping	Plans		What standard are you referencing? Proposed markings do not conform with CA MUTCD figure 3B-106(CA) The spacing of lane drop markings must follow the CA MUTCD standard	1		Nathan J	Response code 1: will update arrow spacing.	Signing and Striping	1	C	1/15/26	HT	
551	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	12	Signing and Striping	Plans		Add missing advance warning signs for the bus lane drop and merge conditions. Signs should comply with the CA MUTCD, Part 2, Section 2C (Warning Signs) and Figure 3B-106(CA)	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
552	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		9	1		HTong	Revised response Code 1: Will review detail. Pavement markers can now be used.	Signing and Striping	1	C	1/15/26	HT	
553	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		9	1		HTong	Revised response Code 1: Will review detail. Pavement markers can now be used.	Signing and Striping	1	C	1/15/26	HT	
554	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		9	1		HTong	Revised response Code 1: Will review detail. Pavement markers can now be used.	Signing and Striping	1	C	1/15/26	HT	
555	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		(Add curb to curb and curb to centerline dimensions)	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
556	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		Yield line and green boxes are not necessary on side streets, remove. (typical to all)	1		Nathan J	Response response code 1: will remove	Signing and Striping	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
557	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		38A	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
558	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		Why is there a long solid lane line?	1		Nathan J	Response code 1: Will revise.	Signing and Striping	1	C	1/15/26	HT	
559	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		(remove detail 24, change to detail 9)	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
560	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		(adjust striping line)	1		Nathan J	Response code 1: Will revise.	Signing and Striping	1	C	1/15/26	HT	
561	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		(add right turn arrows)	1		Nathan J	Response code 1: Will revise.	Signing and Striping	1	C	1/15/26	HT	
562	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		(revise striping linetype)	1		HTong	Revised response Code 1: Will change to 50' long of note 27 at the end of detail 9	Signing and Striping	1	C	1/15/26	HT	
563	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		Install 50LF 4" white solid lane line (typical)	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
564	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		Pattern not consistent with bike lane drop	1		HTong	Response Code 1: Use same drop spacing as other locations	Signing and Striping	1	C	1/15/26	HT	
565	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		39A	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
566	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		(fix call out leader lines)	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
567	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		Lengthen left turn pocket for NB Alameda for as much as possible. High demand for LT for freeway traffic.	1		Nathan J	Response Code 1: Will evaluate and revise if feasible.	Signing and Striping	1	C	1/15/26	HT	
568	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		(Add curb to curb and curb to centerline dimensions)	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
569	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		(revise striping linetype and corresponding callout)	1		HTong	Revised response Code 1: Will change to 50' of note 27 followed by detail 9	Signing and Striping	1	C	1/15/26	HT	
570	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		9	1		HTong	Revised response Code 1: Will review detail. Pavement markers can now be used.	signing and Striping	1	C	1/15/26	HT	
571	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		9	1		HTong	Revised response Code 1: Will review detail. Pavement markers can now be used.	Signing and Striping	1	C	1/15/26	HT	
572	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		pattern not consistent with bike lane drop	1		HTong	Response Code 1: use same spacing as other location	Signing and Striping	1	C	1/15/26	HT	
573	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	13	Signing and Striping	Plans		Pattern not consistent with bike lane drop	1		HTong	Response Code 1: use same spacing as other location	Signing and Striping	1	C	1/15/26	HT	
574	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	14	Signing and Striping	Plans		IS THIS THE "BOTTOM OF SIGN" ELEVATION?	2		Nathan J	Response code 2: yes.	Signing and Striping	2	R	1/15/26	HT	
575	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	14	Signing and Striping	Plans		What standard and specs are you referencing? Provide specifications for fabrication of post, anchor bolts, metal cage reinforcement, etc. on this plan.	1		Nathan J	Response code 1: will update.	Signing and Striping	1	C	1/15/26	HT	
576	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	14	Signing and Striping	Plans		What standard and specs are you referencing?	1		Nathan J	Response code 1: Will update. Update to see notes regarding Caltrans standard plan sheets which provide this information	Signing and Striping	1	C	1/15/26	HT	
577	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	14	Signing and Striping	Plans		Not enough detail. Indicate sign size, dimensions, UC text size, LC text size, text style, arrow size (length, width), color, spacing, etc.	2		Nathan J	Response code 2: See sheet SS-117	Signing and Striping	3	R	1/15/26	HT	
578	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	14	Signing and Striping	Plans		Hard to see this color, darken the color.	1		Nathan J	Response code 1: Will comply.	Signing and Striping	1	C	1/15/26	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

REVIEWER: City of Burbank
TECHNICAL DISCIPLINE: Various
% DESIGN STAGE: 85%
Date: 01/12/26
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)

***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)

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**
579	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	14	Signing and Striping	Plans		Show cages and anchor bolts like Caltrans Standard Plan (See sample)	2		Nathan J	Response code 3: Will update note to see Caltrans standard plan for structural details.	Signing and Striping	3	R	1/15/26	HT	
580	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	14	Signing and Striping	Plans		ON THIS SHEET, REFERENCE APPLICABLE CALTRANS STANDARD PLANS FOR THE POST/POLE, TRUSS, PILE FOUNDATION, SIGN MOUNTING HARDWARE.	1		Nathan J	See notes for Caltrans standard plan sheets for this information	Signing and Striping	1	C	1/15/26	HT	
581	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	14	Signing and Striping	Plans		THERE SHOULD BE A CONSTRUCTION NOTE ON THE IMPROVEMENT PLANS TO CONSTRUCT, FURNISH, AND INSTALL OVERHEAD SIGN STRUCTURE PER CALTRANS STD. PLANS.	1		Nathan J	Response code 1: Will update.	Signing and Striping	1	C	1/15/26	HT	
582	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	15	Signing and Striping	Plans		USE 15' LEAVE 1' SPACE BETWEEN THE ARROW HEADS	1		Nathan J	Response Code 1: Will revise.	Signing and Striping	1	C	1/15/26	HT	
583	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	15	Signing and Striping	Plans		CALL OUT "INSTALL DETAIL 37B:8" WHITE LANE DROP LINE AT INTERSECTION"	1		Nathan J	Revised response Code 1: Will review detail. Pavement markers can now be used.	Signing and Striping	1	C	1/15/26	HT	
584	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	15	Signing and Striping	Plans		CALL OUT MATERIAL	2		Nathan J	Will use normal thermoplastic and see to title. In specs will specify BPN of 45 for skid resistance	Signing and Striping	1	C	1/15/26	HT	
585	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	15	Signing and Striping	Plans		ADD "THERMOPLASTIC" TO DESCRIPTION	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
586	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	15	Signing and Striping	Plans		CALL OUT CALTRANS STD PLAN. SEE EXAMPLE BELOW	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
587	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	15	Signing and Striping	Plans		INSTALL PAVEMENT MARKING 'BIKE LANE ARROW' PER CALTRANS STD PLAN A24A"	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
588	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	15	Signing and Striping	Plans		(DELETE DETAIL)	1		Nathan J	Response code 1: Will delete.	Signing and Striping	1	C	1/15/26	HT	
589	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	15	Signing and Striping	Plans		CALL OUT MATERIAL: "INSTALL SKID/SLIP RESISTANT PRE-FORMED GREEN THERMOPLASTIC PAVEMENT MARKING"	2		Nathan J	Will add callout	Signing and Striping	1	C	1/15/26	HT	
590	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	15	Signing and Striping	Plans		8' & 4'	1		Nathan J	Response code 1: Will revise.	Signing and Striping	1	C	1/15/26	HT	
591	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	15	Signing and Striping	Plans		CALL OUT MATERIAL: "INSTALL SKID/SLIP RESISTANT PRE-FORMED GREEN THERMOPLASTIC PAVEMENT MARKING"	2		Nathan J	Will add callout	Signing and Striping	1	C	1/15/26	HT	
592	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	15	Signing and Striping	Plans		CALL OUT "INSTALL DETAIL 39A: 6" WHITE DASHED BIKE LANE LINE"	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
593	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	15	Signing and Striping	Plans		SHOW DIRECTION OF TRAVEL	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
594	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	16	Signing and Striping	Plans		CALL OUT BACKGROUND COLOR OF SIGNS. (THE G-SERIES SIGNS MUST HAVE A GREEN BACKGROUND PER THE MUTCD)	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
595	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	16	Signing and Striping	Plans		THIS IS NOT THE CORRECT SIGN, SR42 IS A WEIGH STATION SIGN	1		Nathan J	Respond code 1: Will comply.	Signing and Striping	1	C	1/15/26	HT	
596	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	16	Signing and Striping	Plans		PUT THESE DETAILS ON THE SAME SHEET AS THE OVERSIGN POST DETAIL	1/2		Nathan J	Response code 1/2: Insufficient room to place all sign details on one sheet, but can move to consecutive sheets.	Signing and Striping	1	C	1/15/26	HT	
597	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	16	Signing and Striping	Plans		Not enough detail. Indicate sign size, dimensions, UC text size, LC text size, text style, arrow size (length, width), color, spacing, etc.	3		HTong	Information included in sign detail sheets	Signing and Striping	6	R	1/15/26	HT	
598	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	18	Traffic Signal	Plans		(remove BWP GENERAL NOTES)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
599	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	18	Traffic Signal	Plans		PROVIDE SEPARATE PLANS FOR MODIFICATION TO ANT STREET LIGHT STANDARDS (TO BE REVIEWED BY BWP-ELECTRIC). APPLY TO ALL TS SHEETS	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	

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: 85%
Date: 01/12/26
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)

***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)

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**
600	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	18	Traffic Signal	Plans		NOTE: TRAFFIC SIGNAL STANDARDS WITH SAFETY LIGHTS, LIKE A TYPE 15TS, ARE NOT CONSIDERED STREET LIGHT STANDARDS. TRAFFIC SIGNAL STANDARDS ARE OPERATED AND MAINTAINED BY THE BURBANK PUBLIC WORKS DEPARTMENT.	6		Alexis	Response Code 6. Noted.	Traffic Signal	6	R	1/15/26	AP	
601	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	18	Traffic Signal	Plans		(REMOVE STREET LIGHTING FROM TITLES)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
602	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	19	Traffic Signal	Plans		Use gray color for traffic signal equipment to be removed. See example below	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
603	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	20	Traffic Signal	Plans		Add a sign legend on each signal sheet showing all signs (existing and proposed) applicable to that specific sheet	4		Alexis	Revised Response Code 3 Will not show non-TS signs until As-Built Plans are developed	Traffic Signal	3	R	1/15/26	AP	
604	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		(Delete pole schedule row E)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
605	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		Remove existing type "B" buttons and install new APS where applicable	2		Alexis	Revised Response Code 1	Traffic Signal	1	C	1/15/26	AP	
606	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		(Modify pole schedule per markups)	2		Alexis	Revised Response Code 1	Traffic Signal	1	C	1/15/26	AP	
607	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		Round values to the nearest 0.5 feet	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
608	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		(update loop information per markups)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
609	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		These lane widths are not consistent with the lane widths shown on the striping plans (Sheet SS-101)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
610	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		Install new conduit for Run No. 2 and No. 4	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
611	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		Avoid note "CC". Intercepting and connecting to existing conduit will create issues during construction (e.g. multiple signal shutdowns, temp wiring, unknown condition of existing conduits, etc)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
612	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		A new PPB post isn't needed. Add push button to pole "F"	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
613	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		Move the proposed box closer to existing condition	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
614	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		(Conductor schedule per markups)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
615	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		Burbank's typical loop cable run: 1 LADOT 4PR cable at each corner of the intersection, and 1 LADOT 4PR cable for each set of advance loops	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
616	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		For Ped phases, remove fill from the arrow heads (as shown)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
617	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		Remove permissive right-turn overlap. Right-turn shall be protected only.	4		Alexis	Revised Response Code 1	Traffic Signal	1	C	1/15/26	AP	
618	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		Add sign lgend with signs referenced on this sheet	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
619	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		Show street centerlines	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
620	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		1-4 PR#18 loop cable	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	

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: 85%
Date: 01/12/26
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)

***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)

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**
621	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		Change to 3- section protected-only right turn. Install sign R13A on pole	4		Alexis	Revised Response Code 1	Traffic Signal	1	C	1/15/26	AP	
622	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		Add construction note for the removal or relocation of existing push buttons	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
623	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		Show existing manhole at STA 12+87	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
624	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		Show existing loops	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
625	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		Remove existing 2070E controller assembly from existing 332 cabinet, and return to the city. Furnish and install 2070LX controller assembly with onmi software, modules, and ancillary equipment for the intended signal operation	3		Alexis	Controller to be replaced as part of TSP	Traffic Signal	1	C	1/15/26	AP	
626	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		Change note 6 to Install new detection loops in accordance with burbank standard plan BT-415	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
627	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		Signal no. 188	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
628	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		See comments on striping plans. Re-evaluate offset of left turn lanes	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
629	VDavtian	Burbank - PW Traffic	10/27/2025	Plans	21	Traffic Signal	Plans		Existing sign R4-7 & OM1-3	4		Alexis	Revised Response code 1: Signs will be shown in as-built set, not at 100%.	Traffic Signal	1	C	1/15/26	AP	
630	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		There isn't an existing electrical service cabinet at this intersection. Install service cabinet per BWP standards	4		Alexis	Metro believes that existing configuration of power feed is sufficient	Traffic Signal	6	R	1/15/26	AP	
631	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Remove existing 1-A pole. Install new type 15TS pole	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
632	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Install case bike loop per burbank standard plan BT-415-1	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
633	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Show existing streetlight poles near the intersection (apply to all signal sheets)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
634	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Install PPB post for phase 3 Ped	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
635	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Add construction note to remove overhead conductors from signal poles	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
636	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		"Call BWP electric division at 818-238-3575 for relocation or removal of overhead lighting conductors. Overhead condutors must be removed or relocated prior to removal of existing pole"	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
637	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Install new conduit for runs nos. 1, 2, 3, 4, 8, 9, 10, 11 and 12 (as shown on the conductor schedule)	3		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
638	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Use bold linetype for proposed conduit	3		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
639	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Call out existing conduit to be abandoned	3		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
640	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Install new 3" conduit for run no. 5. install 1-12CSC from cabinet to pole "I"	4		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
641	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Install Pull box closer to the proposed loop location	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	

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: 85%
Date: 01/12/26
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)

***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)

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**
642	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		This conduit does not exist. Install new 2" conduit between the pull boxes. Install 1-LADOT loop cable in conduit	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
643	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Install PPB on pole "N"	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
644	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Modify sign R61-5(CA) to show double left arrow	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
645	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Add sign legend with signs referenced on this sheet	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
646	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Remove existing 1-A pole. Install new type 15TS pole	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
647	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Show existing sign R13A & Post	4		Alexis	Revised Response Code 3 Will not show non-TS signs until As-Built Plans are developed	Traffic Signal	3	R	1/15/26	AP	
648	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Show any signs related to traffic circulation through the intersection (apply all signal sheets)	4		Alexis	Revised Response Code 3 Will not show non-TS signs until As-Built Plans are developed	Traffic Signal	3	R	1/15/26	AP	
649	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Upgrade pole "K" or pole "J" to add a luminaire M.A.	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
650	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Show street centerlines	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
651	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Lane widths conflicting with striping plans	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
652	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Install new 2" conduit and pull box for advance loops	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
653	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	22	Traffic Signal	Plans		Curb-to-curb width and roadway dimensions within the roadway (i.i. the dimensions are too far from the reference point) (apply to all signal sheets)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
654	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	23	Traffic Signal	Plans		(Modify pole schedule per markups)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
655	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	23	Traffic Signal	Plans		Install PPB post for phase 3 Ped	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
656	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	23	Traffic Signal	Plans		Show proposed "B" dimension	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
657	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	23	Traffic Signal	Plans		Burbank's typical loop cable run: 1 LADOT 4PR cable at each corner of the intersection, and 1 LADOT 4PR cable for each set of advance loops	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
658	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	23	Traffic Signal	Plans		Update the conductor schedule	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
659	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	23	Traffic Signal	Plans		Construct cabinet foundation per caltrans std plan ES-3C. Furnish and install model 352i ATC cabinet. 2070LX controller assembly with Omni Software, Clary External Battery back-up system, Detector Sensors, E-CLIP conflict monitor, and auxiliary equipment for signal opeation	4		Alexis	Additional discussion required to justify removal of controller cabinet. Controller to be replaced as part of TSP	Traffic Signal	4	U	1/15/26	AP	

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: 85%
Date: 01/12/26
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)

***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)

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**
660	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	23	Traffic Signal	Plans		Construct foundation per caltrans standard plan ES-2D. Furnish and install Type III service cabinet with meter jumper per Burbank Standard Plan S-0459. The cabinet shall contain the following circuit breakers: 100A-2P(Main), 50A-1P(Signal), 20A-1P(Lighting), 30A-1P and 15A-1P(Spares). Contact BWP-Electric services at 818-238-3575 for service confirmation and exact location of cabinet and conduit prior to installation	4		Alexis	Need further discussion	Traffic Signal	4	U	1/15/26	AP	
661	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	23	Traffic Signal	Plans		Change note 7 to install new detection loops in accordance with Burbank standard plan BT-415	4		Alexis	Need further discussion	Traffic Signal	4	U	1/15/26	AP	
662	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	23	Traffic Signal	Plans		Note 9. Remove and salvage of existing 332 cabinet, controller assembly, and foundation complete	4		Alexis	Additional discussion required to justify removal of controller cabinet. Controller to be replaced as part of TSP	Traffic Signal	4	U	1/15/26	AP	
663	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	23	Traffic Signal	Plans		Note 10. Install 3" conduit per Burbank standard plan S-0733C. Coordinate with BWP-electrical division to install 2#8 service conductors	4		Alexis	Need further discussion	Traffic Signal	4	U	1/15/26	AP	
664	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	23	Traffic Signal	Plans		Note 11. Furnish and install 3" metal riser and sweep per Burbank standard run S-0733C. Coordinate with BWP-Electrical division for pole quadrant location and installation of standoffs. Remove and salvage existing service enclosure after energizing new service cabinet	4		Alexis	Need further discussion	Traffic Signal	4	U	1/15/26	AP	
665	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	23	Traffic Signal	Plans		It is preferred that this traffic signal modification plan be reduced to one sheet. Move the information on this sheet to the previous sheet	1		Alexis	Response Code 1 Will attempt to consolidate into a single sheet.	Traffic Signal	1	C	1/15/26	AP	
666	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		(Update pole schedule per markups)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
667	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		30'(N)	4		Alexis	Revised Response Code 1	Traffic Signal	1	C	1/15/26	AP	
668	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		(R)=?	3		Alexis	Response Code 3 Relocations not indicated on this sheet.	Traffic Signal	3	R	1/15/26	AP	
669	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Remove existing type "B" buttons and install new APS where applicable	2		Alexis	Revised Response Code 1	Traffic Signal	1	C	1/15/26	AP	
670	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Install Pole "G" in existing location. Temp existing 1-A pole during construction	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
671	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		For veh phases, fill arrow heads	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
672	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		For Ped phases, remove fill from the arrow heads (as shown)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
673	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Burbank's typical loop cable run: 1 LADOT 4PR cable at each corner of the intersection, and 1 LADOT 4PR cable for each set of advance loops	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
674	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Vehicle and ped run no. 3	4		Alexis	Response Code 4 I believe CSC as shown is correct, will revisit to confirm.	Traffic Signal	3	R	1/15/26	AP	
675	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		(Revise loop info per markups)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
676	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Add construction note "install 2" non-metal stubout, type A, per Caltrans std plan ES-5D	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
677	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Remove existing push button from pole A	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	

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: 85%
Date: 01/12/26
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)

***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)

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**
678	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Switch Ped heads on pole A&C	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
679	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Install new conduit for run No. 5	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
680	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Update the conductor schedule	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
681	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Add new conduit run to conductor schedule. Install 3" conduit with 1-4PR Loop Cable	3		Alexis	Revised Response Code 1	Traffic Signal	1	C	1/15/26	AP	
682	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Add construction note "install 2" non-metal stubout, type A, per Caltrans std plan ES-5D	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
683	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Add sign legend with signs referenced on this sheet	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
684	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Show street centerlines	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
685	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		(Revised lane widths)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
686	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Add new conduit run to conductor schedule. Install 3" conduit with 1-4PR Loop Cable	3		Alexis	Revised Response Code 1	Traffic Signal	1	C	1/15/26	AP	
687	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Keep box in existing location	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
688	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Install Pole "G" in existing location. Temp existing 1-A pole during construction	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
689	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Remove existing push button from pole D	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
690	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Move ped head to pole D	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
691	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Install PPB post for ped phase 4	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
692	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Add sign legend with signs referenced on this sheet	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
693	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Remove existing 2070E controller assembly from existing 332 cabinet, and return to the city. Furnish and install 2070LX controller assembly with onmi software, modules, and ancillary equipment for the intended signal operation	3		Alexis	Response Code 3 Controller to be replaced as part of TSP	Traffic Signal	3	R	1/15/26	AP	
694	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		This language is already in the traffic signal general notes	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
695	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Signal No. 203	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
696	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Adjust the veh head to align with the lane line. Install new 30' long mast arm to relocate veh heads	4		Alexis	Revised Response Code 1 Will adjust Vehicle Head location using Pelco Straps	Traffic Signal	1	C	1/15/26	AP	
697	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	24	Traffic Signal	Plans		Field verify standard plan year of the pole. Add construction note to remove existing install new mast arm on pole	4		Alexis	Response code 1: Will adjust heads to line up with the lanes.	Traffic Signal	1	C	1/15/26	AP	
698	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		(Revise pole schedule per markups)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
699	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		Remove existing type "B" buttons and install new APS where applicable	2		Alexis	Revised Response Code 1	Traffic Signal	1	C	1/15/26	AP	

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: 85%
Date: 01/12/26
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)

***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)

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**
700	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		For Ped phases, remove fill from the arrow heads (as shown)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
701	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		(Revise conductor schedule per markups)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
702	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		Show street centerlines	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
703	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		(Revise loop info per markups)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
704	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		Relocate Pole "I" closer to curb face	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
705	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		Install PPB Post for phase 8 ped	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
706	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		Install new conduit for run no. 6	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
707	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		Use bold linetype for proposed conduit	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
708	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		Show existing conduit to be abandoned	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
709	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		Install new conduit for run no. 5	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
710	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		Keep box in existing location	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
711	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		Upgrade pole to Type 15	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
712	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		(Revise lane widths)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
713	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		Remove existing 2070E controller assembly from existing 332 cabinet, and return to the city. Furnish and install 2070LX controller assembly with onmi software, modules, and ancillary equipment for the intended signal operation	2		Alexis	Response Code 2 - Need Metro Concurrence with replacing Controller.	Traffic Signal	3	R	1/15/26	AP	
714	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		1-4PR#18 Loop cable	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
715	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		Upgrade pole to Type 15	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
716	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		Change note 8 to install new detection loops in accordance with Burbank standard plan BT-415	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
717	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		Install new conduit for run no. 2. Abandon existing conduit	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
718	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		Revise to show the correct location of the existing pull box and conduit	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
719	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		Relocate Pole "D" closer to curb face	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
720	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	25	Traffic Signal	Plans		Install PPB post for phase 4 ped	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
721	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		(Revise pole schedule per markups)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
722	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		All new poles shall conform with 2010 Caltrans Standard Plan dated May 20, 2011	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	

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: 85%
Date: 01/12/26
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)

***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)

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**
723	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Upgrade all push buttons to APS	2		Alexis	Revised Response Code 1	Traffic Signal	1	C	1/15/26	AP	
724	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Field verify all pole locations for existing poles, and show on the plan	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
725	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Proposed location is not ADA compliant	4		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
726	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		(Revise conductor schedule per markups)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
727	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Remove existing DLC. Install #18 LADOT 4-PR for loops	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
728	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Add to conductor schedule: -25PR#19 (E) -camera video cable -Belden 8281 -camera power cable -16/3 SJO	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
729	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		(E) existing 1. All conduit and conductors are new unless otherwise noted? 2. All existing traffic signal conductors shall be removed unless otherwise noted.	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
730	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Recalculate conduit fill. Upsize conduits as needed based on CA MUTCD conduit fill recommendations	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
731	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Protected in place existing Type 332 Cabinet. Remove existing 170 controller and return to City Yard. Furnish and install 2070LX controller with modules and Omni software for the intended operation, and 2010Eclip conflict monitor.	2		Alexis	Response Code 2 - Need Metro Concurrence with replacing Cabinet.	Traffic Signal	2	R	1/15/26	AP	
732	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Existing ramp is not ADA compliant. Rebuild ADA ramp	4		Alexis	Response code 6: No BRT stations in this area, striping improvements only here.	Traffic Signal	6	R	1/15/26	AP	
733	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Label existing catch basin (typ to all locations)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
734	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Remove and salvage existing 1-A pole. Deliver pole and signal equipment to City yard. Remove foundation completely	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
735	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Existing ramp is not ADA compliant. Rebuild ADA ramp	4		Alexis	Response code 6: No BRT stations in this area, striping improvements only here.	Traffic Signal	6	R	1/15/26	AP	
736	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Show all existing signs to be PIP, removed, or relocated (typ)	4		Alexis	Revised Response Code 3 Will not show non-TS signs until As-Built Plans are developed	Traffic Signal	3	R	1/15/26	AP	
737	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Modify loops per markups	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
738	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Show proposed signal heads with solid symbol (typical to all locations)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
739	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Call out Metro BRT bus station and show concrete bus pad	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
740	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		ALLEY	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
741	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Add this to conductor schedule	3		Alexis	Revised Response Code 1	Traffic Signal	1	C	1/15/26	AP	

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: 85%
Date: 01/12/26
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)

***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)

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**
742	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Is there existing stubout? Furnish and install 2" nonmetal subout, Type A, per Caltrans STD. Plan ES-5D	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
743	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Remove outer box	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
744	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Add this to conductor schedule	3		Alexis	Revised Response Code 1	Traffic Signal	1	C	1/15/26	AP	
745	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Remove and salvage existing 1-A pole. Deliver pole and signal equipment to City yard. Remove foundation completely	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
746	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		PPB Should be placed on clear ground with max 2% slope in all directions. This proposed location is inside the ramp, relocate outside of the ramp	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
747	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Looks like the new PB is being moved. Missing new 2" subout for loops and missing connection to pole H	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
748	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		proposed location will not work. There are 3 existing utility boxes in this area, identify the owner of these boxes. Provide temp. signal pole for pole F, install new pole F closer to the ramp	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
749	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Relocate RSNS from mast arm to exist pole and provide straight arm mounting for RSNS	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
750	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Label equipment	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
751	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Protect existing signal standard and LED light. Remove and salvage mast arm and signal head. Deliver mast arm and signal equipment to City yard.	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
752	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		19' lane or 7' and 12' lanes?	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
753	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Call out Metro BRT bus station and show concrete bus pad	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
754	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Show existing utility boxes (see screenshot)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
755	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Show existing driveway as rectangle with X (typical to all)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
756	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Show existing tree	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
757	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Add Caltrans notes to construction notes (typical to all signal sheets)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
758	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Note 1 See construction note to upgrade new controller	3		Alexis	Response Code 3 Controller to be replaced as part of TSP.	Traffic Signal	3	R	1/15/26	AP	
759	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Note 3 Use Caltrans note for abandon AB	1		Alexis	Response Code 1	Traffic Signal	3	R	1/15/26	AP	
760	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Note 5 Remove and dispose of existing Type 15 pole foundation completely. Relocate signs to new pole at same location.	1		Alexis	Response Code 1	Traffic Signal	3	R	1/15/26	AP	
761	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Note 7 Install new detection loops to align with new lanes.	1		Alexis	Response Code 1	Traffic Signal	3	R	1/15/26	AP	
762	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Note 8 Furnish and install Clary external battery backup system complete with cabinet with cabinet, wiring, and necessary hardware	1		Alexis	Response Code 1	Traffic Signal	3	R	1/15/26	AP	

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: 85%
Date: 01/12/26
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)

***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)

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**
763	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Call out all existing signs to be PIP, removed, or relocated (typical)	4		Alexis	We propose only showing existing/proposed signs mounted on TS poles/SMA. For all other signs, reviewer can refer to SS Plans. Need concurrence on this approach.	Traffic Signal	3	R	1/15/26	AP	
764	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Add a sign legend on each signal sheet showing all signs (existing and proposed) applicable to that specific sheet	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
765	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	26	Traffic Signal	Plans		Straight arm mounting (Details C, D, and E) takes up too much space on this steet, move to TS-002 (sheet 2 and 11)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
766	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		(Modify pole schedule per markups)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
767	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		All new poles shall conform with 2010 Caltrans Standard Plan Dated May 20, 2011	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
768	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Upgrade all push buttons to APS	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
769	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Field verify all pole locations for existing poles, and show on the plan	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
770	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		(Modify conductor schedule per markups)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
771	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Add to conductor schedule: -25PR#19 (E) -camera video cable -Belden 8281 -camera power cable -16/3 SJO	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
772	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Remove existing DLC. Install #18 LADOT 4-PR for loops	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
773	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		(E) existing 1. All conduit and conductors are new unless otherwise noted? 2. All existing traffic signal conductors shall be removed unless otherwise noted.	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
774	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Recalculate conduit fill. Upsize conduits as needed based on CA MUTCD conduit fill recommendations	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
775	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Is there bus preemption? Not shown on phas diagram	1		Alexis	Response Code 1. Will update phase diagram	Traffic Signal	1	C	1/15/26	AP	
776	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Remove outer box	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
777	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Remove existing 332 cabinet foundation. Remove and salvage existing 332 cabinet.	4		Alexis	Additional discussion required to justify removal of controller cabinet. Controller to be replaced as part of TSP.	Traffic Signal	3	R	1/15/26	AP	
778	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Construct 352i foundation per Caltrans standard Plan ES-3C	4		Alexis	Additional discussion required to justify removal of controller cabinet. Controller to be replaced as part of TSP.	Traffic Signal	3	R	1/15/26	AP	
779	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	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.	3		Alexis	Reponse Code 3. Controller to be replaced as part of TSp	Traffic Signal	3	R	1/15/26	AP	
780	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Furnish and install Clary external battery backup system complete with cabinet, wiring, and necessary hardware	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	

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: 85%
Date: 01/12/26
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)

***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)

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**
781	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Show Glendale/Burbank city limits	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
782	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Call out all existing signs to be PIP, removed, or relocated (typical)	4		Alexis	Revised Response Code 3 Will not show non-TS signs until As-Built Plans are developed	Traffic Signal	3	R	1/15/26	AP	
783	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Provide lgend and details for all signs mounted on the traffic signal poles (existing and proposed) shown on this sheet	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
784	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Straight arm mounting (Details C, D, and E) takes up too much space on this steet, move to TS-002 (sheet 2 and 11)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
785	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Reduce the text size of posted speed limit (typical to all)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
786	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Use Type 61-5-100 pole to postion LT signal head in center of LT lane	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
787	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Show bike legends	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
788	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Ex. 2` C 4#10 (Luminaire), 2#6 (Signal)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
789	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Existing PPB on pole C is not DA compliant because it is in the wing of the ramp. Relocate pole or add PPB post	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
790	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Exist ramp is not ADA compliant. Rebuild ADA ramp	1		Alexis	Reconstruction of this ADA ramp is within Glendale segment of the BRT project	Traffic Signal	1	C	1/15/26	AP	
791	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Install bicycle detector loop (Mod Caltrans Type D)	1		Alexis	Reconstruction of this ADA ramp is within Glendale segment of the BRT project	Traffic Signal	1	C	1/15/26	AP	
792	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Field verify size and location of existing conduit, as-built shows a 2" C, not 3" C	1		Alexis	Reconstruction of this ADA ramp is within Glendale segment of the BRT project	Traffic Signal	1	C	1/15/26	AP	
793	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Show bike legends	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
794	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Show legend for sign E	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
795	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Show detail of median nose, where is the clear space in front of PPB? How far from curb face? How far from ramp?	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
796	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Change to Type 15D pole to provide lighting at station	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
797	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Label existing catch basin (typ to all locations)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
798	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Move pull box to inside of median nose to provide more space for signal maintenance	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
799	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Call out Metro BRT bus station	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
800	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		How do buses get detection?	4		Alexis	Need to confirm if BRT lane requires detection. Detection should be handled via TSP. Revised response Code 1	Traffic Signal	1	C	1/15/26	AP	
801	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Only 1 signal head for BRT? MUTCD requires at least two signal faces for each movement	4		Alexis	MUTCD apply to regular vehicle head, and this is a BRT vehicle head there is no std for this yet.	Traffic Signal	6	R	1/15/26	KT	

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: 85%
Date: 01/12/26
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)

***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)

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**
802	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Show all proposed signal heads with solid symbol (typical to all locations)	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
803	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Field verify run 4. As-built plan doesn't have this run	1		Alexis	Response Code 1	Traffic Signal	1	C	1/15/26	AP	
804	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Move pull box to inside of median nose to provide more space for signal maintenance	4		Alexis	Moving the PB as indicated would place it along the station ramp. Current location is more ideal.	Traffic Signal	3	R	1/15/26	AP	
805	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Show detail of median nose, where is the clear space in front of PPB? How far from curb face? How far from ramp?	1		Alexis	Response code 1	Traffic Signal	1	C	1/15/26	AP	
806	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Change to Type 15D pole to provide lighting at station	1		Alexis	Revised Response code 1	Traffic Signal	1	C	1/15/26	AP	
807	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Install new warning signs on median R4-7 and R3-3	4		Alexis	Revised Response Code 3 Will not show non-TS signs until As-Built Plans are developed	Traffic Signal	3	R	1/15/26	AP	
808	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Add this to conductor schedule	3		Alexis	Response Code 3 Typically don't label runs w/ only DLC/Loop Cables.	Traffic Signal	3	R	1/15/26	AP	
809	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Install bicycle detector loop (Mod Caltrans Type D)	1		Alexis	Response code 1	Traffic Signal	1	C	1/15/26	AP	
810	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Show existing right turn pavement marking	1		Alexis	Response code 1	Traffic Signal	1	C	1/15/26	AP	
811	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Remove and salvage existing 1-A. Upgrade pole H to Type 15TS	1		Alexis	Response code 1	Traffic Signal	1	C	1/15/26	AP	
812	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Show existing advance loops on Alameda Ave, both EB and WB directions. Add conductors to conductor schedule	1		Alexis	Response Code 1 Agree to show detection, however typically do not include loop wire run in conductor schedule.	Traffic Signal	1	C	1/15/26	AP	
813	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Note 1 See construction notes to install new cabinet and equipment	3		Alexis	Response Code 3 Controller to be replaced as part of TSP.	Traffic Signal	3	R	1/15/26	AP	
814	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Note 3 Use Caltrans note for abandon AB	1		Alexis	Response code 1	Traffic Signal	1	C	1/15/26	AP	
815	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Note 4 REMOVE FOUNDATION COMPLETE.	1		Alexis	Response code 1	Traffic Signal	1	C	1/15/26	AP	
816	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Note 6 Install new detection loops to align with new lanes	1		Alexis	Response code 1	Traffic Signal	1	C	1/15/26	AP	
817	VDavtian	Burbank - PW Traffic	10/28/2025	Plans	27	Traffic Signal	Plans		Note 9 See construction notes to install new cabinet and equipment	1		Alexis	Response code 1	Traffic Signal	1	C	1/15/26	AP	

EXHIBIT 11

COMMUNITY
DEVELOPMENT

May 18, 2026

SENT VIA ELECTRONIC MAIL

Mr. Anthony DeFrenza, Project Manager
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: City of Burbank Review of the North Hollywood to Pasadena Bus Rapid Transit Corridor Project (BRT) Second 100 Percent Plans

Dear Mr. DeFrenza:

The City of Burbank has completed reviewing the second 100 percent plan set for the Metropolitan Transportation Authority (Metro) North Hollywood to Pasadena Bus Rapid Transit Corridor (BRT) Project, which was delivered to the City on April 11, 2026 and revised by Metro April 16, 2026. The City delivered comments to Metro on Monday, May 18, 2026 as agreed under the terms set by the Cooperative Agreement. The City's comments are made for project plans that include bus lanes on only a portion of the alignment within the City.

As discussed in the City's letters to Metro on January 30, 2026 and February 17, 2026, accompanying comments to Metro's prior 100 percent plan set, Senate Bill 79's (SB 79) mandatory upzoning constitutes new information that changes the circumstances under which the BRT project was proposed and renders its Final Environmental Impact Report (EIR) legally inadequate. SB 79 and its imposition of higher residential densities around five of six Burbank BRT stations as proposed by your 100 percent plan presents substantial new information that could not have been known, which is of substantial importance to the project, and will have significant and unavoidable impacts to Burbank's infrastructure that have not been analyzed.

Metro's second 100 percent plans continue to include project elements that the City has not agreed to and which will trigger SB 79 around five of the six project stations in the City. As a Responsible Agency for the Project under the California Environmental Quality Act (CEQA), Burbank cannot issue an excavation permit for the Project until Metro conducts subsequent environmental review to analyze, publicly disclose and mitigate potential significant environmental impacts of any BRT stations that qualify for SB 79 density increases as a "transit-oriented development stop." Alternatively, on April 22, 2026, the City offered three project design modifications that could avoid SB 79 densities around five of the six project stations in Burbank, thereby avoiding additional potentially significant environmental impacts and allowing the City to issue the required excavation permit for construction.

150 NORTH THIRD STREET
BURBANK, CA 91502

BURBANKCA.GOV
INFO@BURBANKCA.GOV

In sum, the City has timely delivered comments on each of Metro's plan submissions including this second 100 percent plans as required by the Cooperative Agreement, but cannot issue an excavation permit for a project with significant unavoidable impacts to infrastructure that have yet to be analyzed. Metro must either conduct subsequent environmental review or modify the project so as to not trigger such significant unstudied densities.

Sincerely,



David Kriske
Assistant Community Development Director, Transportation

Cc: Patrick Prescott, Community Development Director
Damian Skinner, Public Works Director
Lifan Xu, Chief Assistant Public Works Director- City Engineer
Fred Ramirez, Assistant Community Development Director

EXHIBIT 12

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

EXHIBIT 13

STAFF REPORT

COMMUNITY DEVELOPMENT

DATE: January 27, 2026

TO: Justin Hess, City Manager

FROM: Patrick Prescott, Community Development Director
VIA: Fred Ramirez, Assistant Community Development Director, Planning
David Kriske, Assistant Community Development Director, Transportation
Scott Plambaeck, Planning Manager
BY: Amanda Landry, Principal Planner
Greg Mirza-Avakyan, Senior Planner
Marcos Fuentes, Senior Transportation Planner

SUBJECT: Discussion of Senate Bill 79 (SB 79) and its Potential Impacts on the City of Burbank

RECOMMENDATION

1. Direct staff to pursue clean-up language for SB 79 via the legislative process and coordination with applicable State representatives.
2. Direct staff to continue to pursue discussions with the Southern California Association of Governments (SCAG) regarding the official SB 79 eligibility maps and with Metro regarding potential impacts to the North Hollywood to Pasadena Bus Rapid Transit Corridor Project (BRT).
3. Direct the Community Development Department (CDD) staff to revise/update the housing development process to ensure timely and efficient processing of housing development applications, consistent with SB 79.

EXECUTIVE SUMMARY

Senate Bill 79 (SB 79) is a recently enacted state law (Attachment 1) that was signed by the Governor on October 10, 2025 and takes effect on July 1, 2026. SB 79 is intended to facilitate transit-oriented housing development by establishing new development standards near qualifying transit facilities and is expected to have broad implications for local land use planning. Staff anticipates that SB 79 may present significant challenges

related to development intensity, utilities, infrastructure, capacity and environmental review, and may introduce additional complexity to ongoing planning efforts. These newly imposed impacts will result in significant environmental concerns that need to be analyzed and considered under the California Environmental Quality Act (CEQA) wherever it applies. SB 79, as with any newly introduced state-imposed mandates to local planning efforts, introduces a potential new layer of complexity to the Specific Plans currently in development.

This report provides an overview of SB 79, its current and potential future applicability in Burbank, possible implications on City planning efforts, and staff's recommended next steps. As the law has generated significant discussion and has a likely potential for future amendment, the analysis in this report is speculative and based on assumptions which may later be proven false or change. Staff will return to the Council with additional analysis as the law's meaning is clarified but recommends at this time that the City Council direct staff to continue to pursue legislative clarification and engage with SCAG and Metro about SB 79's application.

BACKGROUND

Broadly, SB 79 facilitates transit-oriented development by allowing a housing development within a specified radius of an existing or proposed major transit-oriented development (TOD) stop, on a qualifying site zoned for residential, mixed, or commercial development. In addition, SB 79 also creates two "Tiers" of transit stops, depending on the level of and type of transit service, and prescribes minimum densities and heights to each.

Transit Oriented Development Stop Definition

SB 79 defines two tiers of TOD stops:

- Tier 1: Within an urban transit county (meaning a county with more than 15 passenger rail stations) served by heavy rail transit or very high frequency commuter rail.
- Tier 2: (excluding Tier 1) Within an urban transit county served by light rail transit, high-frequency commuter rail, or by Bus Rapid Transit (as defined in Public Resources Code Section 21060.2).

Possible TOD Exclusions

SB 79 includes limited disqualifying criteria that are only applicable in certain circumstances including within Very High Fire Hazard Severity Zones (VHFHSZ). The map in Attachment 2 identifies relevant excluded areas in Burbank.

Other Relevant Qualifying Criteria

To qualify for SB 79, a project must:

- Be in a county with at least 16 passenger rail stations;
- Be sited on a property where residential, mixed, or commercial uses are allowed;
- Be within one-half mile of a TOD Stop;
- Include at least five residential units to meet the Housing Accountability Act (HAA) definition of a "housing development project" (Gov. Code Section 65589.5) including other relevant qualifying square footage or affordability requirements;
- Meet a minimum density of 30 dwelling units per acre (du/ac) or comply with the minimum density set by applicable local zoning, whichever is greater;
- Limit the average total floor space for units to 1,750 net habitable square feet;
- Comply with state law regarding the demolition of protected housing units; and
- Comply with local demolition/anti-displacement ordinances and inclusionary zoning, provided such requirements do not preclude SB 79's standards.

SB 79 Limitations

SB 79 also establishes several limitations:

- May not include any hotel or similar uses.
- SB 79 projects cannot require the demolition of rent-controlled or price-controlled housing if there are (or were) more than two units on the project site and the units (i) have been occupied within the past seven years or (ii) were demolished within seven years before a development application is submitted.
- Projects must comply with anti-displacement requirements under the Housing Crisis Act of 2019 (Gov. Code § 66300.6), and any and all local implementation program, and anti-displacement standards.
- Projects near airports must meet additional requirements regarding height, noise, and safety standards.
- Projects exceeding 85 feet in height must meet prevailing wage requirements, and additional "skilled and trained workforce" requirements may apply.
- Ministerial vs. Discretionary – SB 79 allows applicants to submit housing development applications through the City's local (typically discretionary) entitlement process, or through the SB 35/SB 423 State-streamlined ministerial approval process (requires all workforce requirements of SB 35/SB 423 regardless of height).

Other Relevant Provisions of SB 79

SB 79 mandates that eligible housing developments be permitted up to the maximum height, density and floor area ratios prescribed by the bill. Housing projects are eligible for increased density, height and floor area if they are within one-half mile of a qualifying transit stop, with additional benefits for projects within one-quarter mile. Additional

benefits arise with the quality and frequency of service. Base height and density allowances are summarized in the table below:

TOD Stop	Proximity Zone	Max Height	Max Density
Tier 1 TOD Stop	Adjacent	95 feet	160 du/ac
	Within ¼ Mile	75 feet	120 du/ac
	Between ¼ and ½ Mile (in cities with population >35,000)	65 feet	100 du/ac
Tier 2 TOD Stop	Adjacent	85 feet	140 du/ac
	Within ¼ Mile	65 feet	100 du/ac
	Between ¼ and ½ Mile (in cities with population >35,000)	55 feet	80 du/ac

"Adjacent" means within 200 feet of any pedestrian access point to a TOD stop.

- Projects that qualify for SB 79's increased density may use the "base density" to receive a density bonus, waiver or concession under State Density Bonus Law (SDBL). SB 79 projects that qualify for one or more additional incentives and concessions under SDBL, depending on the income level of affordable housing provided. However, unlike regular SDBL projects, local governments are not required to grant SDBL waivers or concessions to exceed SB 79's height limits.

- A project meeting the requirements of SB 79, as well as applicable local standards that do not alone or in concert prevent achieving SB 79's standards, is deemed consistent with local standards, policies, plans and ordinances applicable to the project for purposes of the HAA, notwithstanding any contrary local standards. Beginning Jan. 1, 2027, a local government that denies a SB 79 project located in defined "high-resource"[1] areas would be presumed in violation of the HAA and liable for penalties pursuant to the HAA.

- Although SB 79 does not itself create a specific CEQA-exempt ministerial approval process, such projects may qualify for streamlining under SB 35 with lower affordability obligations. Where SB 79 projects do not qualify for SB 35's CEQA-exempt process, other CEQA exemptions may apply.

[1] A "High-resource area" means an area designated as highest resource or high resource on the most recently adopted version of the opportunity area maps published by the California Tax Credit Allocation Committee and the Department of Housing and Community Development.

SB 79 Application Processing

Developers electing to utilize SB 79 for a housing development project at a qualifying location have the option to use a local entitlement process or choose the streamlined ministerial review process established in SB 35/SB 423. In Burbank, the local entitlement process would include, at a minimum, Development Review (DR), and depending on the overall scope of the project, may also require an Administrative Use Permit (AUP). DR is administrative level discretionary review, by CDD Director (Director) and includes public notification and a community meeting. Through DR, a project is reviewed for consistency with all applicable objective development standards, and conditions of approval may be imposed to ensure compliance with said standards.

An AUP is a discretionary review, with the Director serving as the review authority. The process includes public notification, and if appealed, a public hearing before the Planning Commission. Through the AUP process, a project is reviewed for consistency with all applicable objective development standards and for its ability to satisfy established "findings", necessary for approval. Conditions of approval may be imposed to ensure compliance with applicable objective development standards or all that required findings can be made.

The SB 35/SB 423 process provides a state-mandated streamlined ministerial review of housing projects, which meet specified eligibility criteria, including, but not limited to, environmental screening, affordability requirements, and workforce programs that include, among other things, the requirement to pay prevailing wage to construction workers. The SB 35/SB 423 process includes an initial step of submitting a Notice of Intent to submit an application, and consultations with California Native American Tribes. Like the DR process, the Director serves as the approving authority. There is less public oversight, and projects must be approved if consistent with applicable objective development standards. A developer chooses which application to submit based upon many factors.

SB 79 vs Other State Mandated Streamlined Ministerial Reviews

While SB 79 shares some common features, with other existing State land use laws intended to facilitate the development of housing, such as SB 35/SB 423 and AB 2011, there are some significant differences. A comparison is included in Attachment 3.

Penalties for Non-Compliance

Beginning January 1, 2027, a local government that denies a qualifying SB 79 housing development project located in a "high-resource area" shall be presumed to be in violation of the HAA and immediately liable for penalties pursuant to subparagraph (B) of paragraph (1) of subdivision (k) of Section 65589.5 of the Government Code, unless the local government demonstrates, pursuant to the standards in subdivisions (j) and (o) of Section 65589.5, that it has a health, life, or safety reason for denying the project.

A City that fails to approve housing development projects, or process applications timely, in accordance with the state housing laws, are also subject to the following penalties:

- De-certification of the 2021-2029 Housing Element
- Builders remedy
- City-wide development restrictions
- Legal challenges

Related Ongoing Legislative Actions – SB 677

In January 2025, Senator Wiener introduced SB 677 as a "clean-up" bill for SB 79. Proposed amendments do not appear to significantly modify the impacts of SB 79 on the City. However, staff is collaborating with Emanuels Jones and Associates to craft specific feedback to the state legislators regarding additional amendments, such as clarification on site eligibility, differentiation between residential and non-residential FAR, and additional definitions specifically related to the BRT

DISCUSSION

In discussions with the neighboring jurisdictions of Glendale and Pasadena on the impacts of SB 79, staff believe the current version of the law could result in significant impacts to the City's land use planning, infrastructure, and the Metro BRT project as detailed below.

Location of TOD Stops in Burbank

Staff has evaluated transit facilities within the City using the law's definitions, service thresholds, and operational criteria for qualifying Tier 1 and Tier 2 TOD stops and determined that there are no Tier 1 stops in Burbank and that there are currently present or have the potential to be present within the City three transit stops that do or would qualify as SB 79 Tier 2 TOD stops (Attachment 4):

1. The Downtown Burbank Metrolink Station[2], which meets the statutory threshold for high-frequency commuter rail service (a rail link operating at least 48 trains per day in both directions; and
2. The future BRT stops[3] at Glenoaks Boulevard and Alameda Avenue, which are planned to operate with dedicated transit lanes and peak-period service frequencies consistent with Tier 2 requirements.

Two additional future BRT stops – at the Hollywood Way / Olive Avenue intersection and the San Fernando Blvd / Olive Avenue intersection – may qualify as SB 79 Tier 2 TOD

[2] Increased train frequency serving the Station could upgrade this Tier 2 stop to a Tier 1 TOD stop, subject to timing, funding, and implementation.
[3] Note that all BRT stops were planned and evaluated in the absence of SB 79, which presents new information and a substantial change to the BRT project along with potential significant and unavoidable impact on infrastructure anticipated with its invitation to housing development growth.

stops but remain contingent on future action (designation of full time bus lanes) as well as interpretation of current SB 79 language, for BRT service, and likely require additional environmental review to consider SB 79's impacts.

All other existing City Metrolink stations, bus stops and proposed BRT stops likely do not meet the required service thresholds or operate in conditions that satisfy the statute's TOD stop definitions. However, SB 79 provides that transit facilities may qualify as TOD stops if they are in existence by July 1, 2026, or are identified in an applicable Regional Transportation Improvement Program (RTIP). In this context, Metrolink's SCORE Program plans to increase service on the Antelope Valley and Ventura County lines to 30-minute headways by 2028. If these increased service goals are met, two additional Tier 2 TOD stops could be established around the Burbank Airport South and North Metrolink Stations.

SB 79 requires SCAG, as the region's designated Metropolitan Planning Organization (MPO), to prepare and publish the official regional map identifying all qualifying TOD stops and their respective tier classifications. The City's analysis and identification of qualifying TOD stops presented above reflects staff's current interpretation of SB 79 based on available statutory definitions, service data, and planned transit improvements, and is subject to refinement upon publication of SCAG's official mapping. City staff will need to coordinate with SCAG staff to ensure a consistent understanding of SB 79's TOD definitions, service criteria, and applicability within the City, particularly in relation to the BRT project, which requires a detailed understanding of the project's design to determine whether a BRT stop qualifies. A draft map depicting land use and zoning conditions within half- and quarter-mile around the TOD stops are included as Attachment 5.

Potential Impacts and Implications of SB 79 in TOD Areas

Qualifying TOD stops establish a half-mile radius within which eligible residential, commercial, and mixed-use sites could allow development projects subject to the statute's zoning standards and development incentives. Within a half mile of Burbank's qualifying Tier 2 TOD stops, specifically the Downtown Burbank Metrolink Station and the Glenoaks Boulevard/Alameda Avenue BRT stops, there are just under 3,000 parcels. Of these, 1,304 parcels are within a quarter mile of a Tier 2 TOD stop, and 124 parcels are directly adjacent to pedestrian access points serving a Tier 2 TOD stop. Of the residentially zoned parcels within these TOD areas, fewer than 300 parcels are zoned exclusively for single-family residential use, with an average parcel size of approximately 7,000 square feet. Many of the remaining parcels are zoned Industrial. Most Industrially zoned sites do not allow housing by-right; therefore, any housing project in these zones would require a state-mandated approval process under SB 35/SB 423, which requires prevailing wage and other workforce standards that significantly increase cost. In addition, the existing General Plan allowable density in some industrially zoned areas near TOD stops is already higher (87 units/acre) than the half mile required density under SB 79 (80

units/acre). Under SB 79, only a few parcels east of the 5 would see a marginal increase in density under SB 79.

If the two additional BRT stops at Hollywood Way / Olive Avenue and San Fernando Boulevard / Olive Avenue were to qualify as TOD stops, the number of affected parcels would increase primarily in the Media District, within a half mile of the westbound stop at Hollywood Way / Olive Avenue, and in the Hillside area, within a half-mile of the BRT stop at San Fernando Boulevard/Olive Avenue.

BRT Project and SB 79

As discussed, several potential SB 79 Tier 2 sites rely on the design and construction of the BRT project, Metro's planned east–west transit corridor extending approximately 18 miles between the North Hollywood B Line / G Line Metro Station and the A Line in Pasadena, passing through the cities of Los Angeles, Burbank, Glendale, and Pasadena. BRT is high-capacity bus transit that offers fewer stops and speed improvements over a traditional route. Unlike many regional transit projects operating in dedicated right of way, the project uses local street right of way for operations and stations.

Metro's proposed project alignment generally runs along Olive Avenue between the Burbank Media District and Downtown Burbank before continuing east to Glendale and Pasadena via Glenoaks Blvd. The BRT plan includes six stations in Burbank. To achieve higher speeds and capacities, BRT can operate in dedicated bus lanes as well as mixed-flow with regular traffic; in Burbank, Metro's proposed route is to operate in both configurations. BRT is currently in the design phase, with construction activities estimated to begin sometime in 2026, with the entire BRT set to be operational in late 2027.

In the context of SB 79, BRT is a bus service within an urban transit county, that operates in full-time dedicated bus lanes or within a separate right-of-way dedicated to public transportation and provides peak-period service at intervals of 15 minutes or less during the morning and afternoon commute periods. As such, staff's understanding is that some of the BRT stops planned for Burbank ***could*** qualify as SB 79 TOD Tier 2 stops, and depending on whether the stops are served by dedicated bus lanes or mixed flow operations. One stop at Glenoaks Boulevard / Alameda Avenue intersection ***would*** qualify as a TOD stop because it is served by dedicated bus lanes. However, two other stops – at the intersections of Hollywood Way / Olive Avenue and San Fernando Boulevard / Olive Avenue – ***may*** qualify as TOD stops because bus lanes terminate at or near the stations but don't provide full bus lane service. Three additional stops in Burbank would not qualify as TOD stops because the bus would operate in mixed-flow lanes. The final determination of whether a transit stop in Los Angeles County is considered a TOD stop is made by SCAG.

Given that the planned BRT project may introduce previously unconsidered qualifying TOD stops within the City of Burbank based primarily on whether bus lanes are constructed or not, and because, unlike a rail transit stop, bus lanes are easily designated and removed based on the ongoing operation of a street, the City should actively engage with SCAG, Metro, and its state legislative delegation to seek further clarity on how BRT will be applied in Burbank based on the fact that bus lanes are planned to be implemented sporadically in Burbank and not across the entire BRT project. The City may even wish to consider lobbying for legislation to clarify and potentially remove BRT's that operate on city streets in painted bus lanes from consideration as qualifying SB 79 transit corridors altogether, since the purpose of the legislation is to increase housing density along dedicated transit corridors that are presumed to remain fixed in place, rather than on corridors whose operational characteristics and transit advantages could be compromised through simple striping changes to city roadways in the future.

Further, SB 79–driven development potential associated with the BRT alignment is a substantial change to the circumstances under which the BRT is being undertaken, and new information which was not known and could not have been known at the time the Final Environmental Impact Report was certified as complete. As such, this new development potential was not evaluated by Metro as part of its Environmental Impact Report for the project, cumulative impacts related to increased residential development, particularly with respect to transportation operations, utilities, public services, and other City infrastructure, were not previously analyzed and may create significant adverse impacts on City systems. As a Responsible Agency under CEQA, the City is required to predicate further project approvals in City rights of way on additional environmental review to incorporate the land use changes presented by SB 79 should it apply.

Metro is aware of the potential impacts that the application of SB 79 will would create on the BRT project, including the need for a subsequent environmental review pursuant to CEQA, discussed below. Staff will continue to engage Metro on this issue.

Impact on Current Land Use Planning Projects

In addition to potential BRT impacts, SB 79 may affect current and future City land use planning efforts, including the ongoing Specific Plans.

Media District Specific Plan (MDSP) Update

The MDSP is nearing completion and includes a set of objective development standards that promote contextual design, streamline the development of housing and encourage transit-oriented development. The MDSP land use strategy focuses most residential and non-residential development away from lower scaled neighborhood and in areas where there is, or may be, transit opportunities. This general strategy is consistent with the purpose and intent of SB 79, albeit with lower maximum density and intensity. In addition to establishing objective development standards and facilitating the development of

housing and a robust economy, the MDSP will allow the City to respond to new transit opportunities, like the BRT, however it is not reliant or contingent on it, and is intended to facilitate opportunities for development that are consistent with the community's vision for the area. SB 79 does not change the community's vision, nor undermine the work done to date. An important feature of the MDSP is the inclusion of policies and implementation actions that would incentivize the use of the local regulations and process, over the use of a state option, such as a streamlined ministerial review or SB 79, which may have conditions associated with them that make projects financially or practically infeasible from a developer's perspective.

Downtown TOD Specific Plan (DTODSP) Project

The DTODSP Project is currently in process and will provide a framework for introducing new housing at all levels of affordability, outline strategies for improving the bicycle and pedestrian networks, and develop objective standards for future development in Downtown Burbank. The DTODSP land use strategy focuses new residential and non-residential development in the downtown core, to the east of the Burbank Downtown Metrolink Station, either maintaining the existing 87 du/acre residential development potential or proposing a 110 du/acre residential development potential on key sites, such as within the Burbank Town Center or along the First Street corridor. This general strategy is consistent with the purpose and intent of SB 79. In addition to establishing objective development standards and facilitating the development of housing and a robust economy, the DTODSP will allow the City to respond to new transit opportunities, like the BRT, however it is not reliant or contingent on it, and is intended to facilitate opportunities for development that are consistent with the community's vision for the area. With respect to the potential for developers to utilize SB 79, an important feature of the DTODSP Update is the inclusion of policies and implementation actions that would incentivize the use of the local regulations and process, over the use of a state option, such as a streamlined ministerial review or SB 79, which may have conditions associated with them that make projects financially or practically infeasible from a developers perspective.

Golden State Specific Plan (GSSP)

The Golden State Specific Plan (GSSP) is currently in progress and is intended to provide a comprehensive policy and regulatory framework for future development and mobility improvements in one of the City's employment and transit-oriented areas. Consistent with the *Burbank2035* General Plan, the GSSP focuses growth in proximity to major transit assets, including two Metrolink stations, the Hollywood-Burbank Airport, and a potential High-Speed Rail station, while limiting changes to established residential neighborhoods and accounting for airport-related land use constraints. The GSSP includes a proposed land use strategy and objective development standards that facilitate housing at a range of affordability levels, support a balanced mix of residential, commercial, and industrial uses, and promote connectivity for vehicles, pedestrians, and bicyclists. This overall approach is consistent with the purpose and intent of SB 79, though calibrated to reflect

local conditions, infrastructure capacity, and community vision. Like other City specific plans, the GSSP is anticipated to include policies and implementation actions that incentivize development under the City's local regulatory framework, rather than reliance on state-level options such as SB 79, which may impose conditions that could limit project feasibility or constrain the City's ability to ensure development aligns with community objectives and long-term planning goals.

CEQA Considerations

The environmental review undertaken for the BRT project did not consider any changes to local zoning or land uses such as may be applied to certain stops under SB 79. If aspects of the BRT lane configuration and station placements trigger dramatic increases in residential densities and building heights, worsening potentially significant adverse impacts to utility systems, infrastructure, and services, subsequent environmental review will be necessary. SB 79's relevance to the BRT would be a substantial change to the circumstances under which it is undertaken.

Environmental reports for the BRT were circulated in 2020 and approved in 2022 but were limited to analyzing the operation of a bus rapid transit service and stations within existing City roadways. No environmental impacts were assessed related to SB 79 eligible development containing supercharged residential densities within one-half mile of a TOD stop that could be developed starting July 2026. As such, the enactment and potential application of SB 79 to the BRT is a substantial change to the circumstances under which the BRT is being undertaken, and new information, which was not known and could not have been known at the time the environmental impact report was certified as complete.

Aside from the BRT, CDD and CAO staff are also evaluating but have not determined whether the application of SB 79 in specific plan areas needs further CEQA analysis.

Possible Land Use Planning Alternatives

Based upon the current understanding of the law and its local application, staff believes the following options are available in response to SB 79:

Maintain Status Quo and Continue to Pursue Legislative Clarification

This option does not require an ordinance to rezone affected areas, though properties zoned for residential, mixed, or commercial use falling within half- and quarter-mile of a Tier 1 or Tier 2 TOD stop will automatically be eligible to use SB 79's state-mandated height and density. The City will not be able to exempt any properties beyond the limitations set by SB 79 criteria (see "SB 79 Limitations" above). Staff can anticipate which properties may be SB 79 eligible, and SB 79 could result in the addition of a significant number of potential units within the affected areas.

This option maintains ongoing land use planning efforts and enables the City to effectively respond to housing development projects submitted under SB 79 by utilizing existing City regulations and objective development standards. This will allow the City to immediately respond to housing development project applications submitted on day one (July 1, 2026) using current staffing and tools. SB 79 adds to the myriad state housing law review timelines, and this option will help the City avoid the significant associated consequences of failing to meet those deadlines. This option would be enhanced by more direct coordination between staff reviewing housing development projects. Under this option, staff will continue to pursue legislative responses to local concerns. Staff has a list of comprehensive amendments or clarifications necessary to address local concerns and is currently working with California Public Policy Group to communicate these concerns to the appropriate representatives. This option is the least disruptive to the City's current ongoing efforts to complete Specific Plans in a timely fashion.

Adopt an "Alternative Plan"

SB 79 specifies that local governments may implement an alternative plan adopted through the Housing Element (HE), a program to implement the HE, a Specific Plan, Zoning Overlay or Ordinance to address its provisions. Requirements for such alternative plans are listed in Attachment 6.

The Alternative Plan option allows for an extended exemption (until the following housing element cycle which would begin in 2029) of certain properties from SB 79 eligibility; however, the criteria for exemption are quite narrow. Single-Family zoning would still need to be upzoned to at least 50% of the SB 79 density, unless located in the VHFSZ. An advantage of this option is that it can temporarily minimize the added SB 79 density in low-density and single-family neighborhoods; however, that density must redistributed to other parts of the SB 79 coverage area, which may require difficult Council decisions. Furthermore, this option requires permanent rezoning of the properties in question, which may present challenges if the state law on this matter changes again. Lastly, this option requires the City to restart the analysis of the proposed densities in the Specific Plan areas, an effort that will delay the expected adoption of the Specific Plans by at least six-months, if not longer, at an unknown cost.

Adopt a "Simple" Local Ordinance

A simple local ordinance with fewer exemptions than the Alternative Plan is an option if a community does not have existing objective standards for residential and mixed-use development in nonresidential zones, and extensive pedestrian infrastructure, including near transit stops. As such, this option is not beneficial to Burbank at this time, as the City has these features.

Adopt a "Delayed Effectuation" Local Ordinance

Local governments may choose to adopt a delayed effectuation ordinance, which must be adopted prior to the effective day (July 1, 2026) separate from, but can be parallel to, a "simple" local ordinance. This option allows delaying effectuation of SB 79 for certain areas (areas with existing high density, low resource communities, and specific sites within sensitive areas – VHFHSZ) until 2030 (one year after 7th revision to HE). This option requires up-front analysis to see if currently Burbank's allowable density in areas can qualify for delayed effectuation (R-1 zones in high-resource areas will be difficult to exempt). This option limits how much density can be shifted around and requires modeling to analyze local development potential versus SB 79 with very narrow criteria to make sites ineligible for SB 79. An Alternative Plan would then need to be adopted to make these exemptions permanent. To utilize this option, a city must submit a draft ordinance to HCD 14 days prior to adoption and again within 60 days of enactment, for a 90-day review, and subsequently amend the ordinance pursuant to HCD's findings.

This option has limited benefit to Burbank. Under staff's current interpretation of SB 79, those parcels within the City within a VHFHSZ or in a Flood Risk Area are currently already ineligible for SB 79 as they fall outside TOD stop radius. Other parts of the City typically considered sensitive to development, such as R-1 zones, cannot be exempted and may only be downzoned to 50% of the allowable capacity under SB 79. Finally, the administrative effort to conduct the density analysis before the effective date of July 1, 2026, would be considerable and staff resources would be diverted from other critical ongoing planning efforts.

COMMUNITY OUTREACH

Throughout 2025, the Council heard from several members of the public about SB 79 who consistently emphasized concerns about the City being forced to facilitate incompatible density and developments in close proximity to lower scaled residential neighborhoods. The City monitored SB 79 throughout the legislative process and issued numerous opposition letters (Attachment 7).

If the Council directs staff to proceed with any of the options listed above that involve the development of an ordinance, such efforts will include community outreach consistent with the City's past practices. The extent of the outreach would depend on Council's requested timelines for directed actions.

ENVIRONMENTAL REVIEW

This staff report provides information about the local implications of SB 79 and has no potential for resulting in a direct or indirect physical change to the environment and falls outside the definition of a "project" under the CEQA and is therefore not subject to CEQA pursuant to Section 15378 of Title 14 of the California Code of Regulations.

FISCAL IMPACT

The total fiscal impact of future implementation of SB 79 to the City's General Fund is currently unknown. SB 79 projects can be reviewed through the DR and/or AUP process or via a streamlined ministerial review under the provisions of SB 35, which will not impact the General Fund as the City has already established application fees for DR, AUPs and streamlined ministerial applications.

However, there will be some impact to the General Fund if Council directs staff to pursue the development of an Alternative Plan, a local ordinance, or pursue other further actions. The approximate costs associated with these options are unknown but likely to exceed $750,000 based on recent costs associated with similar recent expedited land use planning or legal costs.

Indirect costs associated with pursuing the above options include re-prioritization staff, delays to ongoing planning efforts, and impacts to core planning services due to the shifting of staff to SB 79 related services. Delays in completion of the Specific Plans could result in the loss of associated grant funding.

CONCLUSION

SB 79 becomes effective on July 1, 2026. Although the law contains many uncertainties, the City must be prepared to implement in a way that benefits the community. Staff recommends that Council direct staff to pursue policy clarifications to SB 79, lobby the legislature for a clean-up bill to clarify SB 79's applicability to BRT, and if necessary, solicit further environmental review as outlined above, and have CDD staff facilitate the review of housing development projects to ensure the City is able to respond to future housing development applications submitted pursuant to SB 79 or other streamlined ministerial reviews within State-mandated deadlines.

ATTACHMENTS

Attachment 1 – Complete Text of SB 79
Attachment 2 – SB 79 Exclusion Areas (Fire Severity Zone Map)
Attachment 3 – Comparison between SB 79 and Streamlined Ministerial Reviews
Attachment 4 – TOD Stop Land Use Analysis
Attachment 5 – TOD Stop Zoning Analysis
Attachment 6 – Requirements for an "Alternative Plan"
Attachment 7 – City of Burbank Opposition Letters

STATE OF CALIFORNIA
LEGISLATIVE COUNSEL BUREAU
AUTHENTICATED
ELECTRONIC LEGAL MATERIAL

Senate Bill No. 79

CHAPTER 512

An act to add Chapter 4.1.5 (commencing with Section 65912.155) to Division 1 of Title 7 of the Government Code, relating to land use.

[Approved by Governor October 10, 2025. Filed with Secretary of State October 10, 2025.]

LEGISLATIVE COUNSEL'S DIGEST

SB 79, Wiener. Housing development: transit-oriented development.

(1) Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that contains certain mandatory elements, including a housing element. Existing law requires that the housing element consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, as specified. Existing law requires that the housing element include, among other things, an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs, including an inventory of land suitable for residential development, as provided. Existing law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified, and requires the appropriate council of local governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. Existing law requires the inventory of land to be used to identify sites throughout the community that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need. Existing law requires each local government to revise its housing element in accordance with a specified schedule.

Existing law, the Housing Accountability Act, among other things, requires a local agency that proposes to disapprove a housing development project, as defined, or to impose a condition that the project be developed at a lower density to base its decision on written findings supported by a preponderance of the evidence that specified conditions exist if that project complies with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time that the application was deemed complete. The act authorizes the applicant, a person who would be eligible to apply for residency in the housing development project or emergency

shelter, or a housing organization to bring an action to enforce the act's provisions, as provided, and provides for penalties if the court finds that the local agency is in violation of specified provisions of the act.

This bill would require that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with applicable requirements, as specified. Among these requirements, the bill would require a project to include at least 5 dwelling units and establish requirements concerning height limits, density, and residential floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided. The bill would require that, for the purposes of the Housing Accountability Act, a proposed development consistent with the applicable standards of these provisions as well as applicable local objective general plan and zoning standards be deemed consistent, compliant, and in conformity with prescribed requirements, as specified. The bill would provide that a local government that denies a project meeting the requirements of these provisions located in a high-resource area, as defined, would be presumed in violation of the Housing Accountability Act, as specified, and immediately liable for penalties, beginning on January 1, 2027, as provided. These provisions would not apply to a local agency until July 1, 2026, except as specified, or within unincorporated areas of counties until the 7th regional housing needs allocation cycle. The bill would specify that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval pursuant to specified law, except that the bill would exempt a project under these provisions from specified requirements, and would specify that the project is required to comply with certain affordability requirements, under that law.

This bill would require a proposed development to comply with specified demolition and antidisplacement standards; to not be located on sites where the development would require demolition of housing, or that was previously used for housing, that is subject to rent or price controls; to include housing for lower income households, as specified; be consistent with specified height, noise, safety, and fire standards; and meet specified labor standards, as provided. The bill would also authorize a transit agency's board of directors to adopt agency TOD zoning standards for district-owned real property located in a TOD zone, which establish minimum zoning requirements for an agency TOD project, as specified.

Prior to one year following the adoption of the 7th revision of the housing element, this bill would not apply the provisions relating to a housing development project to specified sites for which a local government has adopted an ordinance indicating the site's exclusion, as specified, including a site that is covered by a local TOD alternative plan, as defined, adopted by a local government. For the 7th and subsequent revisions of the housing element, the bill would authorize a local government to include a local TOD alternative plan in its housing element or adopt an alternative plan by

ordinance, as specified. The bill would exempt a jurisdiction that has adopted a compliant local TOD alternative plan from the provisions relating to a housing development, as specified.

This bill would require the Department of Housing and Community Development to oversee compliance with the bill's provisions and would require the department to promulgate standards on how to allow for capacity pursuant to these provisions to be counted in the inventory of land included within a county's or city's housing element, as specified. The bill would authorize each metropolitan planning organization to create a map of designated TOD stops and zones within its region by tier in accordance with these standards, which would have a rebuttable presumption of validity. The bill would authorize a local government to enact an ordinance to make its zoning code consistent with these provisions, as provided. The bill would require the local government to submit a draft of this ordinance to the department for review, at least 14 days prior to adoption of the ordinance. The bill would require the local government to submit a copy of this ordinance to the department within 60 days of enactment and would require the department to review the ordinance for compliance, as specified. If at any time the department finds an ordinance is out of compliance, and the local government does not take specified steps to address compliance, the bill would require the department to notify the local government in writing and authorize the department to notify the Attorney General, as provided.

This bill would define various terms for its purposes and make related findings and declarations.

This bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

By increasing the duties of local officials, and by expanding the crime of perjury by requiring the certification of certain information related to labor standards, this bill would impose a state-mandated local program.

(2) This bill would provide that its provisions are severable.

(3) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for specified reasons.

The people of the State of California do enact as follows:

SECTION 1. Chapter 4.1.5 (commencing with Section 65912.155) is added to Division 1 of Title 7 of the Government Code, to read:

CHAPTER 4.1.5. TRANSIT-ORIENTED DEVELOPMENT

65912.155. The Legislature finds and declares all of the following:

(a) California faces a housing shortage both acute and chronic, particularly in areas with access to robust public transit infrastructure.

(b) Creating ownership opportunities can be an effective long-term strategy for building wealth and can create a path to financial security.

(c) Building more homes near transit access reduces housing and transportation costs for California families, and promotes environmental sustainability, economic growth, and reduced traffic congestion.

(d) Public transit systems require sustainable funding to provide reliable service, especially in areas experiencing increased density and ridership. The state does not invest in public transit service to the same degree as it does in roads, and the state funds a smaller proportion of the state's major transit agencies' operations costs than other states with comparable systems. Transit systems in other countries derive significant revenue from transit-oriented development at and near their stations.

65912.156. For purposes of this chapter, the following definitions apply:

(a) "Adjacent" means within 200 feet of any pedestrian access point to a transit-oriented development stop.

(b) "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.

(c) "Department" means the Department of Housing and Community Development.

(d) "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.

(e) "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.

(f) "High-resource area" means an area designated as highest resource or high resource on the most recently adopted version of the opportunity area maps published by the California Tax Credit Allocation Committee and the department.

(g) "Housing development project" has the same meaning as defined in Section 65589.5, but does not include a project of which any portion is designated for use as a hotel, motel, bed and breakfast inn, or other transient lodging. For the purposes of this subdivision, the term "other transient lodging" does not include either of the following:

(1) A residential hotel, as defined in Section 50519 of the Health and Safety Code.

(2) After the issuance of a certificate of occupancy, a resident's use or marketing of a unit as short-term lodging, as defined in Section 17568.8 of the Business and Professions Code, in a manner consistent with local law.

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

(i) “Net habitable square footage” means the finished and heated floor area fully enclosed by the inside surface of walls, windows, doors, and partitions, and having a headroom of at least six and one-half feet, including working, living, eating, cooking, sleeping, stair, hall, service, and storage areas, but excluding garages, carports, parking spaces, cellars, half-stories, and unfinished attics and basements.

(j) “Low-resource area” means an area designated as low resource on the most recently adopted version of the opportunity area maps published by the California Tax Credit Allocation Committee and the department.

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

(*l*) “Residential floor area ratio” means the ratio of net habitable square footage dedicated to residential use to the area of the lot.

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

(n) “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.

(o) “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.

(p) “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.

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

(r) “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.

65912.157. (a) 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:

(1) A transit-oriented housing development project allowed under this chapter shall include at least five dwelling units and meet the greater of the following:

(A) A minimum density of at least 30 dwelling units per acre.

(B) The minimum density required under local zoning, if applicable.

(2) The average total area of floor space for the proposed units in the transit-oriented housing development project shall not exceed 1,750 net habitable square feet.

(3) For a transit-oriented housing development project within one-quarter mile of a Tier 1 transit-oriented development stop, all of the following apply:

(A) A local government shall not impose any height limit less than 75 feet.

(B) A local government shall not impose any maximum density of less than 120 dwelling units per acre.

(C) A local government shall not enforce any other local development standard or combination of standards that would physically preclude achieving a residential floor area ratio of up to 3.5.

(D) A development that achieves a minimum density of 90 dwelling units per acre and that otherwise meets the eligibility requirements of Section 65915, including, but not limited to, affordability requirements, shall be eligible for additional concessions pursuant to Section 65915, as specified in subdivision (d).

(4) For a transit-oriented housing development project further than one-quarter mile but within one-half mile of a Tier 1 transit-oriented development stop, and within a city with a population of at least 35,000, all of the following apply:

(A) A local government shall not impose any height limit less than 65 feet.

(B) A local government shall not impose any maximum density standard of less than 100 dwelling units per acre.

(C) A local government shall not enforce any other local development standard or combination of standards that would physically preclude achieving a residential floor area ratio of up to 3.

(D) A development that achieves a minimum density of 75 dwelling units per acre and that otherwise meets the eligibility requirements of Section 65915, including, but not limited to, affordability requirements, shall be eligible for additional concessions pursuant to Section 65915, as specified in subdivision (d).

(5) For a transit-oriented housing development project within one-quarter mile of a Tier 2 transit-oriented development stop, all of the following apply:

(A) A local government shall not impose any height limit less than 65 feet.

(B) A local government shall not impose any maximum density standard of less than 100 dwelling units per acre.

(C) A local government shall not enforce any other local development standard or combination of standards that would physically preclude achieving a residential floor area ratio of up to 3.

(D) A development that achieves a minimum density of 75 dwelling units per acre and that otherwise meets the eligibility requirements of Section 65915, including, but not limited to, affordability requirements, shall be eligible for additional concessions pursuant to Section 65915, as specified in subdivision (d).

(6) For a transit-oriented housing development project further than one-quarter mile but within one-half mile of a Tier 2 transit-oriented development stop, and within a city with a population of at least 35,000, all of the following apply:

(A) A local government shall not impose any height limit less than 55 feet.

(B) A local government shall not impose any maximum density standard of less than 80 dwelling units per acre.

(C) A local government shall not enforce any other local development standard or combination of standards that would physically preclude achieving a residential floor area ratio of up to 2.5.

(D) A development that achieves a minimum density of 60 dwelling units per acre and that otherwise meets the eligibility requirements of Section 65915, including, but not limited to, affordability requirements, shall be eligible for additional concession pursuant to Section 65915, as specified in subdivision (d).

(b) 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.

(c) A local government may still enact and enforce standards, including an inclusionary zoning requirement that do not, alone or in concert, prevent achieving the applicable development standards of subdivision (a). A local government shall not adopt any requirement, including, but not limited to, increased fees or inclusionary zoning requirements, that applies to a project solely or partially on the basis that the project is seeking approval as a transit-oriented housing development, except as necessary for the requirements of this chapter.

(d) A transit-oriented housing development project under this section shall be eligible for a density bonus, incentives or concessions, waivers or reductions of development standards, and parking ratios pursuant to Section 65915 or a local density bonus program, using the density allowed under this section as the base density. If a development proposes a height under this section in excess of the local height limit, then a local government shall not be required to grant a waiver, incentive, or concession pursuant to Section 65915 for additional height beyond that specified in this section, except as

provided in subparagraph (D) of paragraph (2) of subdivision (d) of Section 65915. A development shall be eligible for the following additional concessions, if it meets the applicable density threshold specified for its location:

(1) For a development providing housing for extremely low income households, three additional concessions.

(2) For a development providing housing for very low income households, two additional concessions.

(3) For a development providing housing for low-income households, one additional concession.

(e) Notwithstanding any other law, a transit-oriented housing development project that meets any of the eligibility criteria under subdivision (a) and is immediately adjacent to a transit-oriented development stop shall be eligible for an adjacency intensifier to increase the height limit by an additional 20 feet, the maximum density standard by an additional 40 dwelling units per acre, and the residential floor area ratio by 1 prior to the application of Section 65915.

(f) A development proposed pursuant to this section shall comply with Section 66300.6, including any local requirements or processes implementing the provisions of Section 66300.6. This subdivision shall apply to any city or county.

(g) A development proposed pursuant to this section shall comply with any applicable local demolition and antidisplacement standards established through a local ordinance.

(h) A development proposed pursuant to this section shall not be located on either of the following:

(1) A site containing more than two units where the development would require the demolition of housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power that has been occupied by tenants within the past seven years.

(2) A site that was previously used for more than two units of housing that were demolished within seven years before the development proponent submits an application under this section and any of the units were subject to any form of rent or price control through a public entity's valid exercise of its police power.

(i) A development proposed pursuant to this section shall include housing for lower income households by complying with one of the following requirements:

(1) (A) Any of the following:

(i) At least 7 percent of the total units, as defined in subparagraph (A) of paragraph (9) of subdivision (o) of Section 65915, are dedicated to extremely low income households, as defined in Section 50106 of the Health and Safety Code.

(ii) At least 10 percent of the total units, as defined in subparagraph (A) of paragraph (9) of subdivision (o) of Section 65915, are dedicated to very low income households, as defined in Section 50105 of the Health and Safety Code.

(iii) At least 13 percent of the total units, as defined in subparagraph (A) of paragraph (9) of subdivision (o) of Section 65915, are dedicated to lower income households, as defined in Section 50079.5 of the Health and Safety Code.

(B) This paragraph shall not apply to any development of 10 units or less.

(C) All units dedicated to extremely low income, very low income, and low-income households pursuant to subparagraph (A) shall meet both of the following:

(i) The units shall have an affordable housing cost, as defined in Section 50052.5 of the Health and Safety Code, or an affordable rent, as defined in Section 50053 of the Health and Safety Code.

(ii) The development proponent shall agree to, and the local agency shall ensure, the continued affordability of all affordable rental units included pursuant to this section for 55 years and all affordable ownership units included pursuant to this section for a period of 45 years.

(2) If a local inclusionary housing requirement mandates a higher percentage of affordable units or a deeper level of affordability than that described in paragraph (1), then the local inclusionary housing requirement mandate shall apply in place of the requirements in paragraph (1).

(j) A development proposed pursuant to this chapter shall be consistent with the height, noise, and safety standards of an adopted airport land use compatibility plan or Department of Defense Air Installation Compatible Use Zones developed pursuant to Section 21675 of the Public Utilities Code, and of otherwise applicable objective fire safety standards established pursuant to the California Building Code, the California Fire Code, the California, Wildland-Urban Interface Code, the Health and Safety Code, the Public Resources Code, or Chapter 6.8 (commencing with Section 51175) of Part 1 of Division 1 of Title 5 of this code.

(k) Any transit-oriented housing development pursuant to this section shall meet the labor standards of subparagraphs (A), (B), (C), (D), (F), and (G) of paragraph (8) of subdivision (a) of Section 65913.4 for any building over 85 feet in height, which shall be applicable to the building.

(*l*) For purposes of subdivision (j) of Section 65589.5, a proposed housing development project that is consistent with the applicable standards from this chapter, as well as applicable local objective general plan and zoning standards that do not alone or in concert prevent achieving those standards, and as modified by any incentive, concession, or waiver under Section 65915, shall be deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision. This subdivision shall not require a ministerial approval process or modify the requirements of Division 13 (commencing with Section 21000) of the Public Resources Code.

(m) Beginning on January 1, 2027, a local government that denies a housing development project meeting the requirements of this section that is located in a high-resource area shall be presumed to be in violation of the Housing Accountability Act (Section 65589.5) and immediately liable for

penalties pursuant to subparagraph (B) of paragraph (1) of subdivision (k) of Section 65589.5, unless the local government demonstrates, pursuant to the standards in subdivisions (j) and (o) of Section 65589.5, that it has a health, life, or safety reason for denying the project.

(n) 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.

65912.158. (a) For the purposes of this section, "agency transit-oriented development project" means a housing development project or mixed use residential project that meets all of the following requirements:

(1) A minimum of 50 percent of the total square footage of the project is dedicated to residential purposes.

(2) A minimum of 20 percent of the total number of units shall be restricted for the affordable lower income households and shall be subject to a recorded affordability restriction for at least 55 years in the case of rental units and 45 years in the case of owner occupied units, unless a local ordinance or the terms of federal, state, or local tax credit, or other project financing requires a longer period of affordability.

(3) The average total floor area of floor space for the proposed units in the housing development project shall not exceed 1,750 net habitable square feet.

(4) The parcel or parcels on which the project is located is an infill site, as defined in Section 21061.3 of the Public Resources Code.

(5) The transit-oriented development parcels on which the transit-oriented development project would be located was not acquired through eminent domain on or after July 1, 2025.

(6) The parcels on which the transit-oriented development project would be located are owned by the agency and either:

(A) The parcels are adjacent to a transit-oriented development stop for which the agency operates service, or form a contiguous area adjacent to such a transit-oriented development stop.

(B) At least 75 percent of the project area is located within one-half mile of a transit-oriented development stop for which the agency operates service or plans to provide service and was owned by the agency on or before January 1, 2026.

(b) (1) A transit agency's board of directors may adopt by resolution agency transit-oriented development zoning standards for district-owned real property located in a transit-oriented development zone. These standards shall establish minimum local zoning requirements for height, density, residential floor area ratio, and allowed uses, that shall apply to an agency transit-oriented development project, that shall be consistent with Section 65912.157.

(2) Adopted agency transit-oriented development zoning standards shall establish, for each transit station, the lowest permissible maximum standard

for height, density, and residential floor area ratio, and a list of approved residential, retail, and commercial uses.

(3) The agency transit-oriented development zoning standards adopted by the board of directors shall not adopt a lowest permissible maximum standard for density or residential floor area ratio below the level permitted under Section 65912.157, and shall not prohibit residential use.

(4) The agency transit-oriented development zoning standards shall not establish density standards that exceed 200 percent of the maximum density established in Section 65912.157.

(c) The adoption of, and amendments to, the agency transit-oriented development zoning standards shall comply with all of the following:

(1) The transit agency shall hold a public hearing to receive public comment on the proposed agency transit-oriented development zoning standards or proposed changes to the agency transit-oriented development zoning standards. The transit agency shall conduct direct outreach to relevant local governments and to communities of concern around each station. Before or during the scoping meeting, the transit agency shall consult with each local government in which the station is located, as well as any relevant infrastructure agencies. The consultation required pursuant to this section shall include all of the following:

(A) A review of the housing needs of the jurisdiction.

(B) A review of the transit-oriented development approved and built in the past year in the jurisdiction.

(C) A review of any transit-oriented development projects proposed by the transit agency in the jurisdiction for the past year.

(D) A discussion of any obstacles to development of any project proposed by the transit agency.

(2) Not less than 30 days before a public hearing of the board to consider the agency transit-oriented development zoning standards, the transit agency shall provide public notice and make the draft standards available to the public.

(3) The board shall adopt or reject any proposed agency transit-oriented development zoning standards at a publicly noticed meeting of the board not less than 30 days following the original public hearing.

(d) Objective standards adopted pursuant to paragraph (b) shall not preempt or otherwise displace local discretionary standards that apply to hotel, motel, bed and breakfast, or other transient lodging use, including short-term lodging, as defined in Section 17568.8 of the Business and Professions Code. For the purposes of this subdivision, the term “other transient lodging” does not include a residential hotel, as defined in Section 50519 of the Health and Safety Code.

(e) Where local zoning is inconsistent with the agency transit-oriented development zoning standards for a station, the local jurisdiction may adopt a local zoning ordinance that conforms to the transit-oriented development zoning standards.

(f) (1) A local government shall not be required to approve any height limit in excess of the standard for development adjacent to the transit-oriented development stop under Section 65912.157.

(2) The transit agency shall make a finding as to whether the local zoning ordinance conforms to the agency transit-oriented development zoning standards. Local zoning shall remain in place unless the transit agency determines that it does not conform to the agency transit-oriented development zoning standards. If, according to the transit agency's finding, the local zoning ordinance does not conform to the agency transit-oriented development zoning standards after two years of the date that the agency transit-oriented development zoning standards are adopted by the board for that station, the agency transit-oriented development zoning standards shall become the local zoning for any district-owned parcels that are eligible under this section, except for any height limit in excess of the standard for development adjacent to the transit-oriented development stop under Section 65912.157. For each station, a local jurisdiction may update zoning for transit agency-owned land to comply with agency transit-oriented development zoning standards until the time that the transit agency enters into an exclusive negotiating agreement with a developer for an agency transit-oriented development project.

(g) (1) The transit agency's approval of agency transit-oriented development zoning standards shall be subject to review under the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code). The district shall serve as the lead agency for California Environmental Quality Act review for transit-oriented development zoning standards.

(2) Any subsequent California Environmental Quality Act review of rezoning to conform with agency transit-oriented development zoning standards, and of eligible transit-oriented development projects proposed and on district-owned land, shall incorporate the environmental review document certified for the transit-oriented development zoning standards consistent with Section 21094 of the Public Resources Code. A public agency shall not prepare an environmental impact report or mitigated negative declaration for rezoning pursuant to paragraph (2) of subdivision (f) to implement agency transit-oriented development zoning standards or for a transit-oriented development project subsequent to the transit agency's certification of an environmental review document for approval of agency transit-oriented development zoning standards unless the public agency finds, based on substantial evidence, that the rezoning or transit-oriented development project creates a significant effect on the environment that was not analyzed in the prior environmental review document, and mitigated or avoided.

(h) A local agency may adopt objective, written development standards, conditions, and policies that apply to development on district-owned property, provided that they demonstrate their consistency with the agency transit-oriented development zoning standards. In the event that the agency transit-oriented development zoning standards, objective planning standards,

general plan, or design review standards are mutually inconsistent, the agency transit-oriented development zoning standards shall be the controlling standards. To the extent that the zoning standards do not resolve inconsistencies, the general plan shall be the controlling standard.

(i) Zoning in effect as a result of this section shall be considered the same as locally approved zoning for all purposes, including the Density Bonus Law and the Housing Accountability Act.

(j) Any agency transit-oriented development project shall comply with the antidisplacement requirements of Section 66300.6.

(k) A local government shall not be required to approve any height limit under this section greater than the height limit specified in this chapter for development adjacent to the relevant tier of a transit-oriented development stop. A transit agency shall not set a maximum height, density, or residential floor area ratio below that which would be allowed for the site under this chapter.

(*l*) If nonresidential development is included in an agency transit-oriented development project, at least 25 percent of the total planned units affordable to lower income households shall be made available for lease or sale and permitted for use and occupancy before or at the same time with every 25 percent of nonresidential development made available for lease or sale and permitted for use and occupancy.

(m) The development applicant for an agency transit-oriented development project proposed pursuant to this section shall certify that the labor standards in paragraphs (8) and (9) of subdivision (a) of Section 65913.4 will be met in project construction, and those standards shall apply if the project is approved by the public agency. Notwithstanding the preceding sentence, this subdivision shall not apply if all contractors and subcontractors performing work on the development are subject to a project labor agreement with the transit agency that was entered into before July 1, 2026, that requires the payment of prevailing wages to all construction workers employed in the execution of the development and provides for the enforcement of that obligation through an arbitration procedure. For the purposes of this subdivision, "project labor agreement," has the same meaning as set forth in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

65912.159. (a) A housing development project proposed pursuant to Section 65912.157 shall be eligible for streamlined ministerial approval pursuant to Section 65913.4 in accordance with all of the following:

(1) The proposed project shall be exempt from subparagraph (A) of paragraph (4) of, and paragraph (5) of, subdivision (a) of Section 65913.4.

(2) The proposed project shall comply with the affordability requirements in subclauses (I) to (III), inclusive, of clause (i) of subparagraph (B) of paragraph (4) of subdivision (a) of Section 65913.4.

(3) The proposed project shall comply with all other requirements of Section 65913.4, including, but not limited to, the prohibition against a site that is within a very high fire hazard severity zone, pursuant to subparagraph (D) of paragraph (6) of subdivision (a) of Section 65913.4.

(b) Any housing development proposed pursuant to Section 65912.157 not seeking streamlined approval under Section 65913.4 shall be reviewed according to the jurisdiction's development review process and Section 65589.5, except that any local zoning standard conflicting with the requirements of this chapter shall not apply.

65912.160. (a) The department shall oversee compliance with this chapter.

(b) The department shall promulgate standards on how to allow for capacity pursuant to this chapter to be counted in a city or county's inventory of land suitable for residential development pursuant to Section 65583.2, no later than July 1, 2026.

(c) (1) A local government may enact an ordinance to make its zoning code consistent with the provisions of this chapter, subject to review by the department pursuant to subdivision (d). This ordinance may include objective development standards, conditions, and policies, applying to transit-oriented housing developments, that are demonstrated by a preponderance of evidence to not physically preclude, alone or in concert, the applicable housing development standards of Section 65912.157.

(2) The ordinance described in paragraph (1) shall not be considered a project under Division 13 (commencing with Section 21000) of the Public Resources Code.

(d) If a local government adopts an ordinance to come into compliance with this section, the following provisions shall apply:

(1) (A) At least 14 days prior to adoption of an ordinance pursuant to this section, the local government shall submit a draft ordinance to the department.

(B) The department may review the draft and report its written findings to the planning agency.

(2) A local government shall submit a copy of any ordinance enacted pursuant to this section to the department within 60 days of enactment.

(3) (A) The department shall, within 90 days, review the enacted ordinance, make a finding as to whether the enacted ordinance is in substantial compliance with this section, and report that finding to the local government.

(B) If needed, the department may request an additional 30 days to make a finding as to whether the enacted ordinance is in substantial compliance with this section, and report that finding to the local government.

(C) If the department does not provide written findings to the local government within the review period provided for in this paragraph, the ordinance shall be deemed compliant for the purposes of assessing penalties, including those pursuant to subdivision (m) of Section 65912.157.

(4) If at any time the department determines that the ordinance does not comply with this section, the department shall notify the local government in writing. The department shall provide the local government a reasonable time, not to exceed 60 days, to respond before taking further action as authorized by this section.

(5) The local government shall consider any findings made by the department pursuant to paragraph (4) and shall do one of the following:

(A) Amend the ordinance to comply with this section.

(B) Enact the ordinance without changes. The local government shall include findings in its resolution adopting the ordinance that explain the reasons the local government believes that the ordinance complies with this section despite the findings of the department.

(6) If the local government does not amend its ordinance in response to the department's findings or does not adopt a resolution with findings explaining the reason the ordinance complies with this section and addressing the department's findings, the department shall notify the local government and may notify the Attorney General that the local government is in violation of this section.

(e) The ordinance may designate areas within one-half mile of a transit-oriented development stop as exempt from the provisions of this chapter if:

(1) The local government makes findings supported by substantial evidence that there exists no walking path of less than one mile from that location to the transit-oriented development stop.

(2) A local government with at least 15 transit-oriented development stops designates the area as an industrial employment hub. An industrial employment hub shall be a contiguous area of at least 250 acres designated in the jurisdiction's general plan on or before January 1, 2025, as an employment lands area; the parcels within it shall be primarily dedicated to industrial use as defined in paragraph (3) of subdivision (f) of Section 65912.121; and housing shall not be a permitted use on any of the sites so excluded.

(f) Each metropolitan planning organization shall create a map of transit-oriented development stops and zones within its region by tier, as designated under this chapter, in accordance with the department's guidance pursuant to subdivision (b). This map shall have a rebuttable presumption of validity for use by project applicants and local governments.

65912.161. (a) For purposes of this section, "transit-oriented development alternative plan" shall mean a plan adopted by the local agency via the adoption of the housing element, a program to implement the housing element, the adoption of a specific plan, a zoning overlay, or enactment of an ordinance; that brings the local agency into compliance with this chapter and that incorporates all of the following:

(1) A local transit-oriented development alternative plan shall maintain at least the same total net zoned capacity, in terms of both total units and residential floor area, as provided for in this chapter across all transit-oriented development zones within the jurisdiction.

(A) Net zoned capacity in units shall be measured by subtracting the current number of units on the site from the number allowed by the applicable development standards.

(B) Net zoned capacity in floor area shall be measured by subtracting the current developed floor area of the site from the amount allowed by the applicable development standards.

(2) The plan shall not reduce the maximum allowed density for any individual site on which the plan allows residential use by more than 50 percent below that permitted under this chapter, except for sites meeting any of the following criteria:

(A) Sites within a very high fire hazard severity zone, as determined by the Department of Forestry and Fire Protection pursuant to Section 51178, or within the state responsibility area, as defined in Section 4102 of the Public Resources Code.

(B) Sites that are vulnerable to one foot of sea level rise, as determined by the National Oceanic and Atmospheric Administration, the Ocean Protection Council, the United States Geological Survey, the University of California, or a local government's coastal hazards vulnerability assessment.

(C) Sites with a historic resource designated on a local register, so long as sites excluded from the density requirements of this paragraph on that basis do not cumulatively exceed 10 percent of the eligible area of any transit-oriented development zone.

(D) Sites within one-half mile of a Tier 2 transit-oriented development stop shall not have a density below 30 units per acre with a residential floor area ratio of 1.0, except for sites specified in subparagraphs (A) to (C), and should be considered for attached entry level owner occupied housing development opportunities.

(3) The plan shall not reduce the capacity in any transit-oriented development zone in total units or residential floor area by more than 50 percent.

(4) A site's maximum capacity counted toward the plan shall not exceed 200 percent of the maximum density established under this chapter. Any site excluded from the minimum density requirements of subparagraphs (A) to (C) of paragraph (2) shall not be counted toward the plan's capacity. For purposes of this section, calculations regarding capacity, density, and floor area shall include capacity, density, or floor area available under voluntary local housing incentive programs.

(5) A local transit-oriented development alternative plan may consist of an existing local transit-oriented zoning ordinance, overlay zone, specific plan, or zoning incentive ordinance, provided that it meets the requirements of this subdivision.

(b) (1) Prior to one year following the adoption of the seventh revision of the housing element, Section 65912.157 shall not apply to any of the following for which the local government has adopted an ordinance in accordance with Section 65912.160 indicating the site's exclusion:

(A) A site that has been identified by the local jurisdiction which permits density and residential floor area ratio at no less than 50 percent of the standards specified under subdivision (a) of Section 65912.157.

(B) (i) A site in a transit-oriented development zone in which at least 33 percent of sites in the relevant transit-oriented development zone have

permitted density and residential floor area ratio no less than 50 percent of the standards specified under subdivision (a) of Section 65912.157 and which includes sites with densities that cumulatively allow for at least 75 percent of the aggregate density for the transit-oriented development zone specified under subdivision (a) of Section 65912.157.

(ii) A site in a transit-oriented development zone around a transit-oriented development stop that is primarily comprised of a low-resource area which includes sites with densities that cumulatively allow for at least 40 percent of the aggregate density for the transit-oriented development zone specified under subdivision (a) of Section 65912.157.

(iii) A site in an area designated as low resource on the most recently adopted version of the opportunity area maps published by the California Tax Credit Allocation Committee and the department, and within a jurisdiction that cumulatively allows for at least 50 percent of the total capacity for units and floor area as specified under Section 65912.157 across all transit-oriented development zones.

(C) A site that is covered by a local transit-oriented development alternative plan adopted by a local government.

(D) Sites within a very high fire hazard severity zone, as determined by the Department of Forestry and Fire Protection pursuant to Section 51178, or within the state responsibility area, as defined in Section 4102 of the Public Resources Code.

(E) Sites that are vulnerable to one foot of sea level rise, as determined by the National Oceanic and Atmospheric Administration, the Ocean Protection Council, the United States Geological Survey, the University of California, or a local government's coastal hazards vulnerability assessment.

(F) Sites with a historic resource designated as of January 1, 2025, on a local register.

(2) A local government that has adopted an ordinance pursuant to this subdivision shall indicate on its public zoning map which sites or transit-oriented development zones are and are not covered by Section 65912.157.

(c) (1) For the seventh and subsequent revisions of the housing element, a local government may include a local transit-oriented development alternative plan in any of the following ways:

(A) (i) Include a local transit-oriented alternative plan in its housing element. When a local government includes a transit-oriented development alternative plan in its housing element the plan shall include an analysis of how the plan maintains at least an equal feasible developable housing capacity as the baseline established by this chapter.

(ii) If a local government adopts a housing element that the department has determined to be compliant with this section, then any action to enforce or implement a compliant housing element shall be subject to applicable provisions of housing element law (Article 10.6 (commencing with Section 65580) of Chapter 3).

(iii) The initial submission of a transit-oriented development alternative plan shall be included in the local government's first draft submittal

referenced in subparagraph (C) of paragraph (1) of subdivision (b) of Section 65585.

(iv) Sites identified in a local transit-oriented development alternative plan may be included in the inventory of land suitable for residential development, pursuant to the additional requirements of Section 65583.

(B) If a local government does not include the local transit-oriented alternative plan in its housing element, the local government may adopt an alternative plan that has been deemed compliant by the department pursuant to Section 65912.160.

(d) Section 65912.157 shall not apply within a jurisdiction that has a local transit-oriented alternative plan that has been approved by the department as satisfying the requirements of this section in effect. The department's approval pursuant to this section shall be valid through the jurisdiction's next amendment to the housing element of its general plan.

(e) A local transit-oriented development alternative plan may consist of an existing local transit-oriented zoning ordinance, overlay zone, specific plan, zoning incentive ordinance or existing program, provided that it meets the requirements of this section.

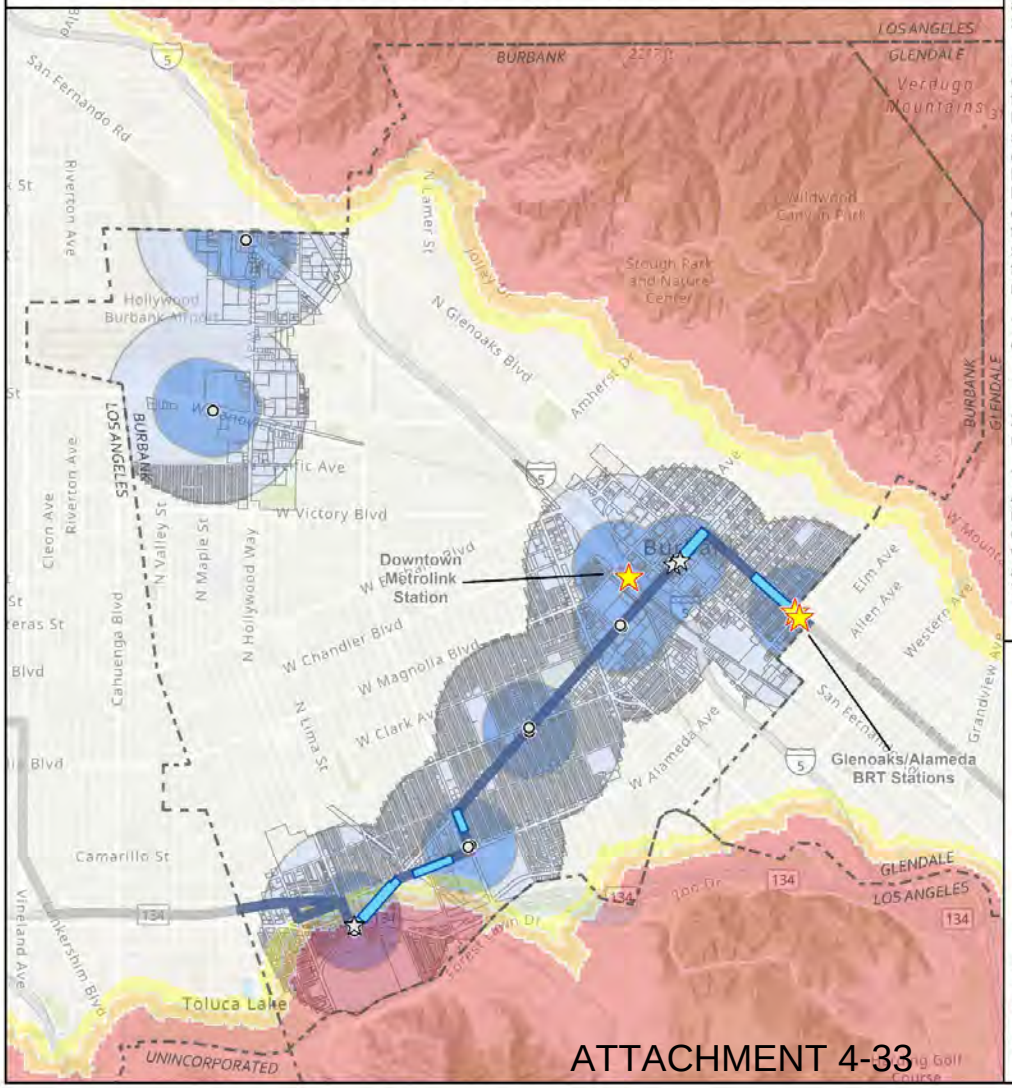
65912.162. The Legislature finds and declares that the state faces a housing crisis of availability and affordability, in large part due to a severe shortage of housing, and solving the housing crisis therefore requires a multifaceted, statewide approach, including, but not limited to, encouraging an increase in the overall supply of housing, encouraging the development of housing that is affordable to households at all income levels, removing barriers to housing production, expanding homeownership opportunities, and expanding the availability of rental housing, and is a matter of statewide concern and is not a municipal affair as that term is used in Section 5 of Article XI of the California Constitution. Therefore, this chapter applies to all cities, including charter cities.

SEC. 2. The provisions of this act are severable. If any provision of this act or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

SEC. 3. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act or because costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.

O

Fire Hazard Severity Zones and Parcels within 1/2-Mile of BRT Stops and Metrolink Stations (Draft)



This map illustrates the most recent Fire Hazard Severity Zones in and around the City of Burbank, as established by Cal Fire and adopted into ordinance by the Burbank City Council in 2025. It also shows parcels that fall within 1/4- and 1/2-mile buffer distances around transit facilities in the City analyzed for conformance with Senate Bill 79's (SB 79) statutory definition for (TOD) stops.

In the City of Burbank, only certain parcels in the Media District overlap both Fire Hazard Zones and 1/2-mile distance from a transit facility. However, there are no parcels that overlap Very High Fire Hazard Severity Zones and fall within 1/2 mile of a qualifying TOD stop. The only stops that meet SB 79's criteria fall under the categories of high-frequency commuter rail stops and Tier 2 stops. High-frequency commuter rail stops are defined as stations served by rail lines that operate at least 48 trains per day in both directions or bus rapid transit (BRT) stops that includes all of the following features: (1) 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.

The only transit facilities that meet all of these statutory definitions qualifying for SB 79 in the City at this time are:

1. Downtown Burbank Metrolink station

2. The future North Hollywood to Pasadena Bus Rapid Transit (BRT) System stops at Glenoaks Boulevard and Alameda Avenue

Two additional future BRT stops– at the Hollywood Way / Olive Avenue intersection and the San Fernando Blvd / Olive Avenue intersection – may qualify as SB 79 TOD stops but remain contingent on future action (full-time designation of bus lanes) as well as interpretation of current SB 79 language for BRT service and likely require additional environmental review to consider SB 79's density impact before construction.

Legend

- Qualifying TOD Stop (Tier 2)
- Potentially-qualifying BRT Stop
- Non-qualifying BRT/ Metrolink Stop
- Dedicated Bus Lane
- BRT Alignment

Distance Around Transit Stop Pedestrian Access

- 1/4 Mile
- 1/2 Mile
- Parcels within 0.5 Miles of a BRT or Metrolink Station

Fire Hazard Severity Zones

- High
- Moderate
- Very High
- City Boundary

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. 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.

January 2026

ATTACHMENT 4-33

	SB35 / SB 423 (GC 65913.4)	AB 2011 / AB 2243 (GC 65912.100 65912.106)	SB 79 (GC 65912.55 65912.162)
Eligible Properties	All sites within Burbank that have a General Plan prescribed residential density. Additional eligibility criteria based on environmental factors, affordability, and labor standards are project specific. Must be in urban infill parcel, cannot be in protected resource areas such as wetlands, coastal zones, or wildlife habitat. Projects must consist of at least 2 units.	Allowed in zones where retail, office, or parking are principally permitted. Cannot be on a site that is or was most recently used for industrial use. Subject to the same environmental eligibility criteria as SB35. Mixed-Income and 100% affordable projects have different eligible locations: Mixed Income: along commercial corridors. 100% affordable: citywide. Projects must consist of at least 5 units.	Sites zoned for residential, mixed, or commercial development within 1/2 or 1/4 mile of a transit-oriented development stop. Project must include at least 5 units. Projects may not include any hotel or similar use.
Effective	Now until at least January 1, 2036, unless extended.	Now until January 1, 2033, unless extended.	Will go into effect July 1, 2026.
Maximum Density	Density is based on General Plan land use element, ranging between 14 to 87 du / ac. Density can be further increased using state Density Bonus law.	Density for Mixed-Income projects is prescribed based on the width of the commercial corridor facing the project site: 70'-100' feet: 40 du/ac 100' - 150': 60 du/ac w/in 1/2 mile of a	Radius from Tier 2 Transit Oriented Stops: Within 1/4 mile: 100du/ac Within 1/2 mile: 80 du/ac Any project within 200 feet of any ped access to a transit-

	SB35 / SB 423 (GC 65913.4)	AB 2011 / AB 2243 (GC 65912.100 65912.106)	SB 79 (GC 65912.55 65912.162)
		major transit stop - 80 du/ac Site of less than one acre: 30 du/ac Density for 100% affordable units is the higher between what is allowed in the underlying property per the Land Use map or 30 du/acre. No residential density limit shall be imposed for the conversion of existing buildings to residential use, except where the project would include net new square footage exceeding 20% of the overall square footage of the project. Density can be further increased using state Density Bonus law.	oriented development stop gets an additional 40 du / ac on top of the above. Density can be further increased using state Density Bonus law.
Minimum Density	No minimum density; however, projects must consist of at least 2 units to qualify.	No minimum density; however, projects must consist of at least 5 units.	The greater of the following: At least 30 du/ ac OR..... Minimum density allowed under local zoning, if applicable.

	SB35 / SB 423 (GC 65913.4)	AB 2011 / AB 2243 (GC 65912.100 65912.106)	SB 79 (GC 65912.55 65912.162)
Maximum Height	Based on underlying maximum heights in the zoning code. Maximum heights can be modified through concessions and/or waivers using state Density Bonus Law, if applicable.	Height is prescribed based on the width of the commercial corridor facing the project site: 70'-100' feet: 35 ft 100' - 150': 45 ft w/in 1/2 mile of a major transit stop - 65 ft Maximum heights can be modified through concessions and/or waivers using state Density Bonus Law, if applicable.	Radius From Tier 2 Transit Oriented Stops: Within 1/4 mile: 65ft Within 1/2 mile: 55ft Any project within 200 feet of any ped access to a transit oriented development stop gets an additional 20 feet on top of the above (adjacency multiplier) Maximum heights cannot be modified through concessions and/or waivers using state Density Bonus Law.
Parking Requirements	Parking is not required for projects within 1/2 mile of public transit. For projects outside this radius, parking is based on underlying zoning requirements unless the projects is eligible for Density Bonus Law.	100% affordable projects that are not within one-half mile an accessible major transit stop are subject to parking requirements pursuant to the BMC, unless preempted by state law (i.e. AB2097, Density Bonus Law).	Subject to underlying parking. However, most, if not all, will fall within AB2097 radius. If using Density Bonus Law, no parking required if 100% affordable or located in a very low vehicle travel area.
Unique Development Standards	Project must include at least two-thirds of its total square footage for residential use.	Projects within 500 feet of freeway must have specific air filtration and ventilation standards. Local	Average unit size shall not exceed 1,750 square feet.

	SB35 / SB 423 (GC 65913.4)	AB 2011 / AB 2243 (GC 65912.100 65912.106)	SB 79 (GC 65912.55 65912.162)
		agency must require a phase I ESA as a condition of approval for the project. In addition, the law prescribed specific heights and densities listed above and specific setback standards in sections 65912.123(d)(1) to (3). An SB 79 project must be consistent with height, noise, and safety standards of an adopted airport plan, and must be consistent with applicable objective fire standards.	
Affordability Requirements	At least 10% of the units must be affordable to households at or below 80% of area AMI (lower income HH)	At least 15% of the units must be affordable to lower-income households. Some alternatives exist, such as 8% for very low-income and 5% for extremely low-income households, or 30% for moderate-income households in for-sale projects. Projects must comply with the	For projects of 10 or more units: Agree to provide for 55 years 7% Extremely Low Income HH; 10% Very Low Income HH; or 13% Low Income HH. Local inclusionary standards apply. Apply the stricter of the two.

	SB35 / SB 423 (GC 65913.4)	AB 2011 / AB 2243 (GC 65912.100 65912.106)	SB 79 (GC 65912.55 65912.162)
Anti displacement and tenant protection	Cannot demolish occupied residential units, or units that were occupied by tenants within the last 10 years, housing units that were previously subject to rent control or other affordability covenants, or structures designated as historic landmarks.		
Density Bonus Standards	Any incentives, concessions or waivers granted through the Density Bonus provisions of California law shall not render the project inconsistent with objective standards.		

	SB35 / SB 423 (GC 65913.4)	AB 2011 / AB 2243 (GC 65912.100 65912.106)	SB 79 (GC 65912.55 65912.162)
			Density bonus requests cannot include concessions or waivers from height maximums beyond SB79 or code maximums unless the project is 100% affordable and located within 1/2 mile of a major transit stop or a very low vehicle travel area.
Labor Requirements		Prevailing wage for all projects. Projects of over 50 units require apprenticeship and provision of healthcare.	If not using SB35 process, projects over 85 feet in height still quire labor requirements including Prevailing Wage and S&T Workforce. Projects Using SB35 process require all labor standards included in Section 65913.4(a)(8) of the Government Code. When using SB35 process, trigger for Prevailing wage is 10 units; S&T Workforce is 85 feet unless 100% affordable, and projects of more than 50 units require

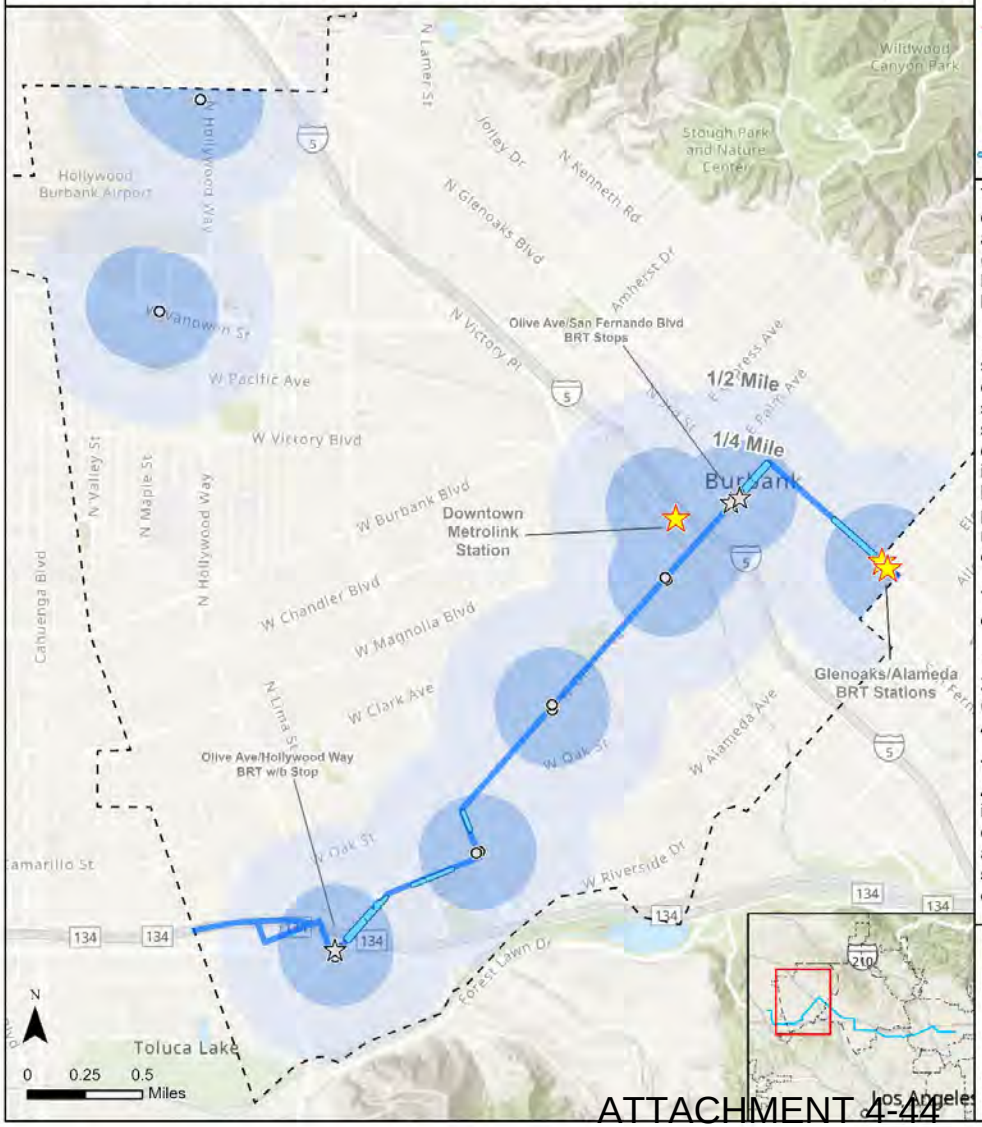
	SB35 / SB 423 (GC 65913.4)	AB 2011 / AB 2243 (GC 65912.100 65912.106)	SB 79 (GC 65912.55 65912.162)
			apprenticeship program and provision of healthcare.
Tribal Requirements			
Process	Ministerial. First step is a Notice of Intent (NOI) to	Ministerial. Same as SB35, but the NOI step is not required.	Eligible for streamlined ministerial review

	SB35 / SB 423 (GC 65913.4)	AB 2011 / AB 2243 (GC 65912.100 65912.106)	SB 79 (GC 65912.55 65912.162)
	Submit an SB35 application. A formal SB35 submittal entitles applicant for administrative approval, bypassing subjective design review and public hearings. Requires that approval or denial be based solely on whether the project complies with the local jurisdiction's objective standards. Administrative review of objective standards by Director, not appealable.	Administrative review of objective standards by Director, not appealable.	(SB35 / SB 423), but can also use the City's local discretionary Development Review (DR) process, and any other required entitlements, such as CUP. If submitting SB35/423, all SB35/423 provisions apply except for affordability requirements, which are unique to SB79.
Processing Timelines	Subject to both HAA and timelines built into SB35. If a local government fails to identify objective inconsistencies in a timely manner (within 60 or 90 days), the project is automatically "deemed consistent"	Same as SB35 after NOI process is completed.	Subject to Permit Streamlining Act (PSA), HAA, and SB35 timelines (if applicable).
Environmental Review	SB35 projects are exempt from CEQA due to the fact that the project approval	AB 2011 projects are exempt from CEQA due to the fact that the project	Can be exempt from CEQA if using SB35 (statutory Ministerial

	SB35 / SB 423 (GC 65913.4)	AB 2011 / AB 2243 (GC 65912.100 65912.106)	SB 79 (GC 65912.55 65912.162)
			exemption); if using local process can exempt from CEQA using a number of eligible exemptions, including but not limited to: Infill Exemption in AB 130 (PRC 21080.66); Class 32 Categorical Exemption (CEQA Guidelines § 15332), Transit Priority Projects (PRC §21155.1), Transit Oriented Housing Exemption (PRC §21155.4), etc.
Health and Safety Considerations			Subject to HAA provisions. HAA limits the local govt's ability to deny projects which comply w/ objective standards unless they can provide specific adverse impact on public health and safety that cannot be mitigated.
Penalties for Wrongful Denial	A civil penalty of $10,000 to $50,000 per month can be	A civil penalty of $10,000 to $50,000 per month can be	Beginning Jan 1, 2027, any local government that

	SB35 / SB 423 (GC 65913.4)	AB 2011 / AB 2243 (GC 65912.100 65912.106)	SB 79 (GC 65912.55 65912.162)
	imposed for each violation, accruing from the date the violation began. A local government that loses a lawsuit over a wrongful denial is responsible for the project applicant's reasonable attorney's fees and litigation costs. These costs can be substantial, often exceeding $100,000. In cases of repeated or serious violations, a court can suspend the local government's authority to approve residential building permits and other land use decisions. The court may even take over the approval process for housing projects itself.	imposed for each violation, accruing from the date the violation began. A local government that loses a lawsuit over a wrongful denial is responsible for the project applicant's reasonable attorney's fees and litigation costs. These costs can be substantial, often exceeding $100,000. In cases of repeated or serious violations, a court can suspend the local government's authority to approve residential building permits and other land use decisions. The court may even take over the approval process for housing projects itself.	denies a project meeting the requirements of this section in a high-resource area shall be presumed to be in violation of the HAA and liable for penalties unless the local agency demonstrate that it has a health, life, or safety reason for denying the project.

Transit Facilities Analyzed for Eligibility Under Senate Bill 79 (Draft)



Legend

- Qualifying TOD Stop (Tier 2)
- Potentially-qualifying BRT Stop
- Non-qualifying BRT/Metrolink Stop
- Dedicated Bus Lane
- BRT Alignment

Distance Around Transit Stop Pedestrian Access

- 1/4 Mile
- 1/2 Mile
- City Boundaries

This map illustrates shaded buffer zones of 1/4- and 1/2-mile distances around transit facilities within the City of Burbank and their status as potential transit-oriented development (TOD) stops per SB 79. It also includes the North Hollywood to Pasadena Bus Rapid Transit System planned route through Burbank and planned stops.

In the City of Burbank, the only stops that meet SB 79's statutory definitions and service criteria fall under the categories of high-frequency commuter rail stops and Tier 2 stops. High-frequency commuter rail stops are defined as stations served by rail lines that operate at least 48 trains per day in both directions or bus rapid transit (BRT) stops that includes all of the following features: (1) 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.

The only transit facilities that meet all of these statutory definitions qualifying for SB 79 in the City at this time are:

1. Downtown Burbank Metrolink station
2. The future North Hollywood to Pasadena Bus Rapid Transit (BRT) System stops at Glenoaks Boulevard and Alameda Avenue

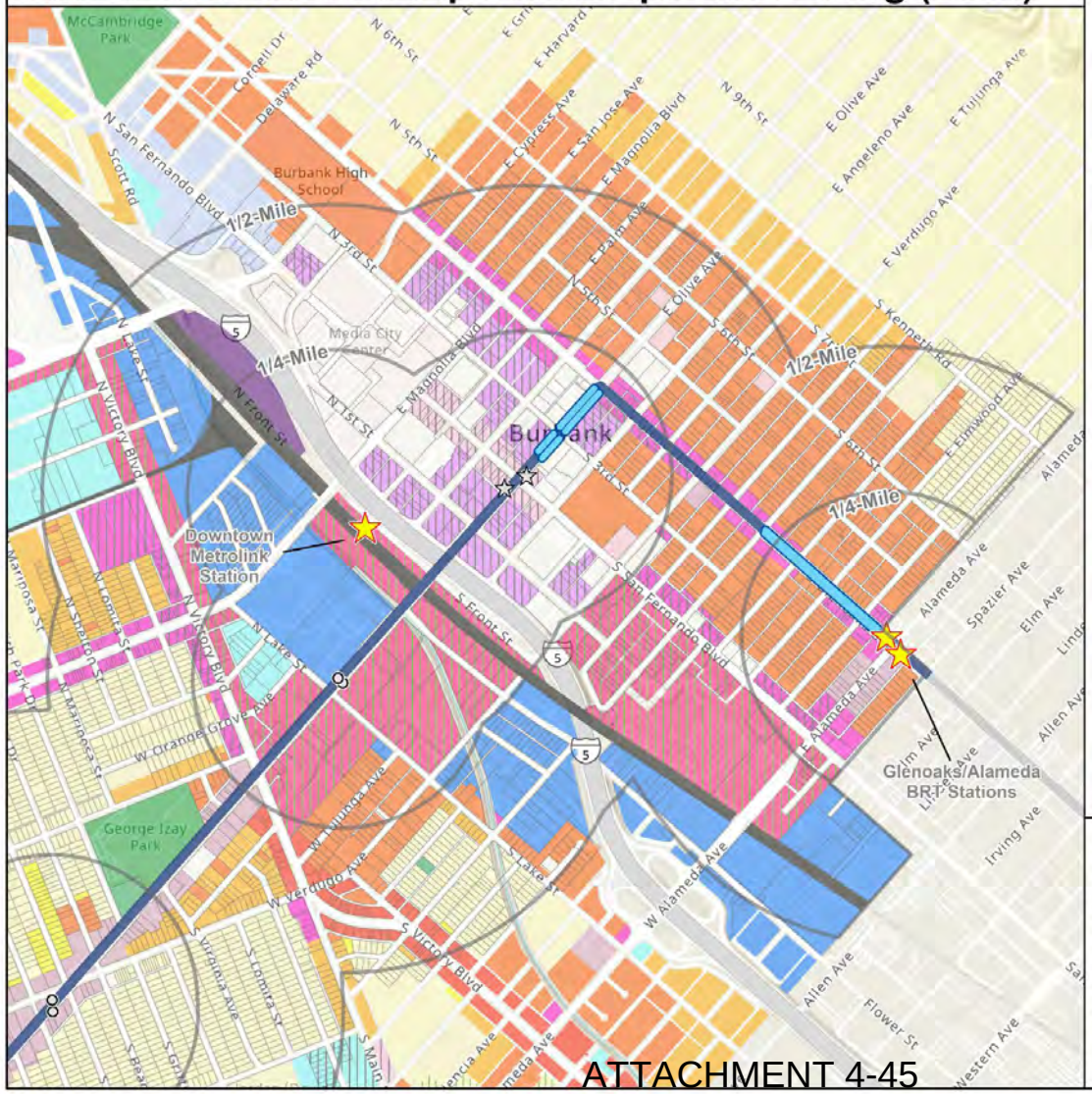
Two additional future BRT stops– at the Hollywood Way / Olive Avenue intersection and the San Fernando Blvd / Olive Avenue intersection – may qualify as SB 79 TOD stops but remain contingent on future action (full-time designation of bus lanes) as well as interpretation of current SB 79 language for BRT service and likely require additional environmental review to consider SB 79's density impact before construction.

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. 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.

January 2026

Transit Oriented Development Stops and Zoning (Draft)



Legend

- Qualifying TOD Stop (Tier 2)
- Potentially-qualifying BRT Stop
- Non-qualifying BRT Stop
- Dedicated Bus Lane
- BRT Alignment
- Affected Parcels

Zoning

- AD
- AP
- BCC-1
- BCC-2
- BCC-3
- BCCM
- C-2
- C-3
- C-4
- CEM
- CR
- GO
- M-1
- M-2
- MDC-2
- MDC-3
- MDC-4
- MDM-1
- MDR-3
- MDR-4
- MDR-5
- MPC-1
- MPC-2
- MPC-3
- NB
- NSFC
- OS
- PD
- R-1
- R-1-H
- R-2
- R-3
- R-4
- R-5
- RBP
- RC
- RR

SB79 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. 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.

January 2026

The following summarizes the requirements to adopt an “Alternative Plan” in lieu-of implementing the base requirements of SB 79:

1. Must be complete by 2030 and requires review and approval by HCD.
2. Any Alternative Plan will require analysis of density and require new analysis of utility capacity to support SB79 density.
3. Maintain same net number of units allowed under SB 79, only allowed to redistribute within the TOD stop area.
4. Cannot reduce density on any parcel to less than 50% allowed by SB79, unless the site is within Very High Fire Hazard Severity Zone (HFHSZ),
5. Cannot increase density more than 200% of max density mandated by SB79.
6. Requires update of City’s Zoning Map, with no net loss across SB79 eligible areas.
7. Analysis is complex and includes existing allowable density, existing buildout of said density, and SB79 density.
8. Needs extensive community outreach and direction from the Council on which areas to be upzoned.
9. Requires adoption as part of the HE, a program of the HE, as specific plan overlay, or by Ordinance.

CITY OF BURBANK

OFFICE OF THE MAYOR

August 25, 2025

The Honorable Buffy Wicks
Chair, Assembly Appropriations Committee
1021 O St., Suite 8220
Sacramento, CA 95814

RE: **Opposition to SB 79 (Wiener) – Transit-Oriented Development Authorization**

Dear Chair Wicks,

On behalf of the Burbank City Council, I am writing to express our **strong** opposition to Senate Bill 79, which would require cities to ministerially approve high-density residential projects of up to seven stories near public transit stops, regardless of existing local zoning codes and community input. While we share the goal of increasing housing production, SB 79 removes critical local oversight, disregards community planning efforts, and undermines state-mandated housing elements.

SB 79 doubles down on the recent trend of the state overriding its own mandated local housing elements. This latest overreaching effort forces cities in urban transit counties defined as "a county with more than 15 rail stations" to approve transit-oriented development projects near specified transit stops — up to seven stories high and a density of 120 homes per acre — without regard to the community's needs, environmental review, or public input. Similarly, cities in non-urban transit counties near specific transit stops would need to approve development projects by right, up to five stories high, with a density of 80 homes per acre.

Most alarmingly, SB 79 defies cities' general plans and provides transit agencies unlimited land use authority on property they own or have a permanent easement on or before January 1, 2026, within a half mile of a transit stop. Transit agencies would have the power to determine nearly all aspects of the development including height, density, and design, without any regard to local zoning or planning.

The City of Burbank appreciates the author's desire to include an alternative transit-oriented development plan; however, as currently drafted, the local government has the option to do this through an additional analysis in the local government's housing element or through the adoption of an ordinance with approval from the Department of Housing and Community Development (HCD). In the AB 650 Senate Appropriations Analysis, HCD has determined that it will cost $11.1 million annually and 52 new staff positions to provide more clarity in the housing element review

275 E. Olive Avenue • P.O. Box 6459 • Burbank, California 91510-6459 • (818) 238-5751 • FAX (818) 238-5757

printed on recycled paper

process. SB 79 would add additional requirements for state review, increasing workloads, and making it more likely that local governments will not get their housing elements or ordinances approved promptly.

Finally, the local flexibility provided in the measure is minimal at best. The bill does not provide exemptions for cities that have adopted plans to promote taller, denser residential development near transit in consultation with the community but fall short of the bill's rigid minimum requirements. The alternative plan would still be required to meet or exceed the required development near transit as determined by HCD across all transit-oriented development zones within the jurisdiction without accounting for infrastructure constraints, environmental hazards, or community design goals unique to each jurisdiction. For example, a community may want to distribute density around the jurisdiction due to its infrastructure capacity. However, they must still meet the minimum requirements of the bill, regardless of whether they make sense for the community or the design of the jurisdiction. In short, the flexibility is about how to meet the state's requirements – not whether those requirements make sense for the community.

The City of Burbank has proactively worked to accommodate new housing through our state-certified Housing Element as well as through several Specific Plans currently being developed while balancing responsible growth with community needs. SB 79 undermines this effort by imposing a one-size-fits-all approach that disregards the unique characteristics of local communities.

California will never produce the number of homes needed with an increasingly state-driven, by-right housing approval process. What we really need is a sustainable state investment that matches the scale of this decades-in-the-making crisis. For these reasons, the City of Burbank strongly opposes SB 79.
Thank you for your time and consideration.

Sincerely,

Nikki Perez

Mayor, City of Burbank

cc: Senator Caroline Menjivar
Assemblymember Nick Schultz
Kyra Emanuels Ross, Emanuels Jones & Associates
California League of Cities

CITY OF BURBANK

OFFICE OF THE MAYOR

June 4, 2025

California State Assembly
Committee on Housing and Community Development
1020 N Street, Room 156
Sacramento, CA 95814

RE: **Opposition to SB 79 (Wiener) – Transit-Oriented Development Authorization**

Dear Chair Haney,

On behalf of the Burbank City Council, I am writing to express our strong opposition to Senate Bill 79, which would require cities to ministerially approve high-density residential projects of up to seven stories near public transit stops, regardless of existing local zoning codes and community input. While we share the goal of increasing housing production, SB 79 removes critical local oversight, disregards community planning efforts, and undermines state-mandated housing elements.

SB 79 grants transit agencies unchecked land-use authority over properties they own or lease, with no requirement that these developments include housing—let alone affordable housing. Instead of facilitating responsible transit-oriented development, this bill:

1. **Eliminates Local Control** – SB 79 overrides city zoning and planning authority, giving transit agencies unilateral power to determine height, density, and design standards without any local government input.
2. **Weakens Community Engagement** – The bill eliminates opportunities for residents to provide feedback on developments that directly impact their neighborhoods.
3. **Ignores Affordable Housing Needs** – SB 79 does not mandate that new developments include affordable housing, failing to address California's critical housing shortage for low- and moderate-income families.
4. **Allows 100% Commercial Projects** – The bill permits transit agencies to develop fully commercial projects, even at key transit locations, without providing a single new home.
5. **Bypasses Environmental Review** – The bill allows significant developments to proceed without appropriate environmental assessments, potentially affecting infrastructure, and community resources.

The City of Burbank has proactively worked to accommodate new housing through our state-certified Housing Element as well as through several Specific Plans currently being developed while balancing responsible growth with community needs. SB 79 undermines this effort by imposing a one-size-fits-all approach that disregards the unique characteristics of local communities.

275 E. Olive Avenue • P.O. Box 6459 • Burbank, California 91510-6459 • (818) 238-5751 • FAX (818) 238-5757

printed on recycled paper

For these reasons, the Burbank City Council respectfully opposes SB 79. We appreciate your consideration and welcome the opportunity to discuss alternative solutions that support housing growth while preserving local decision-making and community engagement.

Sincerely,

Nikki Perez
Mayor, City of Burbank

cc: Kyra Emanuels Ross, Emanuels Jones & Associates
Senator Caroline Menjivar
Assemblymember Nick Schultz
California League of Cities

CITY OF BURBANK

OFFICE OF THE MAYOR

June 4, 2025

California State Assembly
Committee on Local Government
1020 N Street, Room 157
Sacramento, CA 95814

RE: **Opposition to SB 79 (Wiener) – Transit-Oriented Development Authorization**

Dear Chair Carrillo,

On behalf of the Burbank City Council, I am writing to express our strong opposition to Senate Bill 79, which would require cities to ministerially approve high-density residential projects of up to seven stories near public transit stops, regardless of existing local zoning codes and community input. While we share the goal of increasing housing production, SB 79 removes critical local oversight, disregards community planning efforts, and undermines state-mandated housing elements.

SB 79 grants transit agencies unchecked land-use authority over properties they own or lease, with no requirement that these developments include housing—let alone affordable housing. Instead of facilitating responsible transit-oriented development, this bill:

1. **Eliminates Local Control** – SB 79 overrides city zoning and planning authority, giving transit agencies unilateral power to determine height, density, and design standards without any local government input.
2. **Weakens Community Engagement** – The bill eliminates opportunities for residents to provide feedback on developments that directly impact their neighborhoods.
3. **Ignores Affordable Housing Needs** – SB 79 does not mandate that new developments include affordable housing, failing to address California's critical housing shortage for low- and moderate-income families.
4. **Allows 100% Commercial Projects** – The bill permits transit agencies to develop fully commercial projects, even at key transit locations, without providing a single new home.
5. **Bypasses Environmental Review** – The bill allows significant developments to proceed without appropriate environmental assessments, potentially affecting infrastructure, and community resources.

The City of Burbank has proactively worked to accommodate new housing through our state-certified Housing Element as well as through several Specific Plans currently being developed while balancing responsible growth with community needs. SB 79 undermines this effort by imposing a one-size-fits-all approach that disregards the unique characteristics of local communities.

275 E. Olive Avenue • P.O. Box 6459 • Burbank, California 91510-6459 • (818) 238-5751 • FAX (818) 238-5757

printed on recycled paper

For these reasons, the Burbank City Council respectfully opposes SB 79. We appreciate your consideration and welcome the opportunity to discuss alternative solutions that support housing growth while preserving local decision-making and community engagement.

Sincerely,

Nikki Perez
Mayor, City of Burbank

cc: Kyra Emanuels Ross, Emanuels Jones & Associates
Senator Caroline Menjivar
Assemblymember Nick Schultz
California League of Cities

CITY OF BURBANK

OFFICE OF THE MAYOR

September 17, 2025

The Honorable Gavin Newsom
Governor, State of California
1021 O Street, Suite 9000
Sacramento, CA 95814

RE: **REQUEST TO VETO SB 79 (Wiener): Housing development: Transit-Oriented Development**

Dear Governor Newsom,

On behalf of the Burbank City Council, I am writing to express our **strong** opposition to Senate Bill 79, which would require cities to ministerially approve high-density residential projects of up to seven stories near public transit stops, regardless of existing local zoning codes and community input. While we share the goal of increasing housing production, SB 79 removes critical local oversight, disregards community planning efforts, and undermines state-mandated housing elements.

SB 79 doubles down on the recent trend of the state overriding its own mandated local housing elements. This latest overreaching effort forces cities in urban transit counties defined as "a county with more than 15 rail stations" to approve transit-oriented development projects near specified transit stops — up to seven stories high and a density of 120 homes per acre — without regard to the community's needs, environmental review, or public input. Similarly, cities in non-urban transit counties near specific transit stops would need to approve development projects by right, up to five stories high, with a density of 80 homes per acre.

Most alarmingly, SB 79 defies cities' general plans and provides transit agencies unlimited land use authority on property they own or have a permanent easement on or before January 1, 2026, within a half mile of a transit stop. Transit agencies would have the power to determine nearly all aspects of the development including height, density, and design, without any regard to local zoning or planning.

The City of Burbank appreciates the author's desire to include an alternative transit-oriented development plan; however, as currently drafted, the local government has the option to do this through an additional analysis in the local government's housing element or through the adoption of an ordinance with approval from the Department of Housing and Community Development (HCD). In the AB 650 Senate Appropriations Analysis, HCD has determined that it will cost $11.1 million annually and 52 new staff positions to provide more clarity in the housing element review process. SB 79 would

275 E. Olive Avenue · P.O. Box 6459 · Burbank, California 91510-6459 · (818) 238-5751 · FAX (818) 238-5757

add additional requirements for state review, increasing workloads, and making it more likely that local governments will not get their housing elements or ordinances approved promptly.

Finally, the local flexibility provided in the measure is minimal at best. The bill does not provide exemptions for cities that have adopted plans to promote taller, denser residential development near transit in consultation with the community but fall short of the bill's rigid minimum requirements. The alternative plan would still be required to meet or exceed the required development near transit as determined by HCD across all transit-oriented development zones within the jurisdiction without accounting for infrastructure constraints, environmental hazards, or community design goals unique to each jurisdiction. For example, a community may want to distribute density around the jurisdiction due to its infrastructure capacity. However, they must still meet the minimum requirements of the bill, regardless of whether they make sense for the community or the design of the jurisdiction. In short, the flexibility is about how to meet the state's requirements – not whether those requirements make sense for the community.

The City of Burbank has proactively worked to accommodate new housing through our state-certified Housing Element as well as through several Specific Plans currently being developed while balancing responsible growth with community needs. SB 79 undermines this effort by imposing a one-size-fits-all approach that disregards the unique characteristics of local communities.

California will never produce the number of homes needed with an increasingly state-driven, by-right housing approval process. What we really need is a sustainable state investment that matches the scale of this decades-in-the-making crisis. For these reasons, **the City of Burbank strongly opposes SB 79 and urges you to veto the bill.**

Thank you for your time and consideration.

Sincerely,

Nikki Perez

Mayor, City of Burbank

cc: Senator Caroline Menjivar
Assemblymember Nick Schultz
Kyra Emanuels Ross, Emanuels Jones & Associates
California League of Cities

CITY OF BURBANK

OFFICE OF THE MAYOR

April 4, 2025

The Honorable Scott Wiener
California State Senate
1021 O Street, Suite 8620
Sacramento, CA 95814

RE: **Opposition to SB 79 (Wiener) – Transit-Oriented Development Authorization**

Dear Senator Wiener,

On behalf of the Burbank City Council, I am writing to express our strong opposition to Senate Bill 79, which would require cities to ministerially approve high-density residential projects of up to seven stories near public transit stops, regardless of existing local zoning codes and community input. While we share the goal of increasing housing production, SB 79 removes critical local oversight, disregards community planning efforts, and undermines state-mandated housing elements.

SB 79 grants transit agencies unchecked land-use authority over properties they own or lease, with no requirement that these developments include housing—let alone affordable housing. Instead of facilitating responsible transit-oriented development, this bill:

1. **Eliminates Local Control** – SB 79 overrides city zoning and planning authority, giving transit agencies unilateral power to determine height, density, and design standards without any local government input.
2. **Weakens Community Engagement** – The bill eliminates opportunities for residents to provide feedback on developments that directly impact their neighborhoods.
3. **Ignores Affordable Housing Needs** – SB 79 does not mandate that new developments include affordable housing, failing to address California's critical housing shortage for low- and moderate-income families.
4. **Allows 100% Commercial Projects** – The bill permits transit agencies to develop fully commercial projects, even at key transit locations, without providing a single new home.
5. **Bypasses Environmental Review** – The bill allows significant developments to proceed without appropriate environmental assessments, potentially affecting infrastructure, and community resources.

The City of Burbank has proactively worked to accommodate new housing through our state-certified Housing Element as well as through several Specific Plans currently being developed while balancing responsible growth with community needs. SB 79 undermines this effort by imposing a one-size-fits-all approach that disregards the unique characteristics of local communities.

275 E. Olive Avenue • P.O. Box 6459 • Burbank, California 91510-6459 • (818) 238-5751 • FAX (818) 238-5757

printed on recycled paper

For these reasons, the Burbank City Council respectfully opposes SB 79. We appreciate your consideration and welcome the opportunity to discuss alternative solutions that support housing growth while preserving local decision-making and community engagement.

Sincerely,



Nikki Perez
Mayor, City of Burbank

cc: Kyra Emanuels Ross, Emanuels Jones & Associates
Senator Caroline Menjivar
Assemblymember Nick Schultz
Senate Housing Committee
Senate Local Government Committee
California League of Cities

CITY OF BURBANK

OFFICE OF THE MAYOR

June 11, 2025

Assemblymember Nick Schultz
State Capitol
P.O. Box 942849
Sacramento, CA 94249-0044

RE: **Opposition to SB 79 (Wiener) – Transit-Oriented Development Authorization**

Dear Assemblymember Schultz,

On behalf of the Burbank City Council, I am writing to express our strong opposition to Senate Bill 79, which would require cities to ministerially approve high-density residential projects of up to seven stories near public transit stops, regardless of existing local zoning codes and community input. While we share the goal of increasing housing production, SB 79 removes critical local oversight, disregards community planning efforts, and undermines state-mandated housing elements.

SB 79 grants transit agencies unchecked land-use authority over properties they own or lease, with no requirement that these developments include housing—let alone affordable housing. Instead of facilitating responsible transit-oriented development, this bill:

1. **Eliminates Local Control** – SB 79 overrides city zoning and planning authority, giving transit agencies unilateral power to determine height, density, and design standards without any local government input.
2. **Weakens Community Engagement** – The bill eliminates opportunities for residents to provide feedback on developments that directly impact their neighborhoods.
3. **Ignores Affordable Housing Needs** – SB 79 does not mandate that new developments include affordable housing, failing to address California's critical housing shortage for low- and moderate-income families.
4. **Allows 100% Commercial Projects** – The bill permits transit agencies to develop fully commercial projects, even at key transit locations, without providing a single new home.
5. **Bypasses Environmental Review** – The bill allows significant developments to proceed without appropriate environmental assessments, potentially affecting infrastructure, and community resources.

The City of Burbank has proactively worked to accommodate new housing through our state-certified Housing Element as well as through several Specific Plans currently being developed while balancing responsible growth with community needs. SB 79 undermines this effort by imposing a one-size-fits-all approach that disregards the unique characteristics of local communities.

275 E. Olive Avenue • P.O. Box 6459 • Burbank, California 91510-6459 • (818) 238-5751 • FAX (818) 238-5757

printed on recycled paper

For these reasons, the Burbank City Council respectfully opposes SB 79. We urge you to carefully consider the potential consequences of SB 79 and to vote against this bill. Thank you for your time and consideration.

Sincerely,

Nikki Perez
Mayor, City of Burbank

cc: Kyra Emanuels Ross, Emanuels Jones & Associates
California League of Cities

EXHIBIT 14

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

File #: 2026-0295, File Type: Project

Agenda Number: 19.

CONSTRUCTION COMMITTEE
MAY 21, 2026

SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. ESTABLISHING a Life-of-Project (LOP) budget for the North Hollywood to Pasadena Bus Rapid Transit (BRT) Project in the amount of $428,988,535; and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements up to the authorized Life-of-Project budget.

ISSUE

On December 5, 2024, the Board authorized a Preconstruction Budget for Phase 1 of the North Hollywood to Pasadena BRT Project (Project), which included preconstruction services (constructability reviews, construction staging and phasing development, construction scheduling, estimating and price build-up). Since that time, Metro staff have worked with the Construction Manager/General Contractor (CM/GC), the Design Consultant and the Cities of Burbank, Glendale, Pasadena and Los Angeles to advance the design, complete field investigations, undergo constructability reviews and explore scope refinement and value engineering opportunities. The Project is nearing completion of Phase 1 of the CM/GC contract and is now ready to establish the LOP budget. Establishment of the LOP budget is a required next step to keep the Project on track for successful completion.

BACKGROUND

The Project is a 19-mile Bus Rapid Transit (BRT) corridor with 22 stations. The Project serves as a key regional connection between the San Fernando and San Gabriel Valleys and traverses the communities of North Hollywood (NoHo), Burbank, Glendale, Eagle Rock, and Pasadena. Each community has dense residential populations and many cultural, entertainment, shopping, and employment areas throughout, including the NoHo Arts District, Burbank Media District, Glendale Galleria, Americana at Brand, Eagle Rock Plaza, and Old Pasadena.

The Project goals are to:

- Advance a premium transit service that is more competitive with private automobile travel;
- Improve accessibility for disadvantaged communities;
- Improve transit access to major activity and employment centers;
- Enhance connectivity to Metro and other regional transit services;
- Provide improved passenger comfort and convenience; and
- Support community plans and transit-oriented community goals

Following the completion of the environmental phase in April 2022, the Board certified the Final Environmental Impact Report (FEIR) and approved the Project.

A Program Management Support Services Contract was awarded by the Board in March 2024 and the Contract for final design services was awarded by the Board in May 2024.

The CM/GC approach was selected to deliver and construct the Project and the CM/GC contract for Phase 1 Pre-Construction services was awarded by the Board in December 2024. Throughout the Pre-Construction Phase, Metro, the Designer and the CM/GC have collaborated with the four Cities along the alignment to advance a design that incorporates relevant constructability comments and incorporates input generated from the development of construction staging & phasing plans.

The Board approved Pre-Construction Phase budget allocated funding for Early Works Packages (EWP). EWPs for potholing and site investigation activities and construction in the Pasadena segment of the Project have been approved, and work is underway or completed for these Early Works Packages.

DISCUSSION

To date, the Project has been funded under the approved Preconstruction Phase-of-Project Budget of $135,183,738. The proposed $428,988,535 LOP budget for this project is the total project cost. This proposed LOP budget includes all incurred and forecasted costs for the Project, including Metro labor and non-labor costs, support services, environmental/planning, design, preconstruction services, utilities, ROW, construction, and required contingencies. A full breakdown can be found in Attachment A - Funding and Expenditure Plan.

Constructability Reviews and Preconstruction Services

As design advanced, the CM/GC team provided detailed constructability reviews of each design package and prepared construction staging and phasing plans. These preconstruction services supported a collaborative process that resulted in the design team identifying the exact work limits and types of improvements in the subsequent design packages. This collaboration supported the control of cost and scope growth such that the LOP budget request aligns with the low-end of the cost estimate range ($411M - $669M) developed in 2023 as part of an Early Intervention Team (EIT) stage-gate review.

CM/GC Phase 2 Cost Estimating and Negotiations

As the design advanced, the CM/GC prepared and submitted successive Opinion of Probable Construction Cost (OPCC) reports at key design milestones. The development of each OPCC employed a transparent open-book approach, supported by independent cost estimates prepared concurrently and reconciled to validate pricing. Building on the foundation of the developed OPCC pricing for the Pasadena EWP, the balance of construction work was negotiated with the CM/GC after completing an extensive price build-up process incorporating three rounds of estimating, reconciliation, and negotiation between the Contractor's OPCC and Metro's Independent Cost Estimate (ICE). The final round of estimating yielded a CM/GC estimate for Phase 2 scope (excluding the value of already approved EWPs) of $261M, and an ICE estimate for the same Phase 2 scope of $240M, reflecting a 9% variance. Final negotiations resulted in a reduced estimated cost for Phase 2 scope of $245M (excluding the value of already approved EWPs).

DETERMINATION OF SAFETY IMPACT

Approval of these recommendations will result in upgrades to existing sidewalks, streets and traffic signals, signs and markings. These upgrades will improve pedestrian safety by bringing existing sidewalk into compliance with current ADA requirements, improve lighting and shade at BRT stations improving safety and comfort for transit riders, improve bicycle facilities creating greater separation between cyclists and vehicles and refresh markings and signs improving visibility and improving safety for all roadway uses.

FINANCIAL IMPACT

Impact to Budget

The funds required in FY26 for the Phase 1 Preconstruction Services are included in the adopted budget under Cost Center 8510 Project number 871401 and 471401, under various accounts, including professional and technical services. As this is a multiyear project, future fiscal year budgets will be the responsibility of the Project Manager, Cost Center Manager, and the Chief Program Management Officer.

The source of funds for the project is Measure M 35%, TIRCP, REAP 2.0 and Prop C 25%. These funds are not eligible for Metro bus and rail operations.

Multiyear Impact

The Project has capital funding programmed in the Metro financial forecast based on the cost estimate prepared for the Measure M Expenditure Plan of $267 million, which is subject to escalation, and an additional $50 million in SB1 TIRCP funds that was awarded to Metro in 2018. Based on the current expenditure schedule to construct the Project, the Measure M funding can be increased for inflation for a total of $334.3 million.

Metro has also received a grant award from the SCAG Regional Early Action Planning Grants (REAP) 2.0 for the North Hollywood Transit Center project which is included in the Project LOP budget. Additionally, Metro has received $5 million of FTA Community Project Funding which will

fund the cost of buses that are related to the Project but not included in the Project LOP budget.

The remaining Project cost of $41.3 million is proposed to be funded from Proposition C 25%, pursuant to the Uniform Cost Management Policy.

The proposed LOP is a cost increase in comparison to the prior cost estimate included in the Measure M Ordinance, and the Project is subject to the Metro Uniform Cost Management Policy (Policy). The Policy requires that funding shortfalls are addressed in the following order.

1. Scope reductions;
2. New local agency funding resources;
3. Value Engineering;
4. Other cost reductions within the same transit or highway corridor;
5. Other cost reductions within the same subregion; and finally,
6. Countywide transit or highway cost reductions or other funds will be sought using pre-established priorities.

The first and third steps in the Policy are to evaluate scope reductions and value engineering. The CM/GC process has already identified and incorporated achievable scope reductions and value engineering that are reflected in the LOP budget.

The second step of the Policy is to look at new local agency funding resources, including discretionary grants and funding along the corridor. Local funding resources (i.e., specific to the affected corridor or subregion) are considered prior to countywide or regional sources so as not to impact the funding of other Metro Board-approved projects and programs or subregions in the County. The Project is located in the Arroyo Verdugo and San Fernando Valley subregions and has stops in the cities of Los Angeles, Burbank, Glendale, and Pasadena. Local funding resources from both subregions and the cities could be considered for the cost increase.

Measure M has funding for a transit-eligible Subregional Equity Program (SEP) in the Arroyo Verdugo subregion. The subregion could allocate a portion of the funding for the Project, which requires notice to and approval by the subregion. However, Motion 48 by Directors Hahn, Garcetti, Solis, Butts, Dutra, and Najarian, which was approved by the Board on June 24, 2021, states that, henceforth the Policy is amended to eliminate the Subregional Equity Program from consideration to address project funding shortfalls during construction (Attachment E). Because of this motion, the SEP is not considered for the Project cost increase.

The Cities of Los Angeles, Burbank, Glendale, and Pasadena receive Measure M, Measure R, and Propositions A and C “local return” funding that is eligible for transit use and could contribute a portion to the Project. It is assumed that these funds would similarly not be supported for the cost increase to the Project.

Regarding State funding, the project is about to enter construction and this would make the Project ineligible for most state discretionary grants (the project does not have federal environmental clearance and is not eligible for federal funding). In addition, the large cost increase will make the project uncompetitive for state funding, as the state has provided Transit and Intercity Rail Capital

Program funding and does not generally participate in cost increases.

The fourth and fifth steps are to look at cost reductions for Metro projects along the corridor or subregion. There are no Metro projects along the corridor or in the subregion that are at a point in their development and have the flexibility to be downsized within their current phase.

The final step of the Policy is to use countywide funding, including formula grant funding that is available for projects throughout Metro's service territory. The primary state formula funding for Metro are the Local Partnership Program and State Transportation Improvement Program. Metro could work with the state to consider funding from these programs for the Project. However, Metro must overcome the fact that the Project has already received state funding, has experienced a cost increase, requires funding soon, and is about to enter construction. In the absence of available State funding, the funding plan for the Project relies on countywide Proposition C 25% funding and this is currently identified as the main funding source to address the cost increase. The Proposition C 25% is currently programmed for several other Metro projects and programs and its use may result in the need to incur debt to fund the cost increase for the Project. Metro has a Debt Policy that limits the amount of Proposition C debt that can be incurred. Any debt issued to fund a contribution to the Project is not expected to result in debt service exceeding the Debt Policy limits.

EQUITY PLATFORM

Myers-Shimmick, A Joint Venture (MSJV), made a 43.26% Small Business Enterprise (SBE) and a 3.49% Disabled Veteran Business Enterprise (DVBE) commitment on Phase 1 of this project. The current SBE/DVBE participation is 46.64% SBE and 8.43% DVBE, exceeding both commitments by 3.38% and 4.94%, respectively.

To-Date, Phase 2 - Construction consists entirely of the awarding of Early Works Packages (EWPs). MSJV's cumulative level of SBE/DVBE participation is 38.22% SBE and 8.87% DVBE, respectively. DEOD will establish the SBE/DVBE goals for the Phase 2 Supplement (Burbank, Glendale and Los Angeles) in accordance with the terms of the contract.

In performance of the Scope of Services, the CM/GC is required to develop a multi-year Cultural Competency plan which was prepared by the CM/GC and submitted to Metro for approval. The Cultural Competency plan remains under review by Metro.

The Project area includes several Equity Focus Communities (EFCs) in North Hollywood, Burbank, Glendale and Pasadena and will provide the benefits of enhanced mobility and regional access for transit riders within those communities. The Project will allow people living in EFCs along the corridor to connect with the greater regional transportation network and key destinations, via the 10 planned stations located in EFCs. Improvements to bicycle and pedestrian facilities are also included as part of the Project, including the upgraded bike lanes on Colorado Boulevard in Eagle Rock, which were added to the Proposed Project in response to feedback received from the community.

Additionally, any potential impacts to existing bicycle and pedestrian facilities along the Project within these communities will be addressed by proposed mitigations during both the construction and operation phases to ensure safe and easily navigable options. Such mitigation measures include wayfinding signage, lighting, and access to pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction and coordinating with the cities and communities along

the corridor to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.

The outreach strategy for the Project (during the completed planning and environmental phase) was designed to engage with historically marginalized groups through the use of multilingual outreach materials (English, Spanish, Armenian, and Tagalog), live-translation during meetings, accessible meeting times and locations, regular updates via a mailing list, and transit-intercept surveys to reach current riders who were otherwise unable to attend meetings. The Project team provided robust stakeholder engagement and focused outreach activities to better engage transit riders and EFCs to inform the planning and environmental review and has continued this robust outreach during design and the start construction activities with multiple series of virtual community meetings and in-person "open house" meetings throughout the corridor.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, the Project is expected to contribute to further reductions in VMT as it includes the implementation of a high-quality Bus Rapid Transit alternative connecting the San Fernando and San Gabriel Valleys. This BRT service will enhance transit along the corridor by shortening passenger travel times and increasing service reliability and efficiency. This project is expected to encourage a shift from single-occupancy vehicles to public transit. Additionally, it will enhance access for cyclists and pedestrians to/from the stations.

To help characterize the VMT effects of the Project and provide a basis for comparing Project scenarios, the travel demand model estimated the Project's VMT benefit by multiplying the number of person-trips shifted from automobiles to transit because of the Project. The estimated user benefit is a savings of about 82,000 VMT resulting in the removal of 22 metric tons of CO2 daily due to the implementation of the Project.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports:

- Strategic Plan Goal 1: Provide high quality mobility options that enable people to spend less time traveling;
- Strategic Plan Goal 2: Deliver outstanding trip experience for all users of the transportation system; and
- Strategic Plan Goal 3: Enhance communities and lives through mobility and access to

opportunity.

.

ALTERNATIVES CONSIDERED

The Board may not approve this LOP and request that Staff off-ramp the Construction Manager/General Contractor (CM/GC) and competitively bid scopes of work in an attempt to obtain lower costs for this project. Staff does not recommend this alternative because an off-ramp would require additional time for procurement and would jeopardize the project's ability to deliver the project before the 2028 Games.

NEXT STEPS

Upon approval of the LOP budget, staff will proceed with executing an Early Works Package that will include construction of the project scope in the Cities of Burbank and Glendale and then the Phase 2 Supplement to the CM/GC Contract that will include construction of the project scope in the City of Los Angeles(North Hollywood and Eagle Rock).The Phase 2 Supplement will extend the Contract's period of performance through June of 2028. Construction Substantial Completion for this work is scheduled for early 2028. Revenue Operations are scheduled for early 2028, prior to the Games.

ATTACHMENTS

Attachment A - Funding and Expenditure Plan
Attachment B - Procurement Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - DEOD Summary
Attachment E - Motion 48

Prepared by:
Anthony DeFrenza, Deputy Executive Officer, Project Management, (213) 220-0583
Michael McKenna, Deputy Chief Program Management, (213) 922-4239
Craig Hoshijima, Executive Officer, Strategic Financial Planning, (213) 547-4290
Carolina Coppolo, Deputy Chief, Vendor/Contract Management, (213) 922-4417

Reviewed by:
Tim Lindholm, Chief Program Management Officer, (213) 922-7297



Stephanie Wiggins
Chief Executive Officer

Attachment A - Expenditure and Funding Plan
NoHo to Pasadena BRT Life of Project (LOP) Budget

Use of Funds	Total	Inception Thru FY 26	FY 27	FY 28+
Planning, Enviromental and Preliminary Engineering Services	$ 19,806,000	$ 19,806,000	$ -	$ -
Right of Way Activities	$ 4,400,000	$ -	$ 4,400,000	$ -
Design & Construction				
CM/GC Phase 1 - Preconstruction Services	$ 13,057,061	$ 10,038,160	$ 3,018,901	$ -
Final Design Services & Design Services During Construction	$ 31,826,408	$ 27,345,139	$ 4,145,035	$ 336,234
Transit Signal Priority	$ 2,595,000	$ -	$ 2,595,000	$ -
PMSS Services	$ 24,776,616	$ 8,606,616	$ 7,780,000	$ 8,390,000
CM/GC Phase 2 - Construction	$ 270,367,000	$ 14,709,681	$ 196,868,430	$ 58,788,889
Metro Art Budget	$ 1,344,717	$ -	$ 1,008,538	$ 336,179
Other Professional Services	$ 5,689,687	$ 1,934,987	$ 2,245,600	$ 1,509,100
Third Party (LA, Burbank, Glendale, Pasadena & Utility Relocations, etc)	$ 8,668,130	$ 2,567,411	$ 5,252,413	$ 848,306
Agency Costs	$ 15,625,654	$ 4,825,654	$ 6,000,000	$ 4,800,000
Contingency				
Contingency (10%)	$ 30,832,262		$ 23,331,392	$ 7,500,871
Life of Project Budget	**$ 428,988,535**	**$ 89,833,648**	**$ 256,645,308**	**$ 82,509,579**

Source of Funds	Total			
Measure M 35% Transit	$ 334,259,403	$ 89,833,648	$ 184,425,755	$ 60,000,000
SB1 TIRCP Grant	$ 50,000,000	$ -	$ 40,000,000	$ 10,000,000
SCAG - REAP 2.0 Grant	$ 3,400,000	$ -	$ 3,400,000	$ -
Proposition C 25% Streets-Related Transit	$ 41,329,132	$ -	$ 28,819,553	$ 12,509,579
Total Project Funding	**$ 428,988,535**	**$ 89,833,648**	**$ 256,645,308**	**$ 82,509,579**

ATTACHMENT B

PROCUREMENT SUMMARY

NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT
PS118736000

1.	**Contract Number:** PS118736000			
2.	**Contractor:** Myers-Shimmick, a Joint Venture			
3.	**Mod. Work Description:** Approve Life of Project Budget for Executing Phase 2 Supplement and Related Agreements			
4.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded	December 5, 2024	**Contract Award Amount:**	$8,260,253
	Notice to Proceed (NTP):	January 22, 2025	**Total of Modifications Approved:**	$29,956,189.77
	Original Complete Date	April 30, 2027	**Pending Modifications (including this action):**	TBD
	Current Est. Complete Date:	June 30, 2028	**Current Contract Value:**	$38,216,442.77
5.	**Contract Administrator** Roli Khanna		**Telephone Number:** 213.922.6101	
	Project Manager: Anthony Defrenza		**Telephone Number:** 213.220.0583	

A. <u>Procurement Background</u>

On December 5, 2024, the Board approved award of a Construction Manager/General Contractor (CM/GC) contract for the North Hollywood (NoHo) to Pasadena Bus Rapid Transit (BRT) Project (File #2024-0498), Contract No. PS118736000, to Myers-Shimmick, a Joint Venture. The initial contract award consisted of Phase 1 – Pre Construction Services in the amount not-to-exceed $8,260,253.

This Board Action is to authorize the Chief Executive Officer to negotiate project-related agreements, including Early Works Packages (EWPs), the Phase 2 Supplement (Construction Phase), and contract modifications up to the authorized Life-of-Project budget for the NoHo to Pasadena BRT Project.

When agreement on final cost is reached, a Contract Modification will be executed for the Phase 2 Supplement which will amend and restate the Contract. The Contract Modification and related agreements will be processed in accordance with Metro's Acquisition Policy. Basis for the Phase 2 Contract Price may be Guaranteed Maximum Price or Firm Fixed Price. Contract Payment Terms will be defined in the executed Modification for the Phase 2 Supplement.

ATTACHMENT B

There have been seven Contract Modifications, including Early Works Packages (EWPs), executed to date, totaling $29,956,189.77.

Refer to Attachment C – Contract Modification/Change Order Log for details.

ATTACHMENT C

CONTRACT MODIFICATION/CHANGE ORDER LOG

NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT/PS118736000

Mod No.	Description	Status (approved or pending)	Date	$ Amount
1	Revise Contract Sections and Exhibits, including to Reflect Changes in Law and to Update Statutory Citations	Approved	8/12/2025	$0.00
2	Deletion of Some Traffic Loop Work and Permit Allowance from EWP-01	Approved	12/10/2025	-$23,210.00
3	Updates to Phase 1 Work, Work Completion Schedule and Subcontracting	Approved	3/13/2026	$4,796,808.00
4	Final Reconciliation of Contract Price for EWP-02 Utility Potholing	Approved	4/2/2026	-$911,505.23
EWP-Mod 01	Early Work Package for Roscoe Blvd. Traffic Loops	Approved	6/3/2025	$158,298.00
EWP-Mod 02	Utility Potholing	Approved	6/24/2025	$4,830,767.00
EWP-Mod-03	Early Work Package for Long Lead Procurement and Construction at the City of Pasadena BRT Segment	Approved	1/23/2026	$21,105,032.00
5	**Phase 2 Supplement**	**Pending**	**Pending**	**TBD**
	Modification Total:			**$29,956,189.77**
	Original Contract:			**$8,260,253.00**
	Total Current Contract Value:			**$38,216,442.77**

ATTACHMENT D

DEOD SUMMARY

NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT
PS118736000

A. Small Business Participation – Phase 1 (Pre-Construction)

Myers-Shimmick, A Joint Venture (MSJV), made a 43.26% Small Business Enterprise (SBE) and a 3.49% Disabled Veteran Business Enterprise (DVBE) commitment on Phase 1. Based on payments, Phase 1 is 88% complete and the current SBE/DVBE participation is 46.64% SBE and 8.43% DVBE, exceeding both commitments by 3.38% and 4.94%, respectively.

Small Business Commitment	**SBE 43.26% DVBE 3.49%**	**Small Business Participation**	**SBE 46.64% DVBE 8.43%**

	SBE Subcontractors	% Committed	Current Participation[1]
1.	A1 Management & Inspection, Inc.	7.66%	6.00%
2.	Costin Public Outreach Group, Inc.	4.30%	7.36%
3.	GUIDA	0.88%	0.14%
4.	Morgner Technology Management	18.01%	11.91%
5.	Quest Project Controls, Inc	6.59%	4.44%
6.	STC Traffic, Inc.	4.28%	8.58%
7.	Steiner Consulting Inc	1.54%	1.00%
8.	Supplymates, LLC	Added	0.06%
9.	Brasfield & Associates LLC	Added	1.39%
10.	Freund Management Group	Added	4.99%
11.	P D A Consulting Group, Inc.	Added	0.77%
	Total	**43.26%**	**46.64%**

	DVBE Subcontractors	% Committed	Current Participation[1]
1.	Antich Consulting Inc	2.47%	0.22%
2.	Leland Saylor Associates (Terminated)	1.02%	0.00%
3.	Fryman Management Inc.	Added	8.21%
	Total	**3.49%**	**8.43%**

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

B. Small Business Participation – Phase 2 (Construction), including Early Works Packages (EWPs)

To-Date, Phase 2 (Construction) consists entirely of the awarding of Early Works Packages (EWPs). MSJV's cumulative level of SBE/DVBE participation is 38.22% SBE and 8.87% DVBE, respectively. DEOD will establish the SBE/DVBE goals for the Phase 2 Supplemental (Glendale and Los Angeles) in accordance with the terms of the contract.

Small Business Participation	**38.22% SBE** **8.87% DVBE**

	SBE Subcontractors	**Current Participation[1]**
1.	Advanced Technology Laboratories	0.01%
2.	Alameda Construction Services, Inc.	30.40%
3.	GUIDA	7.43%
4.	Morgner Technology Management	0.38%
	Total	**38.22%**

	DVBE Subcontractors	**Current Participation[1]**
1.	Fryman Management Inc.	8.87%
	Total	**8.87%**

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

C. Contractor Outreach and Mentoring Plan (COMP)

The Contractor Outreach and Mentoring Plan is applicable to Phase 2 – Supplement for this project. MSFV is required to submit an updated SBE/DVBE COMP for Phase 2 Supplement no later than forty-five (45) days after the Phase 2 Supplemental Notice to Proceed. MSFV must mentor at least three (3) SBE firms and one (1) DVBE firm during of the Phase 2 Work.

D. Project Labor Agreement / Construction Careers Policy (PLA/CCP)

This contract is subject to Metro's Project Labor Agreement (PLA) and Construction Careers Policy (CCP) requirements. For PLA-applicable construction contracts, including Early Works Packages (EWPs) exceeding $2.5 million, the Contractor shall comply with Metro's National Targeted Hiring goals in effect at the time of award.

Non-Federally Funded Projects		
Extremely / Economically Disadvantaged Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

Compliance shall be reported and monitored in accordance with Metro's established PLA/CCP reporting and compliance procedures.

E. Prevailing Wage Applicability

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

F. Living Wage Service Contract Worker Retention Policy Applicability

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

G. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

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

Fil #: 2021-0435, **Fil Typ :** Motion / Motion Response w **Ag n a Numb :** 48.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
JUNE 17, 2021

Motion by:

DI ECTO RS HAHN, GA CETTI, SOLIS, BUTTS, DUT A, AND NAJARIAN

Subregional Equity Program

The Measure M Multi-Year Subregional Program is $12.9 billion over 40 years, including the Subregional Equity Program, or SEP, hich is $1.2 billion. The SEP gives the Gate ay Cities and South Bay Subregions $244 million and $130 million, respectively. While the Measure M Multi-Year Subregional Programs that ere programmed to start in 2018 have been initiated and funded, the SEP has not.

Measure M cash-flo is currently administratively sequenced so that the earliest that Measure M sales tax receipts are available to fund SEP is 2043. Therefore, prior to 2043 SEP likely involves borro ing from other Measure M programs or using non-Measure M funds, consistent ith Metro Board policies and available resources and escalated from their 2015 amounts.

The Gate ay Cities and South Bay Councils of Government have already submitted requests to Metro in order to access their SEPs for subregional priorities. Five years into Measure M's 40-year Expenditure Plan, no SEP funding has been made available to either of these Subregions.

SUBJECT: SUB EGIONAL EQUITY P OGRAM

RECOMMENDATION

APPROVE Motion by Directors Hahn, Garcetti, Solis, Butts, Dutra, and Najarian that the Board of Directors direct the Chief Executive Officer to initiate a process ith the Gate ay Cities, South Bay, and other eligible Subregions to program their Subregional Equity Program funds starting no later than FY22-23, in accordance ith project or program readiness and the follo ing provisions:

1. To the extent that Measure M cash-flo may be unavailable for the SEP, Subregions may access SEP funds through a combination of inter-fund borro ing, exchanging ith other programs and projects in their Subregions, Metro Measure M bonding capacity, or other discretionary funds designated for their Subregions; w

2. Subregions will identify and determine their projects or programs to be funded with SEP, with **d** Metro staff involvement limited to ensuring statutory and regulatory compliance, and with funds programmed and allocated in five year increments;

. Availability of SEP will not negatively impact the funding of other Measures R and M projects and programs or the overall funding committed by Measures R and M to each Subregion across all projects and programs; and,

. SEP funding availability will be inflation adjusted from 2 5, consistent with the inflation adjustments provision in the Measure M Ordinance, all other MSPs and projects in the Measure M Expenditure Plan, and the June 2 6 Board action that created the Subregional Equity Program and Motion 6. from July 2 9 (Board File 2 9 598).

WE FURTHER MOVE that, henceforth, the “Measure R and Measure M Unified Cost Management Policy” is amended to eliminate the Subregional Equity Program from consideration to address project funding shortfalls during construction. Subregions may still choose to make SEP eligible for selected Measure M projects before they enter the construction phase. **d**



Provide a new way to ride between the San Fernando and San Gabriel Valleys

NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT
2026-0295 Construction Committee

Metro

BUR-0434

NoHo to Pas BRT Project

RECOMMENDATION:

A. ESTABLISH a Life-of-Project (LOP) budget for the North Hollywood to Pasadena Bus Rapid Transit (BRT) Project in the amount of $428,988,535;

B. AUTHORIZE the Chief Executive Officer to negotiate and execute project-related agreements up to the authorized Life-of-Project budget.

NoHo to Pas BRT Project



BUR-0436

Life of Project Budget

Use of Funds	Total	Inception Thru FY 26	FY 27	FY 28+
Planning, Enviromental and Preliminary Engineering Services	$ 19,806,000	$ 19,806,000	$ -	$ -
Right of Way Activities	$ 4,400,000	$ -	$ 4,400,000	$ -
Design & Construction				
CM/GC Phase 1 - Preconstruction Services	$ 13,057,061	$ 10,038,160	$ 3,018,901	$ -
Final Design Services & Design Services During Construction	$ 31,826,408	$ 27,345,139	$ 4,145,035	$ 336,234
Transit Signal Priority	$ 2,595,000	$ -	$ 2,595,000	$ -
PMSS Services	$ 24,776,616	$ 8,606,616	$ 7,780,000	$ 8,390,000
CM/GC Phase 2 - Construction	$ 270,367,000	$ 14,709,681	$ 196,868,430	$ 58,788,889
Metro Art Budget	$ 1,344,717	$ -	$ 1,008,538	$ 336,179
Other Professional Services	$ 5,689,687	$ 1,934,987	$ 2,245,600	$ 1,509,100
Third Party (LA, Burbank, Glendale, Pasadena & Utility Relocations, etc)	$ 8,668,130	$ 2,567,411	$ 5,252,413	$ 848,306
Agency Costs	$ 15,625,654	$ 4,825,654	$ 6,000,000	$ 4,800,000
Contingency				
Contingency (10%)	$ 30,832,262		$ 23,331,392	$ 7,500,871
Life of Project Budget	$ 428,988,535	$ 89,833,648	$ 256,645,308	$ 82,509,579

Source of Funds

Source of Funds	Total
Measure M 35% Transit	$ 334,259,403
SB1 TIRCP Grant	$ 50,000,000
SCAG - REAP 2.0 Grant	$ 3,400,000
Proposition C 25% Streets-Related Transit	$ 41,329,132
Total Project Funding	$ 428,988,535

Next Steps

Upon Board Approval, staff will:

- Execute Early Works Package (EWP) for Burbank and Glendale segment construction including the furnish and installation of all BRT Station Shelters and Amenities

- Execute Phase 2 Supplement for City of LA (North Hollywood and Eagle Rock) Segment Construction

EXHIBIT 15

Senate Bill 79: Transit Oriented Development Map

NOT AN OFFICIAL MAP - FOR INFORMATIONAL PURPOSES ONLY

About

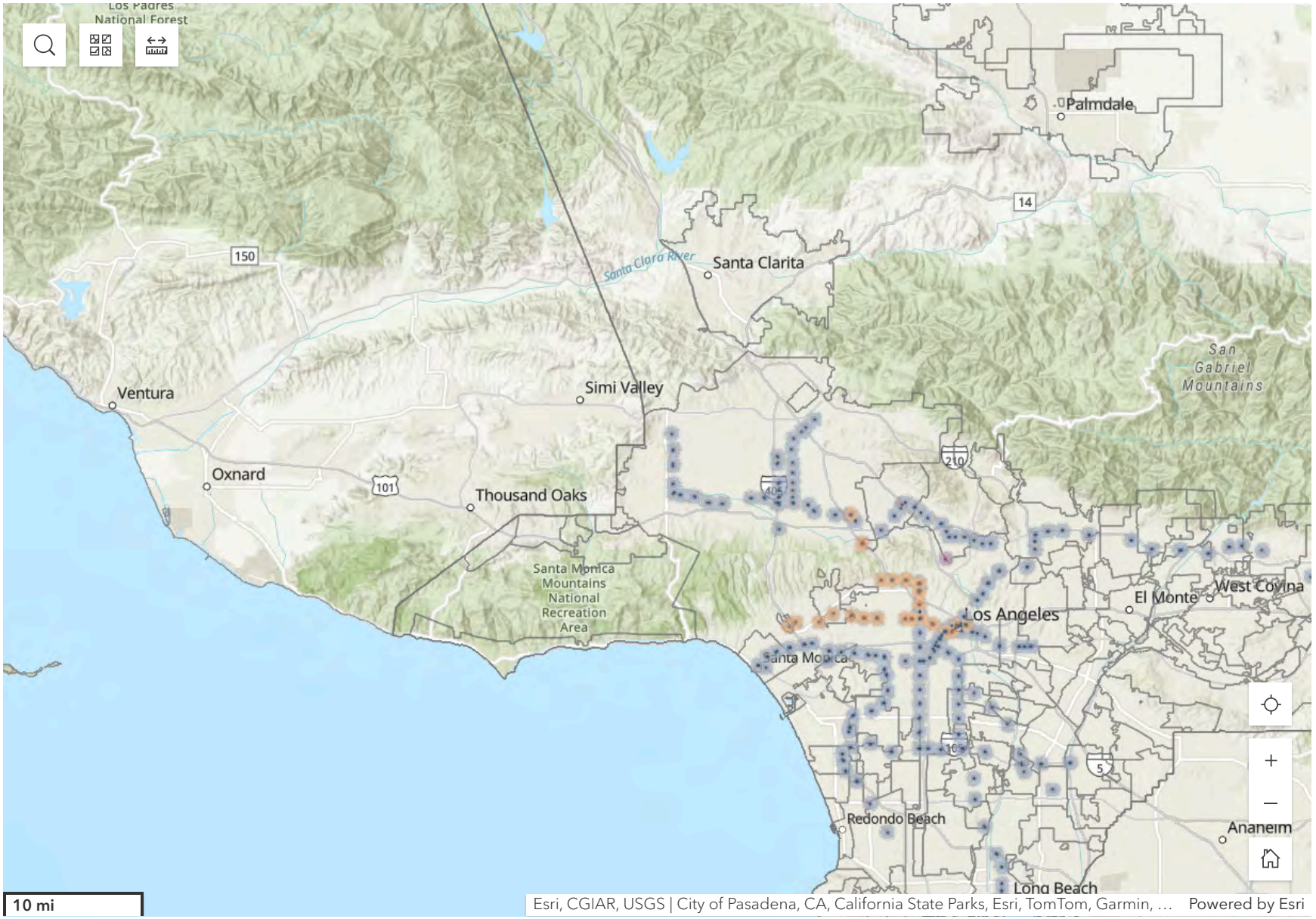


EXHIBIT 16

From: Price, Kenyon <PriceKe@metro.net>
Sent: Thursday, April 30, 2026 2:49 PM
To: Jack McGregor <jmcgregor@doradocompany.com>
Cc: DKriske@burbankca.gov; Defrenza, Anthony <DefrenzaA@metro.net>; Ignacio Roman <iroman@ramoscs.com>; Quevedo, Giovanny (Consultant) <QuevedoG@metro.net>; Christina Jeon <cjeon@doradocompany.com>
Subject: Re: (EXTERNAL) Metro BRT/Burbank - Latest Schedule

Hi Jack,

I was hoping to have a revised schedule from the contractor by now to share, so please note that the attached version is subject to change and will be refined soon. That said, I'll forward the updated version as soon as its been submitted and approved.

Thanks,

Kenyon A. Price
LA Metro
Sr. Director, Construction Management
Alternative Delivery/Construction Management
213.922.7446 W
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro's mission is to provide world-class transportation for all.

From: Jack McGregor <jmcgregor@doradocompany.com>
Sent: Monday, April 27, 2026 5:16 PM
To: Price, Kenyon <PriceKe@metro.net>
Cc: DKriske@burbankca.gov <DKriske@burbankca.gov>; Defrenza, Anthony <DefrenzaA@metro.net>; Ignacio Roman <iroman@ramoscs.com>; Quevedo, Giovanny (Consultant) <QuevedoG@metro.net>; Christina Jeon <cjeon@doradocompany.com>
Subject: (EXTERNAL) Metro BRT/Burbank - Latest Schedule

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi Kenyon,

Can you send us your latest project construction schedule?

It doesn't need to perfect, and we know it's subject to change. Just the latest and greatest. We've had some requests for it internally from city staff and Warner Bros. and need to respond to them.

Thanks,
Jack

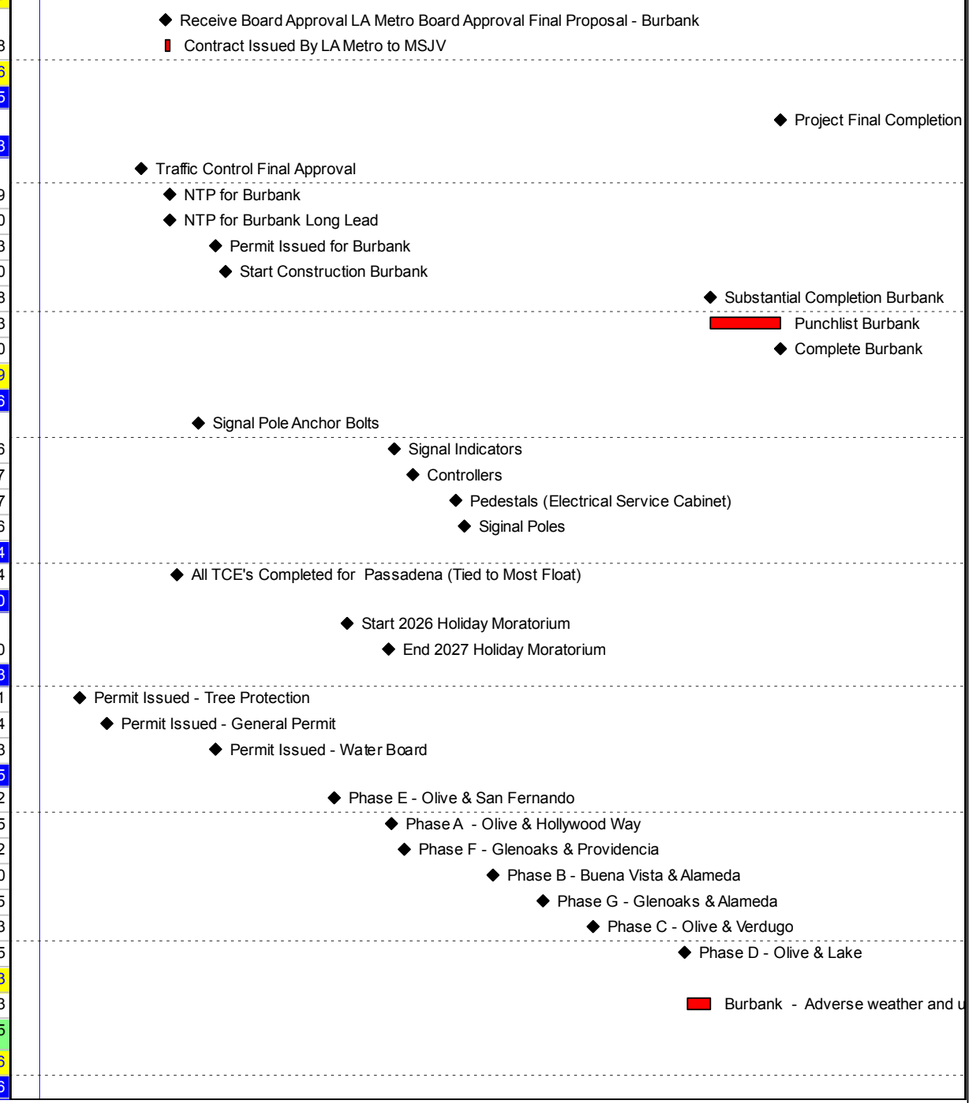
JACK MCGREGOR
PRESIDENT & CEO

DORADO COMPANY
PROGRAM MANAGEMENT & PROJECT DELIVERY PROFESSIONALS
RETAIL • COMMERCIAL • TRANSPORTATION • INFRASTRUCTURE

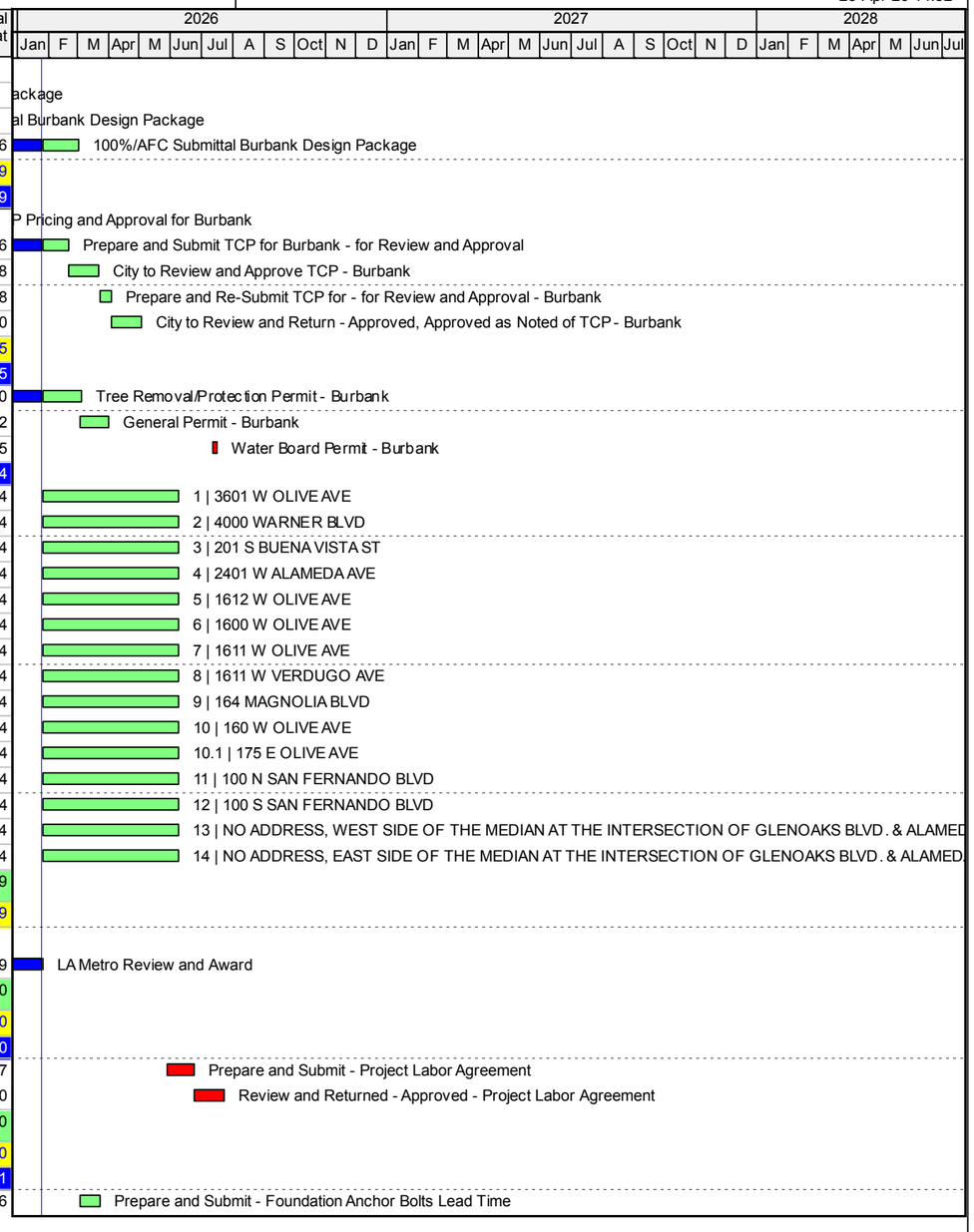
15615 ALTON PARKWAY, SUITE 450, IRVINE CA 92618
CELL: 949.294.6933
www.doradocompany.com

CONFIDENTIALITY NOTICE: This email message (including any attachments) from the Los Angeles County Metropolitan Transportation Authority is for official use by its intended recipients only. It contains information that may be confidential, privileged, attorney work product, or otherwise exempt from disclosure under applicable law. If you have received this email in error, be advised that any review, reproduction, distribution, or other use is strictly prohibited. Please notify the sender immediately by replying to the email if you have received this message in error and delete this message and any attachments.

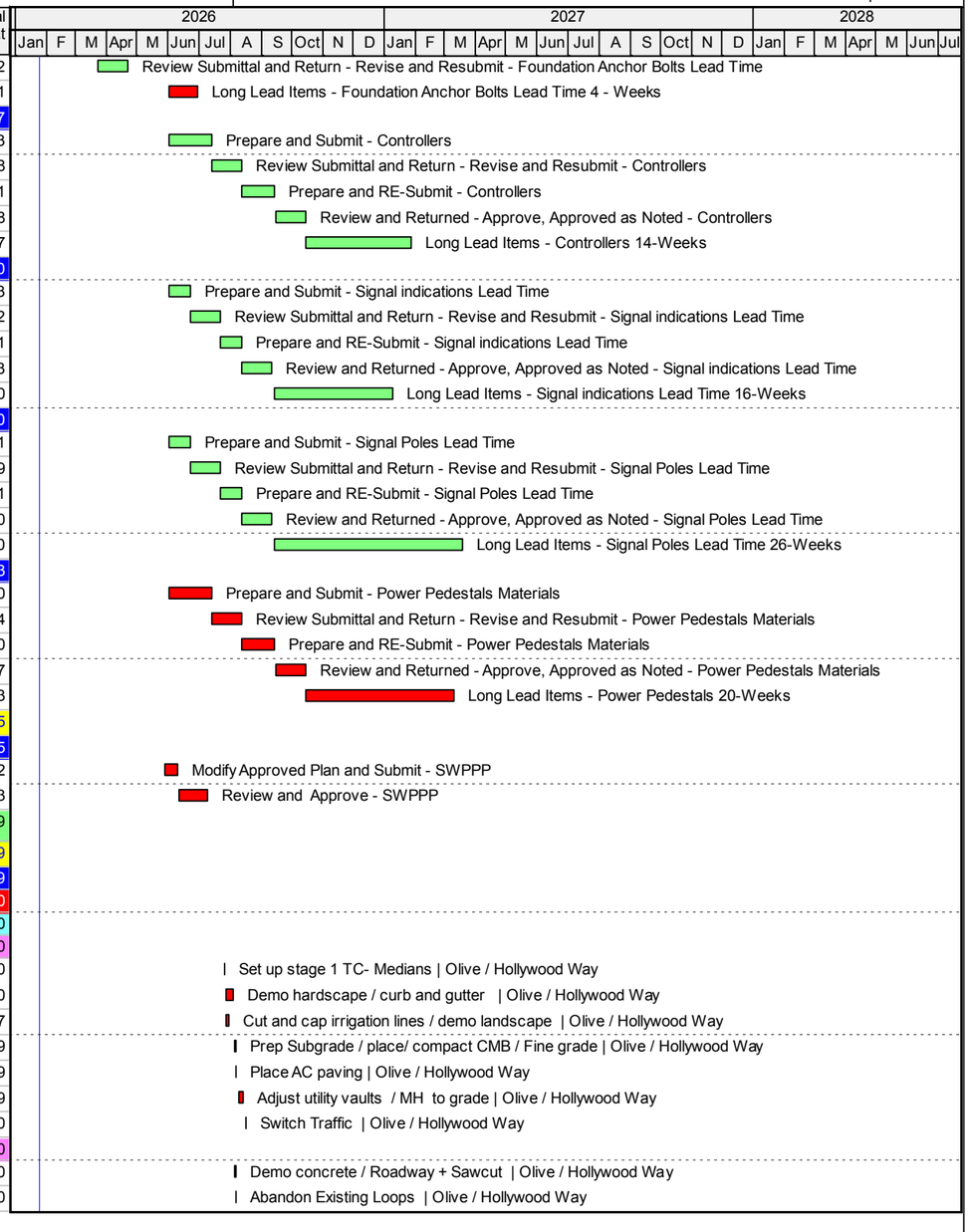
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
		876	17-Apr-24 A	24-Jan-28	-16
		426	05-Mar-26	24-Jan-28	-16
		5	28-May-26	01-Jun-26	-18
		5	28-May-26	01-Jun-26	-18
		385	04-May-26	24-Jan-28	-16
		0		24 Jan-28	25
		385	04 May 26	24 Jan-28	33
		0	02-Jun-26		9
		0	02-Jun-26		-10
		0		17-Jul-26	-33
		0	27-Jul-26		-30
		0		15-Nov-27	-48
		20	16-Nov-27	24-Jan-28	-33
		0		24-Jan-28*	-90
		391	05-Mar-26	22-Oct-27	19
		263			286
		0		08-Jan-27	356
		0		27-Jan-27	337
		0		10-Mar-27	-17
		0		19-Mar-27	286
		0	08 Jun 26	08 Jun-26	4
					4
		41		03 Jan-27	0
		0		03-Jan-27*	0
		134	05 Mar 26	17 Jul 26	33
					101
		0		01-Apr-26	74
		0		17-Jul-26	-33
		346	10 Nov 26	22 Oct 27	45
					132
		0		05-Jan-27	-85
		0		19-Jan-27	82
	B Buena Vista & Alameda	0		16-Apr-27	-40
BBM.IMPH.0070	Phase G Glenoaks & Alameda	0		04-Jun-27	95
BBM.IMPH.0030	Phase C Olive & Verdugo	0		23-Jul-27	-43
BBM.IMPH.0040	Phase D Olive & Lake	0		22-Oct-27	-45
		15	25-Oct-27	15-Nov-27	-33
BB.WXD.00.0000	Burbank Adverse weather and unknown special event allowances	15	25-Oct-27	15-Nov-27	-33
		489	29-Oct-24 A	17-Jul-26	-25
		423	29-Oct-24 A	02-Mar-26	16
		423			16



Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
BB.Des.1030	30% Submittal Burbank Design Package	62	29-Oct-24 A	30-Jan-25 A	
BB.Des.1060	60% Submittal Burbank Design Package	21	01-Apr-25 A	01-May-25 A	
BB.Des.1085	85% Submittal Burbank Design Package	17	11-Aug-25 A	18-Sep-25 A	
BB.Des.1100	100%/AFC Submittal Burbank Design Package	58	19-Dec-25 A	02-Mar-26	16
STC Traffic Control Design		126	18-Sep-25 A	03-May-26	29
Burbank TCP		126	18 Sep-25 A	03 May 26	29
BB.TCP.0000	TCP Pricing and Approval for Burbank	41	18-Sep-25 A	20-Nov-25 A	
BB.TCP.1000	Prepare and Submit TCP for Burbank - for Review and Approval	40	05-Dec-25 A	20-Feb-26	26
BB.TCP.1010	City to Review and Approve TCP - Burbank	30	21-Feb-26	22-Mar-26	38
BB.TCP.1030	Prepare and Re-Submit TCP for - for Review and Approval - Burbank	10	23-Mar-26	03-Apr-26	28
BB.TCP.1040	City to Review and Return - Approved, Approved as Noted of TCP - Burbank	30	04-Apr-26	03-May-26	40
Permitting & Government Approvals		183	22-Sep-25 A	17-Jul-26	-25
Burbank Package		183	22 Sep-25 A	17 Jul 26	25
BB.TRP.00.0004	Tree Removal/Protection Permit - Burbank	88	22-Sep-25 A	05-Mar-26	70
BB.GCP.00.0020	General Permit - Burbank	22	03-Mar-26	01-Apr-26	22
BB.WBP.00.0030	Water Board Permit - Burbank	5	13-Jul-26	17-Jul-26	-25
TCE s		95	26 Jan 26	08 Jun-26	4
BB.PE0TCE.0010	1 | 3601 W OLIVE AVE	95	26-Jan-26	08-Jun-26	4
BB.PE0TCE.0020	2 | 4000 WARNER BLVD	95	26-Jan-26	08-Jun-26	4
BB.PE0TCE.0030	3 | 201 S BUENA VISTA ST	95	26-Jan-26	08-Jun-26	4
BB.PE0TCE.0040	4 | 2401 W ALAMEDA AVE	95	26-Jan-26	08-Jun-26	4
BB.PE0TCE.0050	5 | 1612 W OLIVE AVE	95	26-Jan-26	08-Jun-26	4
BB.PE0TCE.0060	6 | 1600 W OLIVE AVE	95	26-Jan-26	08-Jun-26	4
BB.PE0TCE.0070	7 | 1611 W OLIVE AVE	95	26-Jan-26	08-Jun-26	4
BB.PE0TCE.0080	8 | 1611 W VERDUGO AVE	95	26-Jan-26	08-Jun-26	4
BB.PE0TCE.0090	9 | 164 MAGNOLIA BLVD	95	26-Jan-26	08-Jun-26	4
BB.PE0TCE.0100	10 | 160 W OLIVE AVE	95	26-Jan-26	08-Jun-26	4
BB.PE0TCE.0101	10.1 | 175 E OLIVE AVE	95	26-Jan-26	08-Jun-26	4
BB.PE0TCE.0110	11 | 100 N SAN FERNANDO BLVD	95	26-Jan-26	08-Jun-26	4
BB.PE0TCE.0120	12 | 100 S SAN FERNANDO BLVD	95	26-Jan-26	08-Jun-26	4
BB.PE0TCE.0130	13 | NO ADDRESS, WEST SIDE OF THE MEDIAN AT THE INTERSECTION OF GLENO/	95	26-Jan-26	08-Jun-26	4
BB.PE0TCE.0140	14 | NO ADDRESS, EAST SIDE OF THE MEDIAN AT THE INTERSECTION OF GLENOA	95	26-Jan-26	08-Jun-26	4
Proposal Submittal and Award		153	17-Apr-24 A	26-Jan-26	489
Proposal		153	17-Apr-24 A	26-Jan-26	489
PR.SA.1000	Submit Proposal	0	17-Apr-24 A		
PR.SA.1010	LA Metro Review and Award	153	17-Apr-24 A	26-Jan-26	489
Phase 1 - Preconstruction Services		42	28-May-26	24-Jul-26	-30
Union		42	28-May-26	24-Jul-26	-30
Labor Agreement		42	28 May 26	24 Jul 26	30
BB.PRC.16.60.1010	Prepare and Submit - Project Labor Agreement	20	28-May-26	24-Jun-26	-27
BB.PRC.16.60.1020	Review and Returned - Approved - Project Labor Agreement	30	25-Jun-26	24-Jul-26	-40
Procurement		241	03-Mar-26	19-Mar-27	20
Burbank - Long Lead		241	03-Mar-26	19-Mar-27	20
Signal Pole Foundation Anchor Bolts and Templates		84	03 Mar 26	29 Jun-26	11
BB.PRC.SB.60.1010	Prepare and Submit - Foundation Anchor Bolts Lead Time	15	03-Mar-26	23-Mar-26	16



Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
BB.PRC.SB.60.1020	Review Submittal and Return - Revise and Resubmit - Foundation Anchor Bolts Lead Time	30	24-Mar-26	22-Apr-26	22
BB.PRC.SB.60.1050	Long Lead Items - Foundation Anchor Bolts Lead Time 4 - Weeks	20	02-Jun-26	29-Jun-26	-11
Controllers		140	02 Jun 26	27 Jan-27	57
BB.PRC.06.85.1010	Prepare and Submit - Controllers	30	02-Jun-26	13-Jul-26	63
BB.PRC.06.85.1020	Review Submittal and Return - Revise and Resubmit - Controllers	30	14-Jul-26	12-Aug-26	88
BB.PRC.06.85.1030	Prepare and RE-Submit - Controllers	22	13-Aug-26	14-Sep-26	61
BB.PRC.06.85.1040	Review and Returned - Approve, Approved as Noted - Controllers	30	15-Sep-26	14-Oct-26	88
BB.PRC.06.85.1050	Long Lead Items - Controllers 14-Weeks	70	15-Oct-26	27-Jan-27	57
Signal Indicators/Heads		127	02 Jun 26	08 Jan-27	70
BB.PRC.SI.60.1010	Prepare and Submit - Signal indications Lead Time	15	02-Jun-26	22-Jun-26	73
BB.PRC.SI.60.1020	Review Submittal and Return - Revise and Resubmit - Signal indications Lead Time	30	23-Jun-26	22-Jul-26	102
BB.PRC.SI.60.1030	Prepare and RE-Submit - Signal indications Lead Time	15	23-Jul-26	12-Aug-26	71
BB.PRC.SI.60.1040	Review and Returned - Approve, Approved as Noted - Signal indications Lead Time	30	13-Aug-26	11-Sep-26	103
BB.PRC.SI.60.1050	Long Lead Items - Signal indications Lead Time 16-Weeks	80	14-Sep-26	08-Jan-27	70
Signal Poles		177	02 Jun 26	19 Mar 27	20
BB.PRC.6M.60.1010	Prepare and Submit - Signal Poles Lead Time	15	02-Jun-26	22-Jun-26	21
BB.PRC.6M.60.1020	Review Submittal and Return - Revise and Resubmit - Signal Poles Lead Time	30	23-Jun-26	22-Jul-26	29
BB.PRC.6M.60.1030	Prepare and RE-Submit - Signal Poles Lead Time	15	23-Jul-26	12-Aug-26	21
BB.PRC.6M.60.1040	Review and Returned - Approve, Approved as Noted - Signal Poles Lead Time	30	13-Aug-26	11-Sep-26	30
BB.PRC.6M.60.1050	Long Lead Items - Signal Poles Lead Time 26-Weeks	130	14-Sep-26	19-Mar-27	20
Pedestals		170	02 Jun 26	10 Mar 27	13
BB.PRC.AE.60.1010	Prepare and Submit - Power Pedestals Materials	30	02-Jun-26	13-Jul-26	-10
BB.PRC.AE.60.1020	Review Submittal and Return - Revise and Resubmit - Power Pedestals Materials	30	14-Jul-26	12-Aug-26	-14
BB.PRC.AE.60.1030	Prepare and RE-Submit - Power Pedestals Materials	22	13-Aug-26	14-Sep-26	-10
BB.PRC.AE.60.1040	Review and Returned - Approve, Approved as Noted - Power Pedestals Materials	30	15-Sep-26	14-Oct-26	-17
BB.PRC.AE.60.1050	Long Lead Items - Power Pedestals 20-Weeks	100	15-Oct-26	10-Mar-27	-13
Additional Submittals		32	28-May-26	10-Jul-26	-25
Storm Water Pollution Prevention Plan (SWPPP)		32	28 May 26	10 Jul 26	25
BB.PRC.SW.60.1010	Modify Approved Plan and Submit - SWPPP	10	28-May-26	10-Jun-26	-22
BB.PRC.SW.60.1040	Review and Approve - SWPPP	30	11-Jun-26	10-Jul-26	-33
Construction		301	27-Jul-26	05-Nov-27	9
Burbank Package		301	27-Jul-26	05-Nov-27	9
Burbank		301	27 Jul 26	05 Nov 27	9
Olive / Hollywood Way- Phase A		85	27 Jul 26	05 Jan-27	30
Burbank | Phase A - Stage (Hard Closure)		16	27-Jul-26	17-Aug-26	-30
Civil - Hollywood & East		16	27-Jul-26	17-Aug-26	-30
BB.PA010.00071	Set up stage 1 TC- Medians | Olive / Hollywood Way	1	27-Jul-26	27-Jul-26	-30
BB.PA010.00080	Demo hardscape / curb and gutter | Olive / Hollywood Way	6	28-Jul-26	04-Aug-26	-30
BB.PA010.00090	Cut and cap irrigation lines / demo landscape | Olive / Hollywood Way	4	28-Jul-26	31-Jul-26	-27
BB.PA010.00100	Prep Subgrade / place/ compact CMB / Fine grade | Olive / Hollywood Way	2	05-Aug-26	06-Aug-26	-29
BB.PA010.00110	Place AC paving | Olive / Hollywood Way	1	07-Aug-26	07-Aug-26	-29
BB.PA010.00120	Adjust utility vaults / MH to grade | Olive / Hollywood Way	4	10-Aug-26	13-Aug-26	-29
BB.PA010.00130	Switch Traffic | Olive / Hollywood Way	1	17-Aug-26	17-Aug-26	-30
Civil - West of Hollywood		8	05-Aug-26	14-Aug-26	-30
BB.PA010.00140	Demo concrete / Roadway + Sawcut | Olive / Hollywood Way	2	05-Aug-26	06-Aug-26	-30
BB.PA010.00150	Abandon Existing Loops | Olive / Hollywood Way	1	07-Aug-26	07-Aug-26	-30



Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
		1	10-Aug-26		-30
		1	11-Aug-26	11-Aug-26	-30
		1	12-Aug-26	12-Aug-26	-30
		1	13-Aug-26	13-Aug-26	-30
		1	14-Aug-26	14-Aug-26	-30
		34	18-Aug-26	05-Oct-26	-30
		34			-30
		3	25-Aug-26	27-Aug-26	-28
		3	25-Aug-26	27-Aug-26	-28
		5	25-Aug-26	31-Aug-26	-30
		1	25-Aug-26	25-Aug-26	-26
		3	01-Sep-26	03-Sep-26	-30
		10	01-Sep-26	15-Sep-26	-27
		3	04-Sep-26	09-Sep-26	-30
		2	10-Sep-26	11-Sep-26	-30
		2	10-Sep-26	11-Sep-26	-30
		1	14-Sep-26	14-Sep-26	-29
		2	14-Sep-26	15-Sep-26	-30
		1	16-Sep-26	16-Sep-26	-30
		1	17-Sep-26	17-Sep-26	-30
		1	17-Sep-26	17-Sep-26	-30
		1	18-Sep-26	18-Sep-26	-30
		1	18-Sep-26	18-Sep-26	-30
		1	18-Sep-26	18-Sep-26	-30
		7	19-Sep-26	25-Sep-26	-36
		1	21-Sep-26	21-Sep-26	-26
		4	21-Sep-26	24-Sep-26	-29
		5	21-Sep-26	25-Sep-26	-30
		4	21-Sep-26	24-Sep-26	-29
		5	28-Sep-26	02-Oct-26	-30
		1	05-Oct-26	05-Oct-26	-30
		35	06-Oct-26	05-Jan-27	-30
		35			-30
		3	15-Oct-26	19-Oct-26	-27
		4	15-Oct-26	20-Oct-26	-28
		6	15-Oct-26	22-Oct-26	-30
		3	23-Oct-26	27-Oct-26	-30
		10	23-Oct-26	05-Nov-26	-28
		3	28-Oct-26	30-Oct-26	-30
		3	28-Oct-26	30-Oct-26	-30
		1	02-Nov-26	02-Nov-26	-28
		3	02-Nov-26	04-Nov-26	-30
		1	05-Nov-26	05-Nov-26	-30
		1	06-Nov-26	06-Nov-26	-30
	reinforcement | Olive / Hollywood Way	1	06-Nov-26	06-Nov-26	-30



Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
BB.PA030.00310	Pour / finish platform concrete | Olive / Hollywood Way	1	09-Nov-26	09-Nov-26	-30
BB.PA030.00320	Pour / finish bus pad concrete | Olive / Hollywood Way	1	09-Nov-26	09-Nov-26	-30
BB.PA030.00370	Place roadway reconstruction (AC pave) | Olive / Hollywood Way	1	10-Nov-26	10-Nov-26	-26
BB.PA030.00010	Cure Time	7	10-Nov-26	16-Nov-26	-39
BB.PA030.00330	Install signal poles / lighting | Olive / Hollywood Way	4	10-Nov-26	16-Nov-26	-29
BB.PA030.00340	Install platform cabinets / terminate electrical | Olive / Hollywood Way	5	10-Nov-26	17-Nov-26	-30
BB.PA030.00360	Adjust utility boxes / hand holes / etc. to grade | Olive / Hollywood Way	4	10-Nov-26	16-Nov-26	-29
BB.PA030.00390	Install signage and striping / open to traffic | Olive / Hollywood Way	2	17-Nov-26	18-Nov-26	-26
BB.PA030.00380	Signalization commissioning / testing (72 hrs. flash?) | Olive / Hollywood Way	5	18-Nov-26	05-Jan-27	-30
Buena Vista & Alameda- Phase B		73	06 Jan 27	16 Apr 27	30
Burbank | Phase B - Stage 1 (Daily Closure)		33	06-Jan-27	19-Feb-27	-30
Civil		33	06-Jan-27	19-Feb-27	-30
BB.PB010.00191	Set up stage 1 TC | Buena Vista & Alameda	1	06-Jan-27	06-Jan-27	-30
BB.PB010.00360	Demo north east side- pavement / curb& gutter / Landscaping / sidewalk | Buena Vista &	6	07-Jan-27	14-Jan-27	-30
BB.PB010.00200	Install platform foundations | Buena Vista & Alameda	2	15-Jan-27	18-Jan-27	-26
BB.PB010.00370	Exc / install conduit - platform station | Buena Vista & Alameda	6	15-Jan-27	22-Jan-27	-30
BB.PB010.00210	Fine grade sidewalk / curb and gutter / roadway / station subgrade | Buena Vista & Alamec	3	25-Jan-27	27-Jan-27	-28
BB.PB010.00220	Install drainage items - curb opening CB and local depression | Buena Vista & Alameda	5	25-Jan-27	29-Jan-27	-30
BB.PB010.00380	Install wiring -platform station | Buena Vista & Alameda	10	25-Jan-27	05-Feb-27	-26
BB.PB010.00230	Form curb and gutter | Buena Vista & Alameda	3	01-Feb-27	03-Feb-27	-30
BB.PB010.00240	Pour curb and gutter | Buena Vista & Alameda	1	04-Feb-27	04-Feb-27	-28
BB.PB010.00250	Form sidewalk | Buena Vista & Alameda	3	04-Feb-27	08-Feb-27	-30
BB.PB010.00260	Pour / finish sidewalk | Buena Vista & Alameda	1	09-Feb-27	09-Feb-27	-30
BB.PB010.00270	Form Station Slab / Install reinforcement | Buena Vista & Alameda	1	10-Feb-27	10-Feb-27	-30
BB.PB010.00280	Form bus pad / install reinforcement | Buena Vista & Alameda	1	10-Feb-27	10-Feb-27	-30
BB.PB010.00290	Pour / finish platform concrete | Buena Vista & Alameda	1	11-Feb-27	11-Feb-27	-30
BB.PB010.00300	Pour / finish bus pad concrete | Buena Vista & Alameda	1	11-Feb-27	11-Feb-27	-30
BB.PB010.00340	Place roadway reconstruction (AC pave) | Buena Vista & Alameda	1	12-Feb-27	12-Feb-27	-26
BB.PB010.00020	Cure Time	7	12-Feb-27	18-Feb-27	-42
BB.PB010.00310	Install platform cabinets / terminate electrical | Buena Vista & Alameda	5	12-Feb-27	18-Feb-27	-30
BB.PB010.00330	Adjust utility boxes / hand holes / etc. to grade | Buena Vista & Alameda	3	12-Feb-27	16-Feb-27	-28
BB.PB010.00350	Switch Traffic | Buena Vista & Alameda	1	19-Feb-27	19-Feb-27	-30
Burbank | Phase B - Stage 2 (Daily Closure)		40	22-Feb-27	16-Apr-27	-30
Civil		40	22-Feb-27	16-Apr-27	-30
BB.PB020.00340	Demo north west side- pavement / curb& gutter / Landscaping / sidewalk | Buena Vista &	7	22-Feb-27	02-Mar-27	-30
BB.PB020.00181	Install platform foundations | Buena Vista & Alameda	2	03-Mar-27	04-Mar-27	-26
BB.PB020.00350	Exc / install conduit -platform station | Buena Vista & Alameda	6	03-Mar-27	10-Mar-27	-30
BB.PB020.00190	Fine grade sidewalk / curb and gutter / roadway / station subgrade | Buena Vista & Alamec	6	11-Mar-27	18-Mar-27	-30
BB.PB020.00200	Install drainage items - curb opening CB and local depression | Buena Vista & Alameda	5	11-Mar-27	17-Mar-27	-29
BB.PB020.00360	Install wiring -platform station | Buena Vista & Alameda	10	11-Mar-27	24-Mar-27	-23
BB.PB020.00210	Form curb and gutter | Buena Vista & Alameda	3	19-Mar-27	23-Mar-27	-30
BB.PB020.00220	Pour curb and gutter | Buena Vista & Alameda	1	24-Mar-27	24-Mar-27	-28
BB.PB020.00230	Form sidewalk | Buena Vista & Alameda	3	24-Mar-27	26-Mar-27	-30
BB.PB020.00240	Pour / finish sidewalk | Buena Vista & Alameda	1	29-Mar-27	29-Mar-27	-30
BB.PB020.00250	Form Station Slab / Install reinforcement | Buena Vista & Alameda	3	30-Mar-27	01-Apr-27	-30
BB.PB020.00260	Form bus pad / install reinforcement | Buena Vista & Alameda	3	30-Mar-27	01-Apr-27	-30



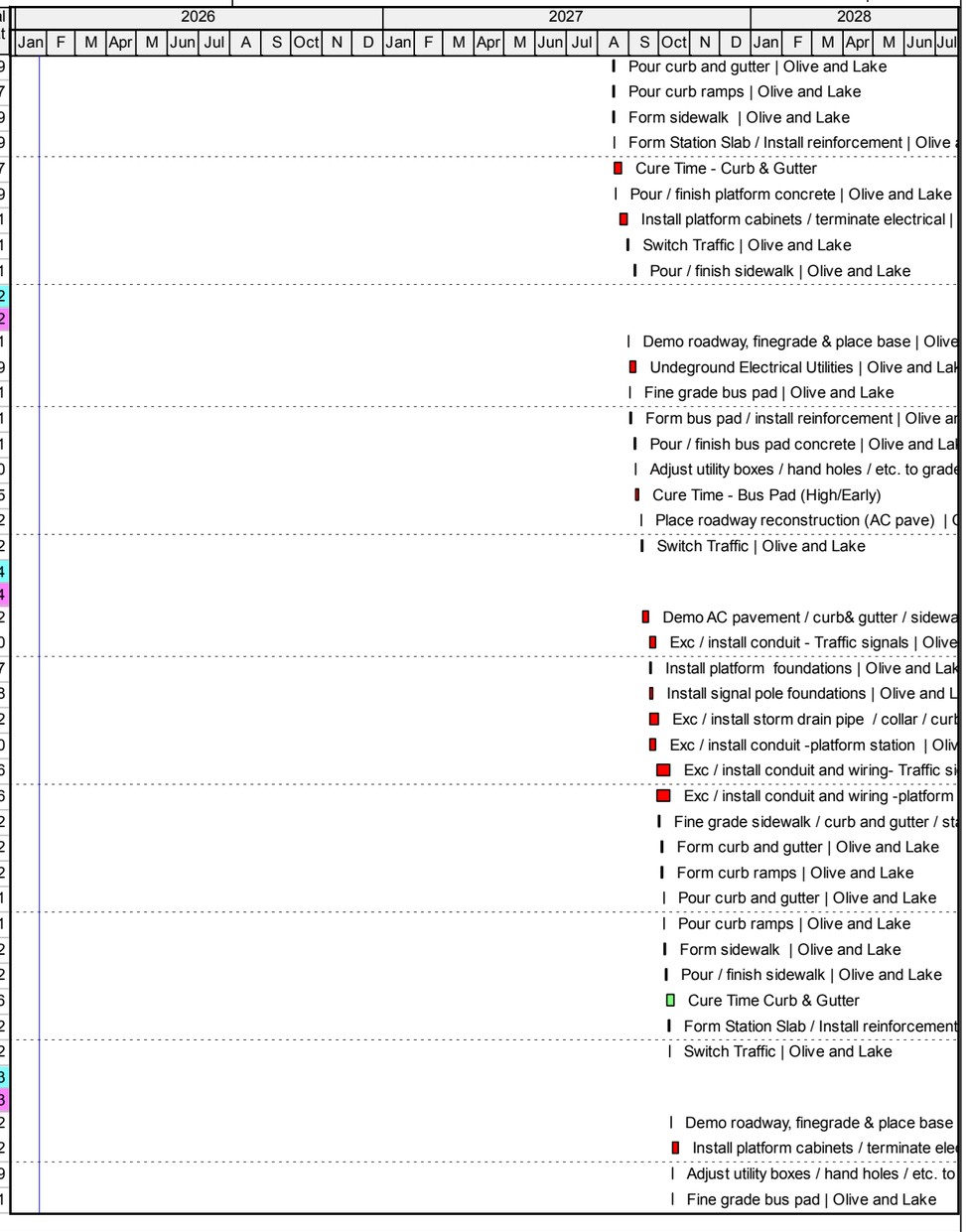
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
BB.PB020.00270	Pour / finish platform concrete | Buena Vista & Alameda	1	02-Apr-27	02-Apr-27	-30
BB.PB020.00280	Pour / finish bus pad concrete | Buena Vista & Alameda	1	02-Apr-27	02-Apr-27	-30
BB.PB020.00030	Cure Time	7	03-Apr-27	09-Apr-27	-36
BB.PB020.00320	Place roadway reconstruction (AC pave) | Buena Vista & Alameda	1	05-Apr-27	05-Apr-27	-26
BB.PB020.00290	Install platform cabinets / terminate electrical | Buena Vista & Alameda	5	05-Apr-27	09-Apr-27	-30
BB.PB020.00310	Adjust utility boxes / hand holes / etc. to grade / Install signal poles | Buena Vista & Alameda	3	05-Apr-27	07-Apr-27	-28
BB.PB020.00460	Set up Traffic control | Olive and Verdugo	1	12-Apr-27	12-Apr-27	-26
BB.PB020.00330	Signalization commissioning / testing (72 hrs. flash?) / open to traffic | Buena Vista & Alame	5	12-Apr-27	16-Apr-27	-30
Olive and Verdugo Phase C		69	19 Apr 27	23 Jul 27	31
Burbank | Phase C - Stage 1 (Hard Closure)		25	19-Apr-27	21-May-27	-30
Civil		25	19-Apr-27	21-May-27	-30
BB.PC010.00470	Demo AC pavement / curb& gutter / sidewalk | Olive and Verdugo	4	19-Apr-27	22-Apr-27	-30
BB.PC010.00241	Exc / install conduit -platform station / traffic signals | Olive and Verdugo	5	23-Apr-27	29-Apr-27	-30
BB.PC010.00250	Install platform foundations | Olive and Verdugo	2	23-Apr-27	26-Apr-27	-25
BB.PC010.00260	Install signal foundations | Olive and Verdugo	1	23-Apr-27	23-Apr-27	-24
BB.PC010.00270	Install / extend trees / shrubs irrigation | Olive and Verdugo	1	23-Apr-27	23-Apr-27	-24
BB.PC010.00280	Fine grade sidewalk / curb and gutter / roadway / station subgrade / curb ramps | Olive ar	1	30-Apr-27	30-Apr-27	-28
BB.PC010.00480	Install wiring -platform station / traffic signals | Olive and Verdugo	10	30-Apr-27	13-May-27	-30
BB.PC010.00290	Form curb and gutter | Olive and Verdugo	2	03-May-27	04-May-27	-28
BB.PC010.00300	Form curb ramps | Olive and Verdugo	2	03-May-27	04-May-27	-28
BB.PC010.00310	Pour curb and gutter | Olive and Verdugo	1	05-May-27	05-May-27	-27
BB.PC010.00320	Pour curb ramps | Olive and Verdugo	1	05-May-27	05-May-27	-27
BB.PC010.00330	Form sidewalk | Olive and Verdugo	2	05-May-27	06-May-27	-28
BB.PC010.00340	Install tree wells to grade | Olive and Verdugo	1	05-May-27	05-May-27	-27
BB.PC010.00350	Pour / finish sidewalk | Olive and Verdugo	1	07-May-27	07-May-27	-28
BB.PC010.00360	Form Station Slab / Install reinforcement | Olive and Verdugo	1	10-May-27	10-May-27	-28
BB.PC010.00370	Form bus pad / install reinforcement | Olive and Verdugo	1	10-May-27	10-May-27	-28
BB.PC010.00380	Pour / finish platform concrete | Olive and Verdugo	1	11-May-27	11-May-27	-28
BB.PC010.00390	Pour / finish bus pad concrete | Olive and Verdugo	1	11-May-27	11-May-27	-28
BB.PC010.00430	Place roadway reconstruction (AC pave) | Olive and Verdugo	1	12-May-27	12-May-27	-24
BB.PC010.00040	Cure Time	7	12-May-27	18-May-27	-40
BB.PC010.00400	Install platform cabinets / terminate electrical | Olive and Verdugo	5	14-May-27	20-May-27	-30
BB.PC010.00420	Adjust utility boxes / hand holes / etc. to grade | Olive and Verdugo	5	14-May-27	20-May-27	-30
BB.PC010.00440	Install trees / shrubs | Olive and Verdugo	2	14-May-27	17-May-27	-27
BB.PC010.00450	Switch Traffic | Olive and Verdugo	1	21-May-27	21-May-27	-30
Burbank | Phase C - Stage 2 (Daily Closure)		21	24-May-27	22-Jun-27	-28
Civil		21	24-May-27	22-Jun-27	-28
BB.PC020.00420	Demo AC pavement / curb& gutter / sidewalk / landscaping | Olive and Verdugo	6	24-May-27	01-Jun-27	-30
BB.PC020.00221	Install platform foundations | Olive and Verdugo	2	02-Jun-27	03-Jun-27	-27
BB.PC020.00230	Install / extend trees / shrubs irrigation | Olive and Verdugo	1	02-Jun-27	02-Jun-27	-26
BB.PC020.00430	Exc / install conduit -platform station | Olive and Verdugo	5	02-Jun-27	08-Jun-27	-30
BB.PC020.00240	Fine grade sidewalk / curb and gutter / station subgrade / curb ramps | Olive and Verdugo	2	09-Jun-27	10-Jun-27	-30
BB.PC020.00440	Install wiring -platform station | Olive and Verdugo	10	09-Jun-27	22-Jun-27	-28
BB.PC020.00250	Form curb and gutter | Olive and Verdugo	2	11-Jun-27	14-Jun-27	-30
BB.PC020.00260	Form curb ramps | Olive and Verdugo	2	11-Jun-27	14-Jun-27	-30
BB.PC020.00270	Pour curb and gutter | Olive and Verdugo	1	15-Jun-27	15-Jun-27	-30



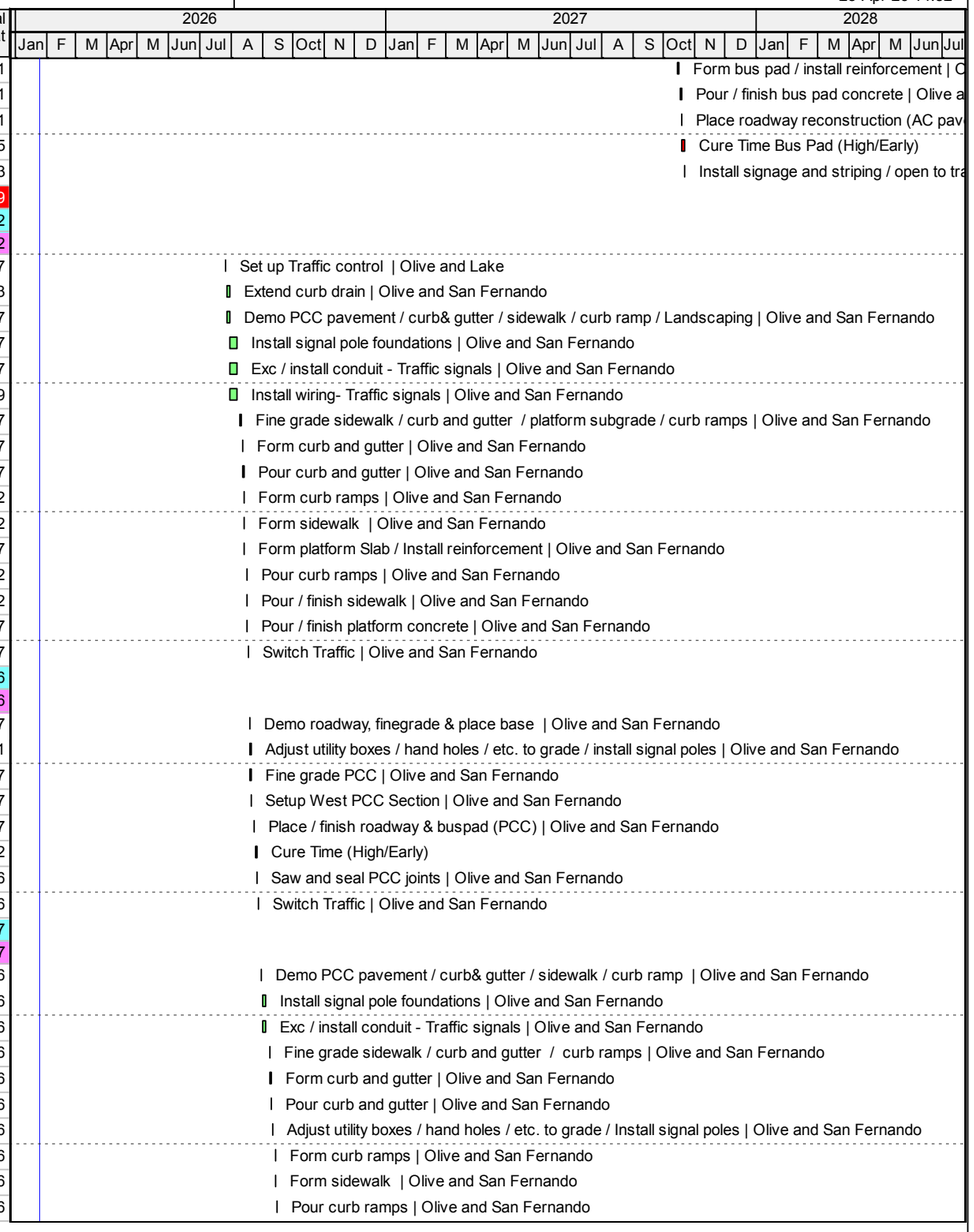
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
BB.PC020.00280	Pour curb ramps | Olive and Verdugo	1	15-Jun-27	15-Jun-27	-29
BB.PC020.00290	Form sidewalk | Olive and Verdugo	2	15-Jun-27	16-Jun-27	-30
BB.PC020.00300	Install tree wells to grade | Olive and Verdugo	1	15-Jun-27	15-Jun-27	-29
BB.PC030.00405	Install trees | Olive and Verdugo	1	16-Jun-27	16-Jun-27	-27
BB.PC020.00305	Cure Time - Curb & Gutter	1	16-Jun-27	16-Jun-27	-43
BB.PC020.00310	Pour / finish sidewalk | Olive and Verdugo	1	17-Jun-27	17-Jun-27	-30
BB.PC020.00320	Form platform / Install reinforcement | Olive and Verdugo	1	18-Jun-27	18-Jun-27	-30
BB.PC020.00340	Pour / finish platform concrete | Olive and Verdugo	1	21-Jun-27	21-Jun-27	-30
BB.PC020.00410	Switch Traffic | Olive and Verdugo	1	22-Jun-27	22-Jun-27	-30
Burbank | Phase C - Stage 3 (Hard Closure)		9	23-Jun-27	05-Jul-27	-31
Civil		9	23-Jun-27	05-Jul-27	-31
BB.PC030.405	Demo roadway, finegrade & place base | Olive and Verdugo	1	23-Jun-27	23-Jun-27	-30
BB.PC030.00360	Install platform cabinets / terminate electrical | Olive and Verdugo	5	24-Jun-27	30-Jun-27	-29
BB.PC030.00090	Fine grade Bus Pad | Olive and Verdugo	1	24-Jun-27	24-Jun-27	-30
BB.PC030.00330	Form Bus Pad | Olive and Verdugo	1	25-Jun-27	25-Jun-27	-30
BB.PC030.00350	Pour / finish bus pad concrete | Olive and Verdugo	1	28-Jun-27	28-Jun-27	-30
BB.PC030.00050	Cure Time - Bus Pad (High/Early)	3	29-Jun-27	01-Jul-27	-44
BB.PC030.00380	Adjust utility boxes / hand holes / etc. to grade /install signal poles | Olive and Verdugo	1	29-Jun-27	29-Jun-27	-28
BB.PC030.00390	Place roadway reconstruction (AC pave) | Olive and Verdugo	1	02-Jul-27	02-Jul-27	-31
BB.PC030.00400	Switch Traffic | Olive and Verdugo	1	05-Jul-27	05-Jul-27	-31
Burbank | Phase C - Stage 4 | Olive and Sparks (Daily Closure)		14	06-Jul-27	23-Jul-27	-31
Civil		14	06-Jul-27	23-Jul-27	-31
BB.PC040.100	Demo existing ADA ramp and sidewalk | Olive and Sparks	2	06-Jul-27	07-Jul-27	-31
BB.PC040.510	Install wiring- Traffic signals | Olive and Sparks	10	07-Jul-27	20-Jul-27	-31
BB.PC040.110	Fine grade sidewalk / ADA Ramp | Olive and Sparks	2	08-Jul-27	09-Jul-27	-27
BB.PC040.450	Form curb & gutter / ADA Ramp | Olive and Sparks	2	12-Jul-27	13-Jul-27	-27
BB.PC040.460	Pour curb & gutter / ADA Ramp | Olive and Sparks	1	14-Jul-27	14-Jul-27	-27
BB.PC040.480	Cure Time - ADA Ramp	1	15-Jul-27	15-Jul-27	-37
BB.PC040.520	Pour Sidewalk | Olive and Sparks	1	21-Jul-27	21-Jul-27	-31
BB.PC040.470	Place roadway reconstruction (AC pave) | Olive and Sparks	1	22-Jul-27	22-Jul-27	-31
BB.PC040.00070	Install signage and striping / open to traffic | Olive and Sparks	1	23-Jul-27	23-Jul-27	-31
Olive and Lake Phase D		64	26 Jul 27	22 Oct 27	19
Burbank | Phase D - Stage 1 (Daily Closure)		31	26-Jul-27	07-Sep-27	-31
Civil		31	26-Jul-27	07-Sep-27	-31
BB.PD010.00430	Set up Traffic control | Olive and Lake	1	26-Jul-27	26-Jul-27	-31
BB.PD010.00440	Demo AC pavement / curb& gutter / sidewalk / curb ramp | Olive and Lake	5	27-Jul-27	02-Aug-27	-31
BB.PD010.00231	Exc / install conduit - Traffic signals | Olive and Lake	5	03-Aug-27	09-Aug-27	-31
BB.PD010.00240	Install platform foundations | Olive and Lake	2	03-Aug-27	04-Aug-27	-24
BB.PD010.00250	Install signal pole foundations | Olive and Lake	3	03-Aug-27	05-Aug-27	-25
BB.PD010.00260	Exc / install storm drain pipe / collar / curb opening CB / local depression | Olive and Lake	7	03-Aug-27	11-Aug-27	-29
BB.PD010.00450	Exc / install conduit -platform station | Olive and Lake	5	03-Aug-27	09-Aug-27	-31
BB.PD010.00460	Install wiring- Traffic signals | Olive and Lake	10	10-Aug-27	23-Aug-27	-31
BB.PD010.00470	Install wiring -platform station | Olive and Lake	10	10-Aug-27	23-Aug-27	-31
BB.PD010.00270	Fine grade sidewalk / curb and gutter / station subgrade / curb ramps | Olive and Lake	1	12-Aug-27	12-Aug-27	-29
BB.PD010.00280	Form curb and gutter | Olive and Lake	2	13-Aug-27	16-Aug-27	-29
BB.PD010.00290	Form curb ramps | Olive and Lake	2	13-Aug-27	16-Aug-27	-29



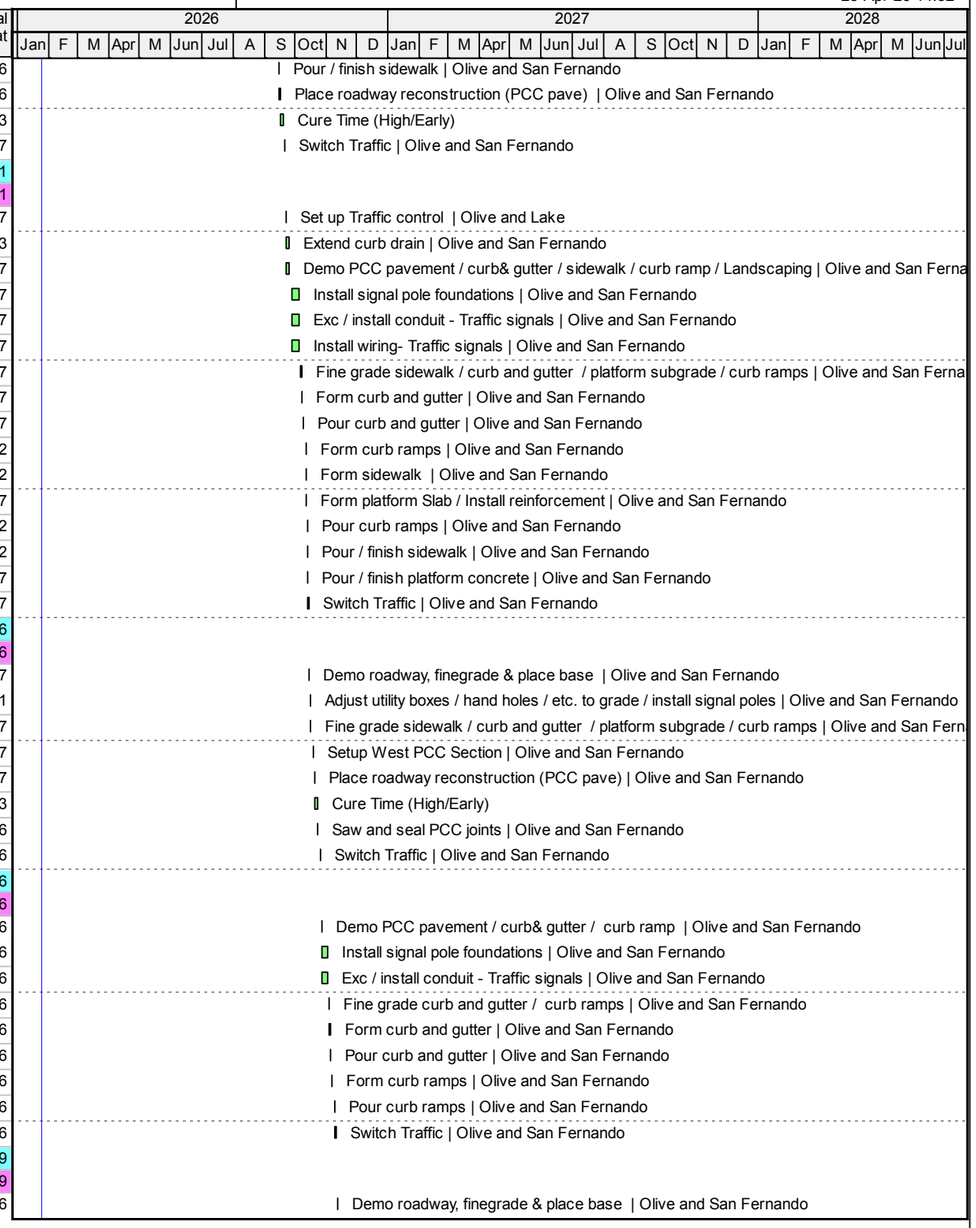
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
BB.PD010.00300	Pour curb and gutter | Olive and Lake	1	17-Aug-27	17-Aug-27	-29
BB.PD010.00310	Pour curb ramps | Olive and Lake	1	17-Aug-27	17-Aug-27	-27
BB.PD010.00320	Form sidewalk | Olive and Lake	2	17-Aug-27	18-Aug-27	-19
BB.PD010.00340	Form Station Slab / Install reinforcement | Olive and Lake	1	18-Aug-27	18-Aug-27	-29
BB.PD010.00070	Cure Time - Curb & Gutter	7	18-Aug-27	24-Aug-27	-37
BB.PD010.00360	Pour / finish platform concrete | Olive and Lake	1	19-Aug-27	19-Aug-27	-29
BB.PD010.00380	Install platform cabinets / terminate electrical | Olive and Lake	5	24-Aug-27	30-Aug-27	-31
BB.PD010.00420	Switch Traffic | Olive and Lake	1	31-Aug-27	31-Aug-27	-31
BB.PD010.00330	Pour / finish sidewalk | Olive and Lake	1	07-Sep-27	07-Sep-27	-31
Burbank | Phase D - Stage 2 (Hard Closure)		9	01-Sep-27	14-Sep-27	-32
Civil		9	01-Sep-27	14-Sep-27	-32
BB.PD010.650	Demo roadway, finegrade & place base | Olive and Lake	1	01-Sep-27	01-Sep-27	-31
BB.PD010.660	Undeground Electrical Utilities | Olive and Lake	3	02-Sep-27	07-Sep-27	-29
BB.PD010.670	Fine grade bus pad | Olive and Lake	1	02-Sep-27	02-Sep-27	-31
BB.PD010.00350	Form bus pad / install reinforcement | Olive and Lake	1	03-Sep-27	03-Sep-27	-31
BB.PD010.00370	Pour / finish bus pad concrete | Olive and Lake	1	07-Sep-27	07-Sep-27	-31
BB.PD010.00400	Adjust utility boxes / hand holes / etc. to grade | Olive and Lake	1	08-Sep-27	08-Sep-27	-30
BB.PD010.640	Cure Time - Bus Pad (High/Early)	3	08-Sep-27	10-Sep-27	-45
BB.PD010.00410	Place roadway reconstruction (AC pave) | Olive and Lake	1	13-Sep-27	13-Sep-27	-32
BB.PD020.610	Switch Traffic | Olive and Lake	1	14-Sep-27	14-Sep-27	-32
Burbank | Phase D - Stage 3 (Daily Closure)		23	15-Sep-27	15-Oct-27	24
Civil		23	15-Sep-27	15-Oct-27	24
BB.PD020.00420	Demo AC pavement / curb& gutter / sidewalk / curb ramp / Landscaping | Olive and Lake	5	15-Sep-27	21-Sep-27	-32
BB.PD020.00221	Exc / install conduit - Traffic signals | Olive and Lake	5	22-Sep-27	28-Sep-27	-30
BB.PD020.00230	Install platform foundations | Olive and Lake	2	22-Sep-27	23-Sep-27	-27
BB.PD020.00240	Install signal pole foundations | Olive and Lake	3	22-Sep-27	24-Sep-27	-28
BB.PD020.00250	Exc / install storm drain pipe / collar / curb opening CB / local depression | Olive and Lake	7	22-Sep-27	30-Sep-27	-32
BB.PD020.00430	Exc / install conduit -platform station | Olive and Lake	5	22-Sep-27	28-Sep-27	-30
BB.PD020.00440	Exc / install conduit and wiring- Traffic signals | Olive and Lake	10	29-Sep-27	12-Oct-27	-26
BB.PD020.00450	Exc / install conduit and wiring -platform station | Olive and Lake	10	29-Sep-27	12-Oct-27	-26
BB.PD020.00260	Fine grade sidewalk / curb and gutter / station subgrade / curb ramps | Olive and Lake	1	01-Oct-27	01-Oct-27	-32
BB.PD020.00270	Form curb and gutter | Olive and Lake	2	04-Oct-27	05-Oct-27	-32
BB.PD020.00280	Form curb ramps | Olive and Lake	2	04-Oct-27	05-Oct-27	-32
BB.PD020.00290	Pour curb and gutter | Olive and Lake	1	06-Oct-27	06-Oct-27	-31
BB.PD020.00300	Pour curb ramps | Olive and Lake	1	06-Oct-27	06-Oct-27	-31
BB.PD020.00310	Form sidewalk | Olive and Lake	2	06-Oct-27	07-Oct-27	-32
BB.PD020.00320	Pour / finish sidewalk | Olive and Lake	1	08-Oct-27	08-Oct-27	-32
BB.PD020.620	Cure Time Curb & Gutter	7	09-Oct-27	15-Oct-27	76
BB.PD020.00330	Form Station Slab / Install reinforcement | Olive and Lake	1	11-Oct-27	11-Oct-27	-32
BB.PD010.630	Switch Traffic | Olive and Lake	1	12-Oct-27	12-Oct-27	-32
Burbank | Phase D - Stage 4 (Hard Closure)		8	13-Oct-27	22-Oct-27	-33
Civil		8	13-Oct-27	22-Oct-27	-33
BB.PD020.630	Demo roadway, finegrade & place base | Olive and Lake	1	13-Oct-27	13-Oct-27	-32
BB.PD020.00370	Install platform cabinets / terminate electrical | Olive and Lake	5	14-Oct-27	20-Oct-27	-32
BB.PD020.00390	Adjust utility boxes / hand holes / etc. to grade / Install signal poles | Olive and Lake	1	14-Oct-27	14-Oct-27	-29
BB.PD020.710	Fine grade bus pad | Olive and Lake	1	14-Oct-27	14-Oct-27	-31



Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
BB.PD020.00340	Form bus pad / install reinforcement | Olive and Lake	1	15-Oct-27	15-Oct-27	-31
BB.PD020.00360	Pour / finish bus pad concrete | Olive and Lake	1	18-Oct-27	18-Oct-27	-31
BB.PD020.00400	Place roadway reconstruction (AC pave) | Olive and Lake	1	19-Oct-27	19-Oct-27	-31
BB.PD020.00080	Cure Time Bus Pad (High/Early)	3	19-Oct-27	21-Oct-27	-45
BB.PD020.00410	Install signage and striping / open to traffic | Olive and Lake	1	22-Oct-27	22-Oct-27	-33
Olive and San Fernando Phase E		81	27 Jul 26	18 Nov 26	229
Burbank | Phase E - Stage 1 (Daily Closure)		17	27-Jul-26	18-Aug-26	62
Civil		17	27-Jul-26	18-Aug-26	62
BB.PE010.00201	Set up Traffic control | Olive and Lake	1	27-Jul-26	27-Jul-26	57
BB.PE010.00220	Extend curb drain | Olive and San Fernando	3	28-Jul-26	30-Jul-26	63
BB.PE010.00380	Demo PCC pavement / curb& gutter / sidewalk / curb ramp / Landscaping | Olive and San	3	28-Jul-26	30-Jul-26	57
BB.PE010.00210	Install signal pole foundations | Olive and San Fernando	6	31-Jul-26	07-Aug-26	57
BB.PE010.00390	Exc / install conduit - Traffic signals | Olive and San Fernando	6	31-Jul-26	07-Aug-26	57
BB.PE010.00400	Install wiring- Traffic signals | Olive and San Fernando	6	31-Jul-26	07-Aug-26	69
BB.PE010.00230	Fine grade sidewalk / curb and gutter / platform subgrade / curb ramps | Olive and San Fe	2	10-Aug-26	11-Aug-26	57
BB.PE010.00240	Form curb and gutter | Olive and San Fernando	1	12-Aug-26	12-Aug-26	57
BB.PE010.00260	Pour curb and gutter | Olive and San Fernando	1	13-Aug-26	13-Aug-26	57
BB.PE010.00250	Form curb ramps | Olive and San Fernando	1	14-Aug-26	14-Aug-26	62
BB.PE010.00280	Form sidewalk | Olive and San Fernando	1	14-Aug-26	14-Aug-26	62
BB.PE010.00300	Form platform Slab / Install reinforcement | Olive and San Fernando	1	14-Aug-26	14-Aug-26	57
BB.PE010.00270	Pour curb ramps | Olive and San Fernando	1	17-Aug-26	17-Aug-26	62
BB.PE010.00290	Pour / finish sidewalk | Olive and San Fernando	1	17-Aug-26	17-Aug-26	62
BB.PE010.00320	Pour / finish platform concrete | Olive and San Fernando	1	17-Aug-26	17-Aug-26	57
BB.PE010.00370	Switch Traffic | Olive and San Fernando	1	18-Aug-26	18-Aug-26	57
Burbank | Phase E - Stage 2 (Hard Closure)		8	19-Aug-26	28-Aug-26	56
Civil		8	19-Aug-26	28-Aug-26	56
BB.PD020.640	Demo roadway, finegrade & place base | Olive and San Fernando	1	19-Aug-26	19-Aug-26	57
BB.PE010.00340	Adjust utility boxes / hand holes / etc. to grade / install signal poles | Olive and San Fernanc	1	20-Aug-26	20-Aug-26	61
BB.PE010.860	Fine grade PCC | Olive and San Fernando	1	20-Aug-26	20-Aug-26	57
BB.PE010.600	Setup West PCC Section | Olive and San Fernando	1	21-Aug-26	21-Aug-26	57
BB.PE010.610	Place / finish roadway & buspad (PCC) | Olive and San Fernando	1	24-Aug-26	24-Aug-26	57
BB.PE010.620	Cure Time (High/Early)	3	25-Aug-26	27-Aug-26	82
BB.PE010.00360	Saw and seal PCC joints | Olive and San Fernando	1	27-Aug-26	27-Aug-26	56
BB.PE010.560	Switch Traffic | Olive and San Fernando	1	28-Aug-26	28-Aug-26	56
Burbank | Phase E - Stage 3 (Hard Closure)		15	31-Aug-26	21-Sep-26	57
Civil		15	31-Aug-26	21-Sep-26	57
BB.PE020.00210	Demo PCC pavement / curb& gutter / sidewalk / curb ramp | Olive and San Fernando	1	31-Aug-26	31-Aug-26	56
BB.PE020.00220	Install signal pole foundations | Olive and San Fernando	4	01-Sep-26	04-Sep-26	56
BB.PE020.00230	Exc / install conduit - Traffic signals | Olive and San Fernando	4	01-Sep-26	04-Sep-26	56
BB.PE020.00240	Fine grade sidewalk / curb and gutter / curb ramps | Olive and San Fernando	1	08-Sep-26	08-Sep-26	56
BB.PE020.00250	Form curb and gutter | Olive and San Fernando	1	09-Sep-26	09-Sep-26	56
BB.PE020.00260	Pour curb and gutter | Olive and San Fernando	1	10-Sep-26	10-Sep-26	56
BB.PD020.720	Adjust utility boxes / hand holes / etc. to grade / Install signal poles | Olive and San Fernanc	1	11-Sep-26	11-Sep-26	56
BB.PE020.00270	Form curb ramps | Olive and San Fernando	1	14-Sep-26	14-Sep-26	56
BB.PE020.00290	Form sidewalk | Olive and San Fernando	1	14-Sep-26	14-Sep-26	56
BB.PE020.00280	Pour curb ramps | Olive and San Fernando	1	15-Sep-26	15-Sep-26	56

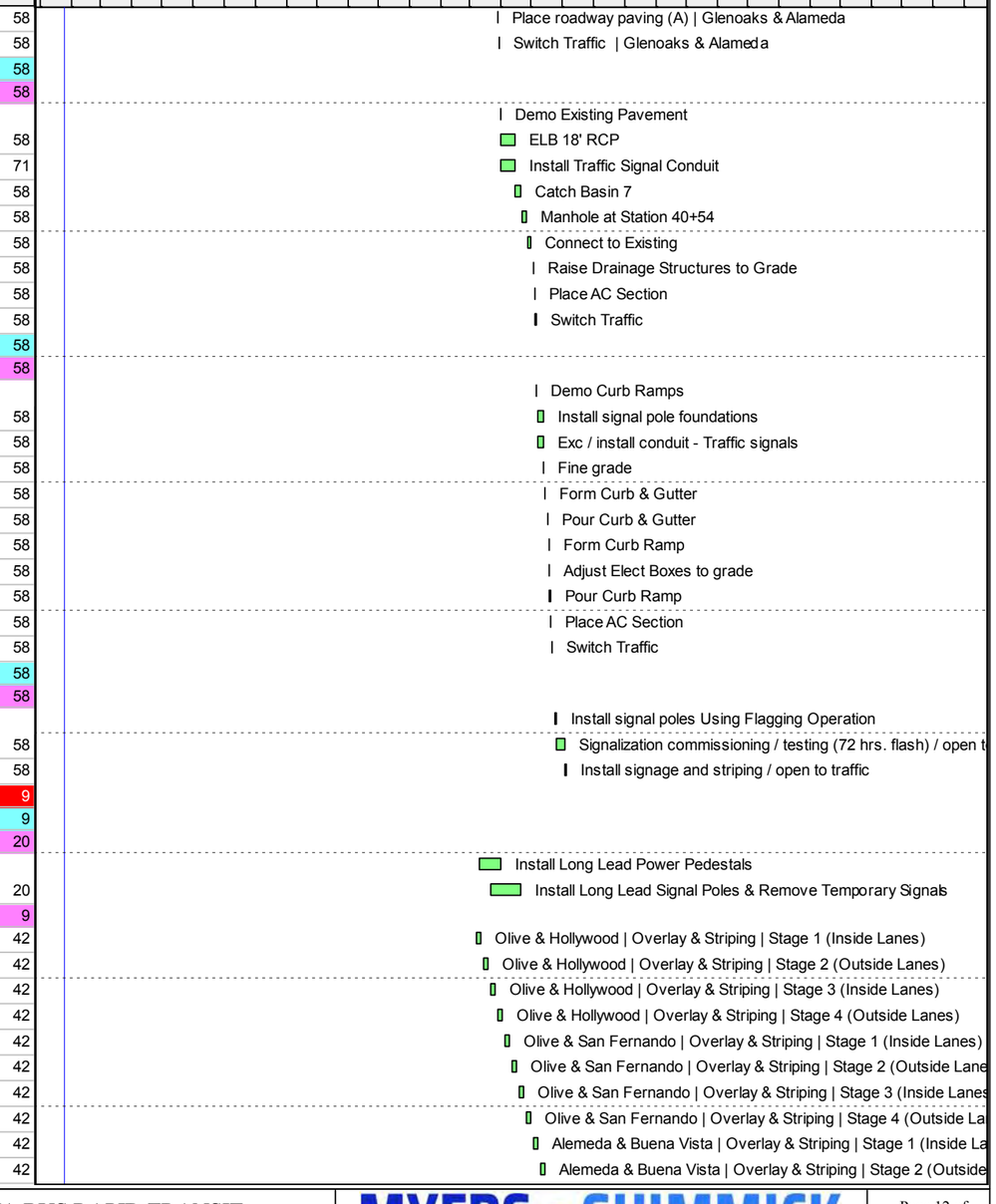


Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
BB.PE020.00300	Pour / finish sidewalk | Olive and San Fernando	1	15-Sep-26	15-Sep-26	56
BB.PD020.700	Place roadway reconstruction (PCC pave) | Olive and San Fernando	1	16-Sep-26	16-Sep-26	56
BB.PE010.850	Cure Time (High/Early)	3	17-Sep-26	19-Sep-26	123
BB.PE020.00310	Switch Traffic | Olive and San Fernando	1	21-Sep-26	21-Sep-26	57
Burbank | Phase E - Stage 4 (Daily Closure)		17	22-Sep-26	14-Oct-26	61
Civil		17	22-Sep-26	14-Oct-26	61
BB.PE010.630	Set up Traffic control | Olive and Lake	1	22-Sep-26	22-Sep-26	57
BB.PE010.640	Extend curb drain | Olive and San Fernando	3	23-Sep-26	25-Sep-26	63
BB.PE010.650	Demo PCC pavement / curb& gutter / sidewalk / curb ramp / Landscaping | Olive and San	3	23-Sep-26	25-Sep-26	57
BB.PE010.660	Install signal pole foundations | Olive and San Fernando	6	28-Sep-26	05-Oct-26	57
BB.PE010.670	Exc / install conduit - Traffic signals | Olive and San Fernando	6	28-Sep-26	05-Oct-26	57
BB.PE010.680	Install wiring- Traffic signals | Olive and San Fernando	6	28-Sep-26	05-Oct-26	57
BB.PE010.690	Fine grade sidewalk / curb and gutter / platform subgrade / curb ramps | Olive and San Fe	2	06-Oct-26	07-Oct-26	57
BB.PE010.700	Form curb and gutter | Olive and San Fernando	1	08-Oct-26	08-Oct-26	57
BB.PE010.710	Pour curb and gutter | Olive and San Fernando	1	09-Oct-26	09-Oct-26	57
BB.PE010.720	Form curb ramps | Olive and San Fernando	1	12-Oct-26	12-Oct-26	62
BB.PE010.730	Form sidewalk | Olive and San Fernando	1	12-Oct-26	12-Oct-26	62
BB.PE010.740	Form platform Slab / Install reinforcement | Olive and San Fernando	1	12-Oct-26	12-Oct-26	57
BB.PE010.760	Pour curb ramps | Olive and San Fernando	1	13-Oct-26	13-Oct-26	62
BB.PE010.770	Pour / finish sidewalk | Olive and San Fernando	1	13-Oct-26	13-Oct-26	62
BB.PE010.780	Pour / finish platform concrete | Olive and San Fernando	1	13-Oct-26	13-Oct-26	57
BB.PE010.820	Switch Traffic | Olive and San Fernando	1	14-Oct-26	14-Oct-26	57
Burbank | Phase E - Stage 5 (Hard Closure)		8	15-Oct-26	26-Oct-26	56
Civil		8	15-Oct-26	26-Oct-26	56
BB.PD020.660	Demo roadway, finegrade & place base | Olive and San Fernando	1	15-Oct-26	15-Oct-26	57
BB.PE010.840	Adjust utility boxes / hand holes / etc. to grade / install signal poles | Olive and San Fernanc	1	16-Oct-26	16-Oct-26	61
BB.PE010.870	Fine grade sidewalk / curb and gutter / platform subgrade / curb ramps | Olive and San Fe	1	16-Oct-26	16-Oct-26	57
BB.PE010.750	Setup West PCC Section | Olive and San Fernando	1	19-Oct-26	19-Oct-26	57
BB.PE010.790	Place roadway reconstruction (PCC pave) | Olive and San Fernando	1	20-Oct-26	20-Oct-26	57
BB.PE010.800	Cure Time (High/Early)	3	21-Oct-26	23-Oct-26	123
BB.PE010.810	Saw and seal PCC joints | Olive and San Fernando	1	23-Oct-26	23-Oct-26	56
BB.PE030.420	Switch Traffic | Olive and San Fernando	1	26-Oct-26	26-Oct-26	56
Burbank | Phase E - Stage 6 (Daily Closure)		11	27-Oct-26	10-Nov-26	56
Civil		11	27-Oct-26	10-Nov-26	56
BB.PE040.00210	Demo PCC pavement / curb& gutter / curb ramp | Olive and San Fernando	1	27-Oct-26	27-Oct-26	56
BB.PE040.00220	Install signal pole foundations | Olive and San Fernando	4	28-Oct-26	02-Nov-26	56
BB.PE040.00230	Exc / install conduit - Traffic signals | Olive and San Fernando	4	28-Oct-26	02-Nov-26	56
BB.PE040.00240	Fine grade curb and gutter / curb ramps | Olive and San Fernando	1	03-Nov-26	03-Nov-26	56
BB.PE040.00250	Form curb and gutter | Olive and San Fernando	1	04-Nov-26	04-Nov-26	56
BB.PE040.00260	Pour curb and gutter | Olive and San Fernando	1	05-Nov-26	05-Nov-26	56
BB.PE040.00270	Form curb ramps | Olive and San Fernando	1	06-Nov-26	06-Nov-26	56
BB.PE040.00280	Pour curb ramps | Olive and San Fernando	1	09-Nov-26	09-Nov-26	56
BB.PE040.00310	Switch Traffic | Olive and San Fernando	1	10-Nov-26	10-Nov-26	56
Burbank | Phase E - Stage 7 (Hard Closure)		5	12-Nov-26	18-Nov-26	229
Civil		5	12-Nov-26	18-Nov-26	229
BB.PD020.650	Demo roadway, finegrade & place base | Olive and San Fernando	1	12-Nov-26	12-Nov-26	56



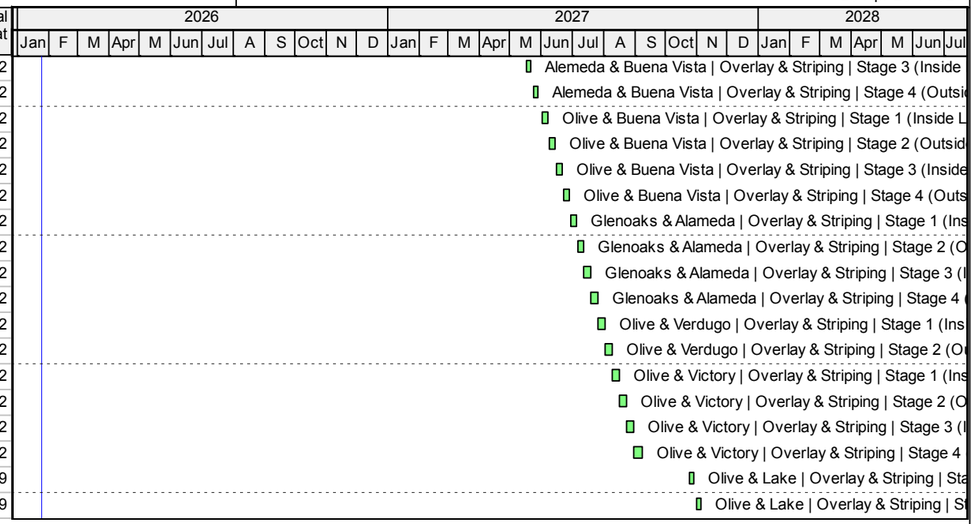
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float	
		1	12-Nov-26		56	Fine grade roadway | Olive and San Fernando
		1	13-Nov-26	13-Nov-26	56	Setup PCC | Olive and San Fernando
		1	13-Nov-26	13-Nov-26	56	Pour / finish PCC | Olive and San Fernando
		3	14-Nov-26	16-Nov-26	122	Cure Time (High/Early)
		1	16-Nov-26	16-Nov-26	234	Saw and seal PCC joints | Olive and San Fernando
		1	17-Nov-26	17-Nov-26	58	Place roadway reconstruction (PCC pave) | Olive and San Fernando
		1	18-Nov-26	18-Nov-26	58	Switch Traffic | Olive and San Fernando
		14	19 Nov 26	19 Jan-27	58	
		7			58	
		7			58	
						Install signal poles Using Flagging Operation | Glenoaks & Providencia
		5	04-Jan-27	08-Jan-27	58	Signalization commissioning / testing (72 hrs. flash) / open to traffic | Glenoaks &
		7	11-Jan-27	19-Jan-27	58	
		7			58	
						Install signal poles Using Flagging Operation | Glenoaks & Providencia
		5	13-Jan-27	19-Jan-27	58	Signalization commissioning / testing (72 hrs. flash) / open to traffic | Glenoaks
		97	20 Jan 27	04 Jun-27	118	
		16			199	
		16			199	
						Demo Asphalt Alameda / Glenoaks
		4	21-Jan-27	26-Jan-27	58	Install signal pole foundations | Alameda / Glenoaks
		4	21-Jan-27	26-Jan-27	58	Exc / install conduit - Traffic signals | Alameda / Glenoaks
		1	27-Jan-27	27-Jan-27	58	Fine grade / Place + Compact Base | Alameda / Glenoaks
		1	28-Jan-27	28-Jan-27	58	Form curb and gutter | Alameda / Glenoaks
		1	29-Jan-27	29-Jan-27	58	Pour curb and gutter | Alameda / Glenoaks
		1	01-Feb-27	01-Feb-27	58	Form curb ramps | Alameda / Glenoaks
		1	01-Feb-27	01-Feb-27	58	Form bus pad & platform / install reinforcement | Olive and Lake
		1	01-Feb-27	01-Feb-27	58	Form curb ramps | Alameda / Glenoaks
		1	01-Feb-27	01-Feb-27	58	Form bus pad & platform / install reinforcement | Olive and Lake
		1	02-Feb-27	02-Feb-27	58	Pour curb ramps | Alameda / Glenoaks
		1	02-Feb-27	02-Feb-27	58	Pour / finish bus & platform pad concrete | Olive and Lake
		7	03-Feb-27	09-Feb-27	82	Cure Time
		1	10-Feb-27	10-Feb-27	199	Place AC Section D 6" AC | Alameda / Glenoaks
		1	10-Feb-27	10-Feb-27	58	Traffic Switch Valenica -> Spazier
		30	11-Feb-27	24-Mar-27	58	
		30			58	
						Demo median curb and gutter / landscaping / Remove trees | Glenoaks &
		5	19-Feb-27	25-Feb-27	58	Exc / install conduit and wiring - Street lighting / signals / station | Glenoaks
		5	26-Feb-27	04-Mar-27	58	*Relocation of FO and RW Water (By Others duration is estimation) | Gle
		4	05-Mar-27	10-Mar-27	58	Relocate Irrigation Valves / Install water lateral / new irrigation lines | Gl
		1	11-Mar-27	11-Mar-27	58	Fine grade curb and gutter / station platform subgrade / landscape area
		2	12-Mar-27	15-Mar-27	58	Form Station Slab / Install reinforcement | Glenoaks & Alameda
		1	16-Mar-27	16-Mar-27	58	Pour / finish platform concrete | Glenoaks & Alameda
		7	17-Mar-27	23-Mar-27	83	Cure Time
		1	24-Mar-27	24-Mar-27	58	Switch Traffic | Glenoaks & Alameda
		4	25-Mar-27	30-Mar-27	58	
		4			58	
						Demo existing pavement / subgrade | Glenoaks & Alameda
	y subgrade areas | Glenoaks & Alameda	1	26-Mar-27	26-Mar-27	58	Prep / fine grade roadway subgrade areas | Glenoaks & Alameda

Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
		1	29-Mar-27		58
		1	30-Mar-27	30-Mar-27	58
		26	31-Mar-27	05-May-27	58
		26			58
		10	01-Apr-27	14-Apr-27	58
		10	01-Apr-27	14-Apr-27	71
		4	15-Apr-27	20-Apr-27	58
		4	21-Apr-27	26-Apr-27	58
		4	27-Apr-27	30-Apr-27	58
		1	03-May-27	03-May-27	58
		1	04-May-27	04-May-27	58
		1	05-May-27	05-May-27	58
		12	06-May-27	21-May-27	58
		12			58
		4	07-May-27	12-May-27	58
		4	07-May-27	12-May-27	58
		1	13-May-27	13-May-27	58
		1	14-May-27	14-May-27	58
		1	17-May-27	17-May-27	58
		1	18-May-27	18-May-27	58
		1	18-May-27	18-May-27	58
		1	19-May-27	19-May-27	58
		1	20-May-27	20-May-27	58
		1	21-May-27	21-May-27	58
		9	24-May-27	04-Jun-27	58
		9			58
		5	26-May-27	02-Jun-27	58
		2	03-Jun-27	04-Jun-27	58
			08 Mar 27	05 Nov 27	9
					9
		29			20
		22	22-Mar-27	20-Apr-27	20
			08-Mar-27	05-Nov-27	9
					42
		5	15-Mar-27	19-Mar-27	42
		5	22-Mar-27	26-Mar-27	42
		5	29-Mar-27	02-Apr-27	42
		5	05-Apr-27	09-Apr-27	42
		5	12-Apr-27	16-Apr-27	42
		5	19-Apr-27	23-Apr-27	42
		5	26-Apr-27	30-Apr-27	42
		5	03-May-27	07-May-27	42
	erlay & Striping | Stage 2 (Outside Lanes)	5	10-May-27	14-May-27	42

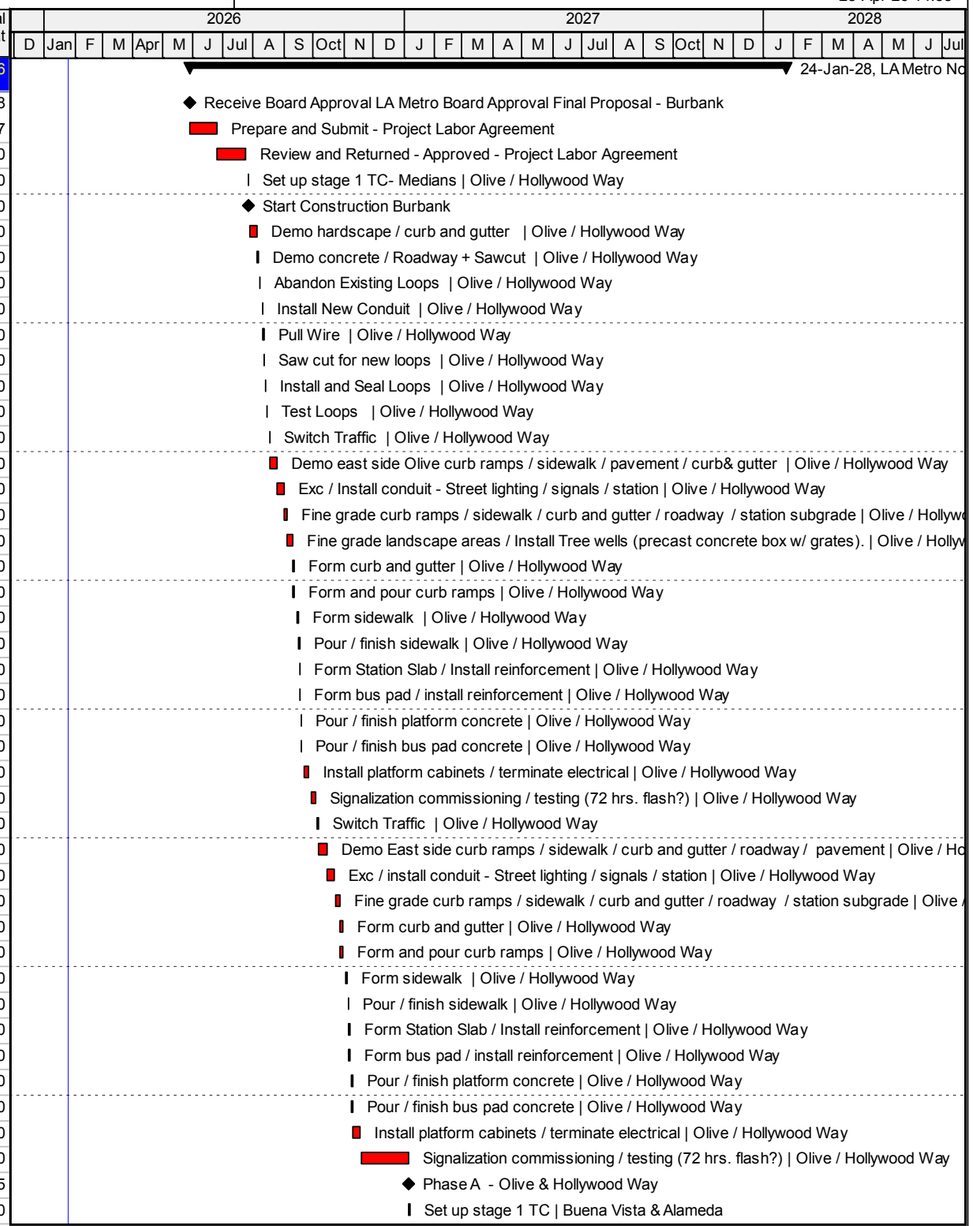


Remaining Level of Effort
Actual Level of Effort
Actual Work
Remaining Work
Critical Remaining Work
Milestone

Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
BB.PH010.060	Alemeda & Buena Vista | Overlay & Striping | Stage 3 (Inside Lanes)	5	17-May-27	21-May-27	42
BB.PH010.065	Alemeda & Buena Vista | Overlay & Striping | Stage 4 (Outside Lanes)	5	24-May-27	28-May-27	42
BB.PH010.070	Olive & Buena Vista | Overlay & Striping | Stage 1 (Inside Lanes)	5	01-Jun-27	07-Jun-27	42
BB.PH010.080	Olive & Buena Vista | Overlay & Striping | Stage 2 (Outside Lanes)	5	08-Jun-27	14-Jun-27	42
BB.PH010.090	Olive & Buena Vista | Overlay & Striping | Stage 3 (Inside Lanes)	5	15-Jun-27	21-Jun-27	42
BB.PH010.095	Olive & Buena Vista | Overlay & Striping | Stage 4 (Outside Lanes)	5	22-Jun-27	28-Jun-27	42
BB.PH010.190	Glenoaks & Alameda | Overlay & Striping | Stage 1 (Inside Lanes)	5	29-Jun-27	05-Jul-27	42
BB.PH010.200	Glenoaks & Alameda | Overlay & Striping | Stage 2 (Outside Lanes)	5	06-Jul-27	12-Jul-27	42
BB.PH010.210	Glenoaks & Alameda | Overlay & Striping | Stage 3 (Inside Lanes)	5	13-Jul-27	19-Jul-27	42
BB.PH010.220	Glenoaks & Alameda | Overlay & Striping | Stage 4 (Outside Lanes)	5	20-Jul-27	26-Jul-27	42
BB.PH010.100	Olive & Verdugo | Overlay & Striping | Stage 1 (Inside Lanes)	5	27-Jul-27	02-Aug-27	42
BB.PH010.110	Olive & Verdugo | Overlay & Striping | Stage 2 (Outside Lanes)	5	03-Aug-27	09-Aug-27	42
BB.PH010.120	Olive & Victory | Overlay & Striping | Stage 1 (Inside Lanes)	5	10-Aug-27	16-Aug-27	42
BB.PH010.130	Olive & Victory | Overlay & Striping | Stage 2 (Outside Lanes)	5	17-Aug-27	23-Aug-27	42
BB.PH010.140	Olive & Victory | Overlay & Striping | Stage 3 (Inside Lanes)	5	24-Aug-27	30-Aug-27	42
BB.PH010.145	Olive & Victory | Overlay & Striping | Stage 4 (Outside Lanes)	5	31-Aug-27	07-Sep-27	42
BB.PH010.150	Olive & Lake | Overlay & Striping | Stage 1 (Inside Lanes)	5	25-Oct-27	29-Oct-27	9
BB.PH010.155	Olive & Lake | Overlay & Striping | Stage 2 (Outside Lanes)	5	01-Nov-27	05-Nov-27	9



Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
LA Metro NoHo to Pasadena BRT – 85% Draft Burbank Schedule R1		368	28-May-26	24-Jan-28	-16
00.CMS.1030	Receive Board Approval LA Metro Board Approval Final Proposal - Burbank	0	28-May-26*		-38
BB.PRC.16.60.1010	Prepare and Submit - Project Labor Agreement	20	28-May-26	24-Jun-26	-27
BB.PRC.16.60.1020	Review and Returned - Approved - Project Labor Agreement	30	25-Jun-26	24-Jul-26	-40
BB.PA010.00071	Set up stage 1 TC- Medians | Olive / Hollywood Way	1	27-Jul-26	27-Jul-26	-30
BB.CMS.00.0020	Start Construction Burbank	0	27-Jul-26		-30
BB.PA010.00080	Demo hardscape / curb and gutter | Olive / Hollywood Way	6	28-Jul-26	04-Aug-26	-30
BB.PA010.00140	Demo concrete / Roadway + Sawcut | Olive / Hollywood Way	2	05-Aug-26	06-Aug-26	-30
BB.PA010.00150	Abandon Existing Loops | Olive / Hollywood Way	1	07-Aug-26	07-Aug-26	-30
BB.PA010.00160	Install New Conduit | Olive / Hollywood Way	1	10-Aug-26	10-Aug-26	-30
BB.PA010.00170	Pull Wire | Olive / Hollywood Way	1	11-Aug-26	11-Aug-26	-30
BB.PA010.00180	Saw cut for new loops | Olive / Hollywood Way	1	12-Aug-26	12-Aug-26	-30
BB.PA010.00190	Install and Seal Loops | Olive / Hollywood Way	1	13-Aug-26	13-Aug-26	-30
BB.PA010.00200	Test Loops | Olive / Hollywood Way	1	14-Aug-26	14-Aug-26	-30
BB.PA010.00130	Switch Traffic | Olive / Hollywood Way	1	17-Aug-26	17-Aug-26	-30
BB.PA020.00430	Demo east side Olive curb ramps / sidewalk / pavement / curb& gutter | Olive / Hollywood	5	18-Aug-26	24-Aug-26	-30
BB.PA020.00440	Exc / Install conduit - Street lighting / signals / station | Olive / Hollywood Way	5	25-Aug-26	31-Aug-26	-30
BB.PA020.00250	Fine grade curb ramps / sidewalk / curb and gutter / roadway / station subgrade | Olive / H	3	01-Sep-26	03-Sep-26	-30
BB.PA020.00260	Fine grade landscape areas / Install Tree wells (precast concrete box w/ grates). | Olive / I	3	04-Sep-26	09-Sep-26	-30
BB.PA020.00270	Form curb and gutter | Olive / Hollywood Way	2	10-Sep-26	11-Sep-26	-30
BB.PA020.00280	Form and pour curb ramps | Olive / Hollywood Way	2	10-Sep-26	11-Sep-26	-30
BB.PA020.00300	Form sidewalk | Olive / Hollywood Way	2	14-Sep-26	15-Sep-26	-30
BB.PA020.00310	Pour / finish sidewalk | Olive / Hollywood Way	1	16-Sep-26	16-Sep-26	-30
BB.PA020.00320	Form Station Slab / Install reinforcement | Olive / Hollywood Way	1	17-Sep-26	17-Sep-26	-30
BB.PA020.00330	Form bus pad / install reinforcement | Olive / Hollywood Way	1	17-Sep-26	17-Sep-26	-30
BB.PA020.00340	Pour / finish platform concrete | Olive / Hollywood Way	1	18-Sep-26	18-Sep-26	-30
BB.PA020.00350	Pour / finish bus pad concrete | Olive / Hollywood Way	1	18-Sep-26	18-Sep-26	-30
BB.PA020.00370	Install platform cabinets / terminate electrical | Olive / Hollywood Way	5	21-Sep-26	25-Sep-26	-30
BB.PA020.00410	Signalization commissioning / testing (72 hrs. flash?) | Olive / Hollywood Way	5	28-Sep-26	02-Oct-26	-30
BB.PA020.00420	Switch Traffic | Olive / Hollywood Way	1	05-Oct-26	05-Oct-26	-30
BB.PA030.00400	Demo East side curb ramps / sidewalk / curb and gutter / roadway / pavement | Olive / Ho	7	06-Oct-26	14-Oct-26	-30
BB.PA030.00410	Exc / install conduit - Street lighting / signals / station | Olive / Hollywood Way	6	15-Oct-26	22-Oct-26	-30
BB.PA030.00230	Fine grade curb ramps / sidewalk / curb and gutter / roadway / station subgrade | Olive / H	3	23-Oct-26	27-Oct-26	-30
BB.PA030.00240	Form curb and gutter | Olive / Hollywood Way	3	28-Oct-26	30-Oct-26	-30
BB.PA030.00250	Form and pour curb ramps | Olive / Hollywood Way	3	28-Oct-26	30-Oct-26	-30
BB.PA030.00270	Form sidewalk | Olive / Hollywood Way	3	02-Nov-26	04-Nov-26	-30
BB.PA030.00280	Pour / finish sidewalk | Olive / Hollywood Way	1	05-Nov-26	05-Nov-26	-30
BB.PA030.00290	Form Station Slab / Install reinforcement | Olive / Hollywood Way	1	06-Nov-26	06-Nov-26	-30
BB.PA030.00300	Form bus pad / install reinforcement | Olive / Hollywood Way	1	06-Nov-26	06-Nov-26	-30
BB.PA030.00310	Pour / finish platform concrete | Olive / Hollywood Way	1	09-Nov-26	09-Nov-26	-30
BB.PA030.00320	Pour / finish bus pad concrete | Olive / Hollywood Way	1	09-Nov-26	09-Nov-26	-30
BB.PA030.00340	Install platform cabinets / terminate electrical | Olive / Hollywood Way	5	10-Nov-26	17-Nov-26	-30
BB.PA030.00380	Signalization commissioning / testing (72 hrs. flash?) | Olive / Hollywood Way	5	18-Nov-26	05-Jan-27	-30
BBM.IMPH.0010	Phase A - Olive & Hollywood Way	0		05-Jan-27	-85
BB.PB010.00191	Set up stage 1 TC | Buena Vista & Alameda	1	06-Jan-27	06-Jan-27	-30

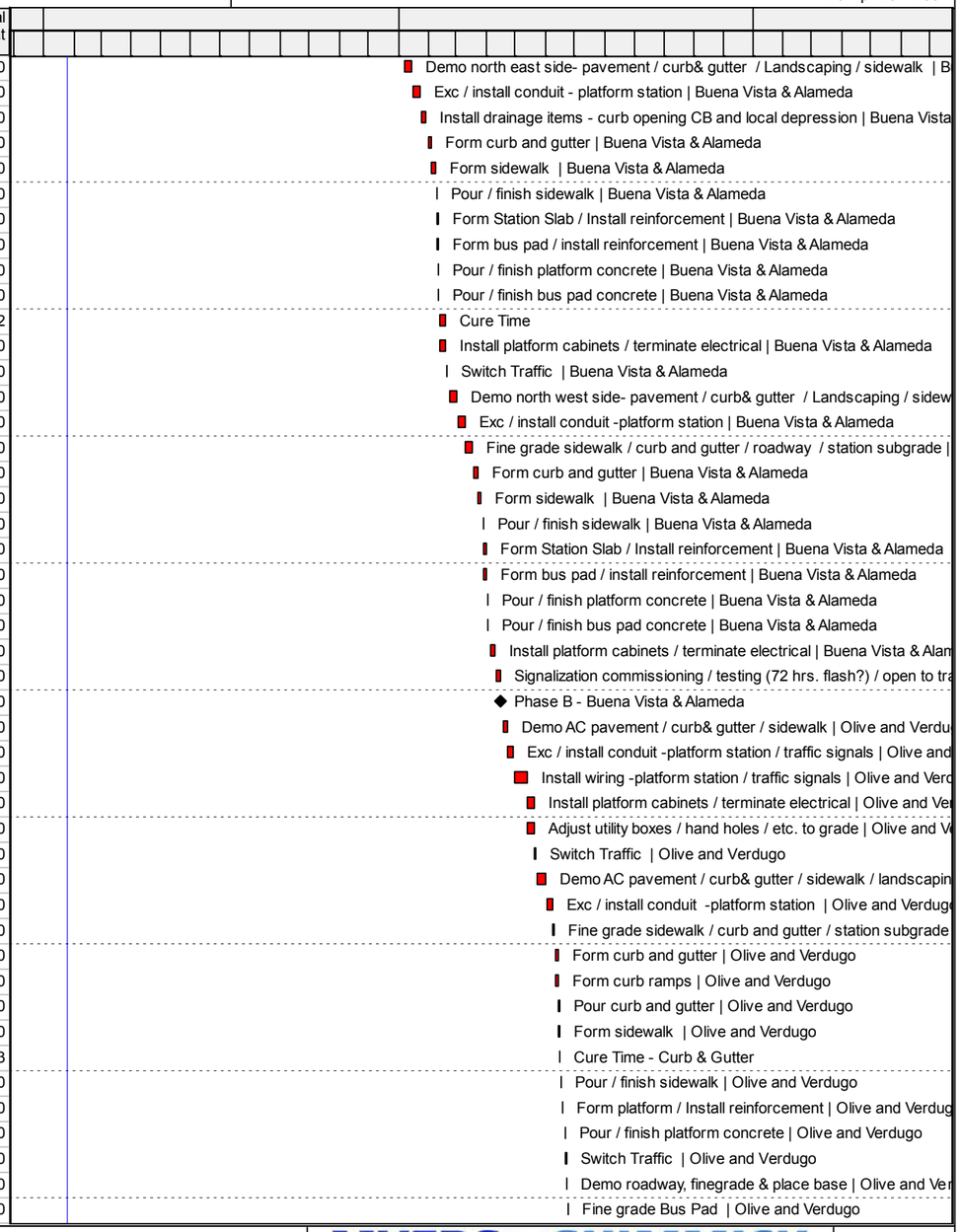


Remaining Level of Effort | Remaining Work | Summary
Actual Level of Effort | Critical Remaining Work
Actual Work | Milestone

NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT
Myers Shimmick, A Joint Venture
Draft, 85% Burbank 23-Apr-26

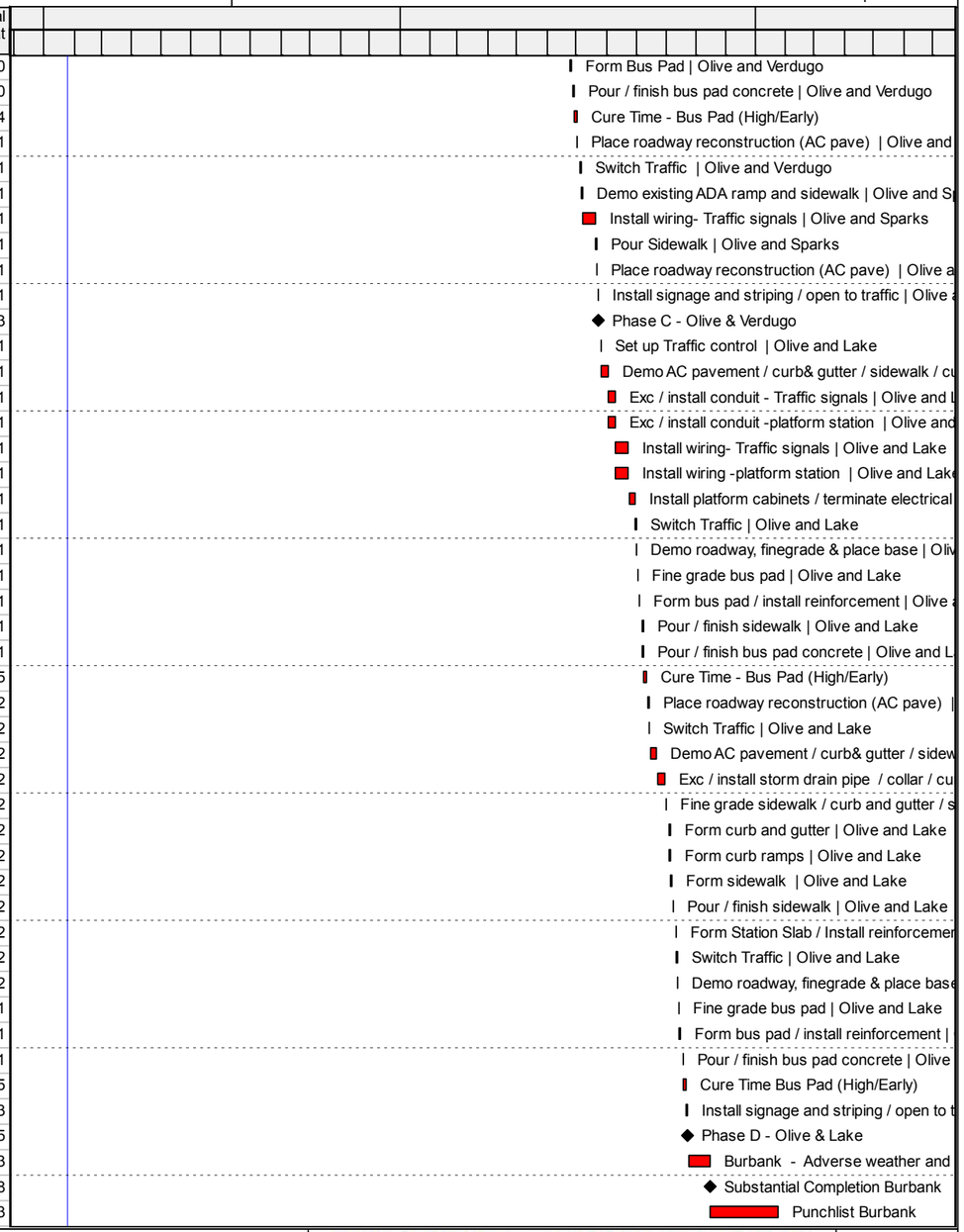
MYERS SHIMMICK
A JOINT VENTURE

Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
		6	07-Jan-27		-30
		6	15-Jan-27	22-Jan-27	-30
		5	25-Jan-27	29-Jan-27	-30
		3	01-Feb-27	03-Feb-27	-30
		3	04-Feb-27	08-Feb-27	-30
		1	09-Feb-27	09-Feb-27	-30
		1	10-Feb-27	10-Feb-27	-30
		1	10-Feb-27	10-Feb-27	-30
		1	11-Feb-27	11-Feb-27	-30
		1	11-Feb-27	11-Feb-27	-30
		7	12-Feb-27	18-Feb-27	-42
		5	12-Feb-27	18-Feb-27	-30
		1	19-Feb-27	19-Feb-27	-30
		7	22-Feb-27	02-Mar-27	-30
		6	03-Mar-27	10-Mar-27	-30
		6	11-Mar-27	18-Mar-27	-30
		3	19-Mar-27	23-Mar-27	-30
		3	24-Mar-27	26-Mar-27	-30
		1	29-Mar-27	29-Mar-27	-30
		3	30-Mar-27	01-Apr-27	-30
		3	30-Mar-27	01-Apr-27	-30
		1	02-Apr-27	02-Apr-27	-30
		1	02-Apr-27	02-Apr-27	-30
		5	05-Apr-27	09-Apr-27	-30
		5	12-Apr-27	16-Apr-27	-30
		0		16-Apr-27	-40
		4	19-Apr-27	22-Apr-27	-30
		5	23-Apr-27	29-Apr-27	-30
		10	30-Apr-27	13-May-27	-30
		5	14-May-27	20-May-27	-30
		5	14-May-27	20-May-27	-30
		1	21-May-27	21-May-27	-30
		6	24-May-27	01-Jun-27	-30
		5	02-Jun-27	08-Jun-27	-30
		2	09-Jun-27	10-Jun-27	-30
		2	11-Jun-27	14-Jun-27	-30
		2	11-Jun-27	14-Jun-27	-30
		1	15-Jun-27	15-Jun-27	-30
		2	15-Jun-27	16-Jun-27	-30
		1	16-Jun-27	16-Jun-27	-43
	and Verdugo	1	17-Jun-27	17-Jun-27	-30
BB.PC020.00320	Form platform / Install reinforcement | Olive and Verdugo	1	18-Jun-27	18-Jun-27	-30
BB.PC020.00340	Pour / finish platform concrete | Olive and Verdugo	1	21-Jun-27	21-Jun-27	-30
BB.PC020.00410	Switch Traffic | Olive and Verdugo	1	22-Jun-27	22-Jun-27	-30
BB.PC030.405	Demo roadway, finegrade & place base | Olive and Verdugo	1	23-Jun-27	23-Jun-27	-30
BB.PC030.00090	Fine grade Bus Pad | Olive and Verdugo	1	24-Jun-27	24-Jun-27	-30



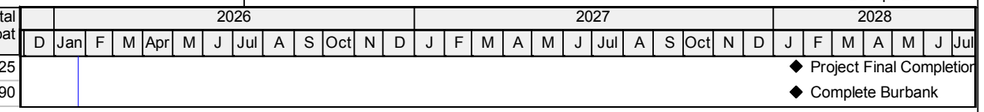
Remaining Level of Effort | Remaining Work | Summary
Actual Level of Effort | Critical Remaining Work
Actual Work | Milestone

Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
		1	25-Jun-27		-30
		1	28-Jun-27	28-Jun-27	-30
		3	29-Jun-27	01-Jul-27	-44
		1	02-Jul-27	02-Jul-27	-31
		1	05-Jul-27	05-Jul-27	-31
		2	06-Jul-27	07-Jul-27	-31
		10	07-Jul-27	20-Jul-27	-31
		1	21-Jul-27	21-Jul-27	-31
		1	22-Jul-27	22-Jul-27	-31
		1	23-Jul-27	23-Jul-27	-31
		0		23-Jul-27	-43
		1	26-Jul-27	26-Jul-27	-31
		5	27-Jul-27	02-Aug-27	-31
		5	03-Aug-27	09-Aug-27	-31
		5	03-Aug-27	09-Aug-27	-31
		10	10-Aug-27	23-Aug-27	-31
		10	10-Aug-27	23-Aug-27	-31
		5	24-Aug-27	30-Aug-27	-31
		1	31-Aug-27	31-Aug-27	-31
		1	01-Sep-27	01-Sep-27	-31
		1	02-Sep-27	02-Sep-27	-31
		1	03-Sep-27	03-Sep-27	-31
		1	07-Sep-27	07-Sep-27	-31
		1	07-Sep-27	07-Sep-27	-31
		3	08-Sep-27	10-Sep-27	-45
		1	13-Sep-27	13-Sep-27	-32
		1	14-Sep-27	14-Sep-27	-32
		5	15-Sep-27	21-Sep-27	-32
		7	22-Sep-27	30-Sep-27	-32
		1	01-Oct-27	01-Oct-27	-32
		2	04-Oct-27	05-Oct-27	-32
		2	04-Oct-27	05-Oct-27	-32
		2	06-Oct-27	07-Oct-27	-32
		1	08-Oct-27	08-Oct-27	-32
		1	11-Oct-27	11-Oct-27	-32
		1	12-Oct-27	12-Oct-27	-32
		1	13-Oct-27	13-Oct-27	-32
		1	14-Oct-27	14-Oct-27	-31
		1	15-Oct-27	15-Oct-27	-31
		1	18-Oct-27	18-Oct-27	-31
	Time Bus Pad (High/Early)	3	19-Oct-27	21-Oct-27	-45
BB.PD020.00410	Install signage and striping / open to traffic | Olive and Lake	1	22-Oct-27	22-Oct-27	-33
BBM.IMPH.0040	Phase D Olive & Lake	0		22-Oct-27	-45
BB.WXD.00.0000	Burbank Adverse weather and unknown special event allowances	15	25-Oct-27	15-Nov-27	-33
BB.CMS.00.0024	Substantial Completion Burbank	0		15-Nov-27	-48
BB.CMS.00.0028	Punchlist Burbank	20	16-Nov-27	24-Jan-28	-33

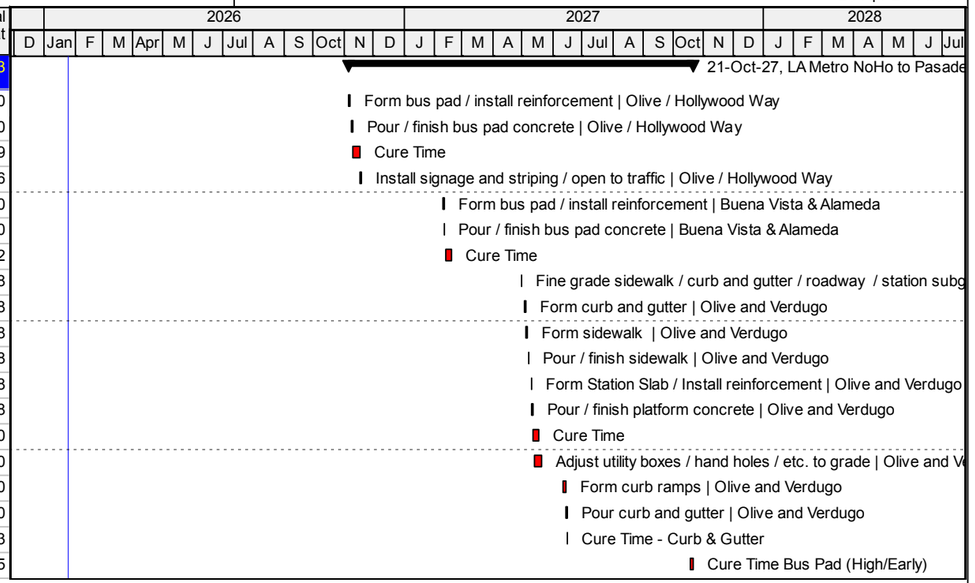


Remaining Level of Effort | Remaining Work | Summary
Actual Level of Effort | Critical Remaining Work
Actual Work | Milestone

Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
FC.CMS.00.9999	Project Final Completion	0		24-Jan-28*	-25
BB.CMS.00.0030	Complete Burbank	0		24-Jan-28*	-90



Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
LA Metro NoHo to Pasadena BRT – 85% Draft Burbank Schedule R1		217	06-Nov-26	21-Oct-27	-33
BB.PA030.00300	Form bus pad / install reinforcement | Olive / Hollywood Way	1	06-Nov-26	06-Nov-26	-30
BB.PA030.00320	Pour / finish bus pad concrete | Olive / Hollywood Way	1	09-Nov-26	09-Nov-26	-30
BB.PA030.00010	Cure Time	7	10-Nov-26	16-Nov-26	-39
BB.PA030.00390	Install signage and striping / open to traffic | Olive / Hollywood Way	2	17-Nov-26	18-Nov-26	-26
BB.PB010.00280	Form bus pad / install reinforcement | Buena Vista & Alameda	1	10-Feb-27	10-Feb-27	-30
BB.PB010.00300	Pour / finish bus pad concrete | Buena Vista & Alameda	1	11-Feb-27	11-Feb-27	-30
BB.PB010.00020	Cure Time	7	12-Feb-27	18-Feb-27	-42
BB.PC010.00280	Fine grade sidewalk / curb and gutter / roadway / station subgrade / curb ramps | Olive ar	1	30-Apr-27	30-Apr-27	-28
BB.PC010.00290	Form curb and gutter | Olive and Verdugo	2	03-May-27	04-May-27	-28
BB.PC010.00330	Form sidewalk | Olive and Verdugo	2	05-May-27	06-May-27	-28
BB.PC010.00350	Pour / finish sidewalk | Olive and Verdugo	1	07-May-27	07-May-27	-28
BB.PC010.00360	Form Station Slab / Install reinforcement | Olive and Verdugo	1	10-May-27	10-May-27	-28
BB.PC010.00380	Pour / finish platform concrete | Olive and Verdugo	1	11-May-27	11-May-27	-28
BB.PC010.00040	Cure Time	7	12-May-27	18-May-27	-40
BB.PC010.00420	Adjust utility boxes / hand holes / etc. to grade | Olive and Verdugo	5	14-May-27	20-May-27	-30
BB.PC020.00260	Form curb ramps | Olive and Verdugo	2	11-Jun-27	14-Jun-27	-30
BB.PC020.00270	Pour curb and gutter | Olive and Verdugo	1	15-Jun-27	15-Jun-27	-30
BB.PC020.00305	Cure Time - Curb & Gutter	1	16-Jun-27	16-Jun-27	-43
BB.PD020.00080	Cure Time Bus Pad (High/Early)	3	19-Oct-27	21-Oct-27	-45

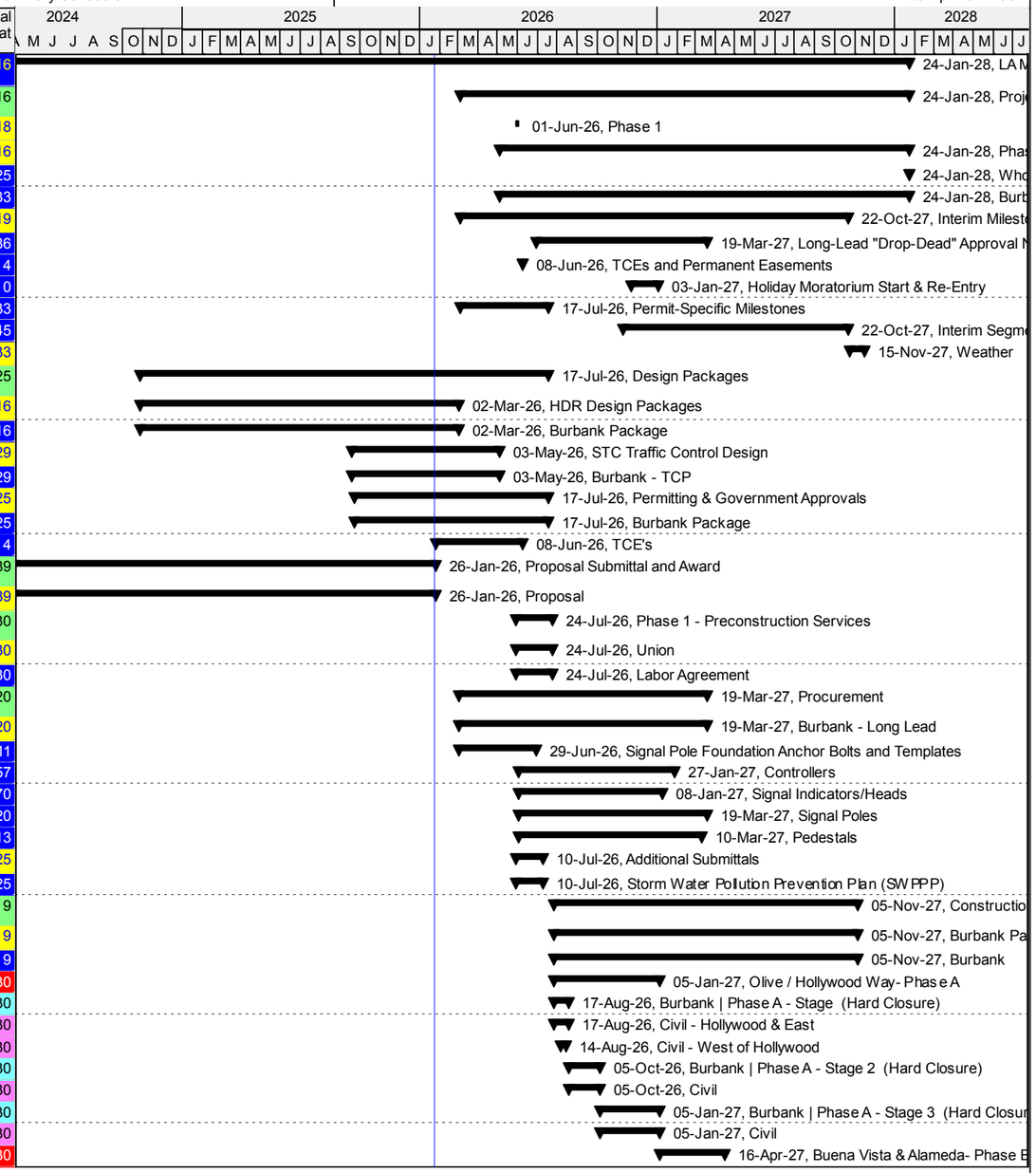


Remaining Level of Effort | Remaining Work | Summary
Actual Level of Effort | Critical Remaining Work
Actual Work | Milestone

NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT
Myers Shimmick, A Joint Venture
Draft, 85% Burbank 23-Apr-26

MYERS SHIMMICK
A JOINT VENTURE

Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
	LA Metro NoHo to Pasadena BRT – 85% Draft Burbank Schedule F	876	17-Apr-24 A	24-Jan-28	-16
	Project Milestones, Timelines & Weather	426	05-Mar-26	24-Jan-28	-16
	Phase 1	5	28-May-26	01-Jun-26	-18
	Phase 2	385	04-May-26	24-Jan-28	-16
	Whole Project	0	24-Jan 28	24-Jan 28	25
	Burbank	385	04-May 26	24-Jan 28	33
	Interim Milestones	391	05-Mar-26	22-Oct-27	19
	Long Lead Drop Dead Approval Needed Dates	263	29-Jun 26	19-Mar 27	286
	TCEs and Permanent Easements	0	08-Jun 26	08-Jun 26	4
	Holiday Moratorium Start & Re Entry	41	23-Nov 26	03-Jan 27	0
	Permit Specific Milestones	134	05-Mar 26	17-Jul 26	33
	Interim Segment Completions	346	10-Nov 26	22-Oct 27	45
	Weather	15	25-Oct-27	15-Nov-27	-33
	Design Packages	489	29-Oct-24 A	17-Jul-26	-25
	HDR Design Packages	423	29-Oct-24 A	02-Mar-26	16
	Burbank Package	423	29-Oct 24 A	02-Mar 26	16
	STC Traffic Control Design	126	18-Sep-25 A	03-May-26	29
	Burbank TCP	126	18-Sep-25 A	03-May 26	29
	Permitting & Government Approvals	183	22-Sep-25 A	17-Jul-26	-25
	Burbank Package	183	22-Sep-25 A	17-Jul 26	25
	TCE s	95	26-Jan 26	08-Jun 26	4
	Proposal Submittal and Award	153	17-Apr-24 A	26-Jan-26	489
	Proposal	153	17-Apr-24 A	26-Jan-26	489
	Phase 1 - Preconstruction Services	42	28-May-26	24-Jul-26	-30
	Union	42	28-May-26	24-Jul-26	-30
	Labor Agreement	42	28-May 26	24-Jul 26	30
	Procurement	241	03-Mar-26	19-Mar-27	20
	Burbank - Long Lead	241	03-Mar-26	19-Mar-27	20
	Signal Pole Foundation Anchor Bolts and Templates	84	03-Mar 26	29-Jun 26	11
	Controllers	140	02-Jun 26	27-Jan 27	57
	Signal Indicators/Heads	127	02-Jun 26	08-Jan 27	70
	Signal Poles	177	02-Jun 26	19-Mar 27	20
	Pedestals	170	02-Jun 26	10-Mar 27	13
	Additional Submittals	32	28-May-26	10-Jul-26	-25
	Storm Water Pollution Prevention Plan (SWPPP)	32	28-May 26	10-Jul 26	25
	Construction	301	27-Jul-26	05-Nov-27	9
	Burbank Package	301	27-Jul-26	05-Nov-27	9
	Burbank	301	27-Jul 26	05-Nov 27	9
	Olive / Hollywood Way- Phase A	85	27-Jul 26	05-Jan 27	30
	Burbank | Phase A - Stage (Hard Closure)	16	27-Jul-26	17-Aug-26	-30
	Civil - Hollywood & East	16	27-Jul-26	17-Aug-26	-30
	Civil - West of Hollywood	8	05-Aug-26	14-Aug-26	-30
	Burbank | Phase A - Stage 2 (Hard Closure)	34	18-Aug-26	05-Oct-26	-30
	Civil	34	18-Aug-26	05-Oct-26	-30
	Burbank | Phase A - Stage 3 (Hard Closure)	35	06-Oct-26	05-Jan-27	-30
	Civil	35	06-Oct-26	05-Jan-27	-30
	Buena Vista & Alameda- Phase B	73	06-Jan 27	16-Apr 27	30

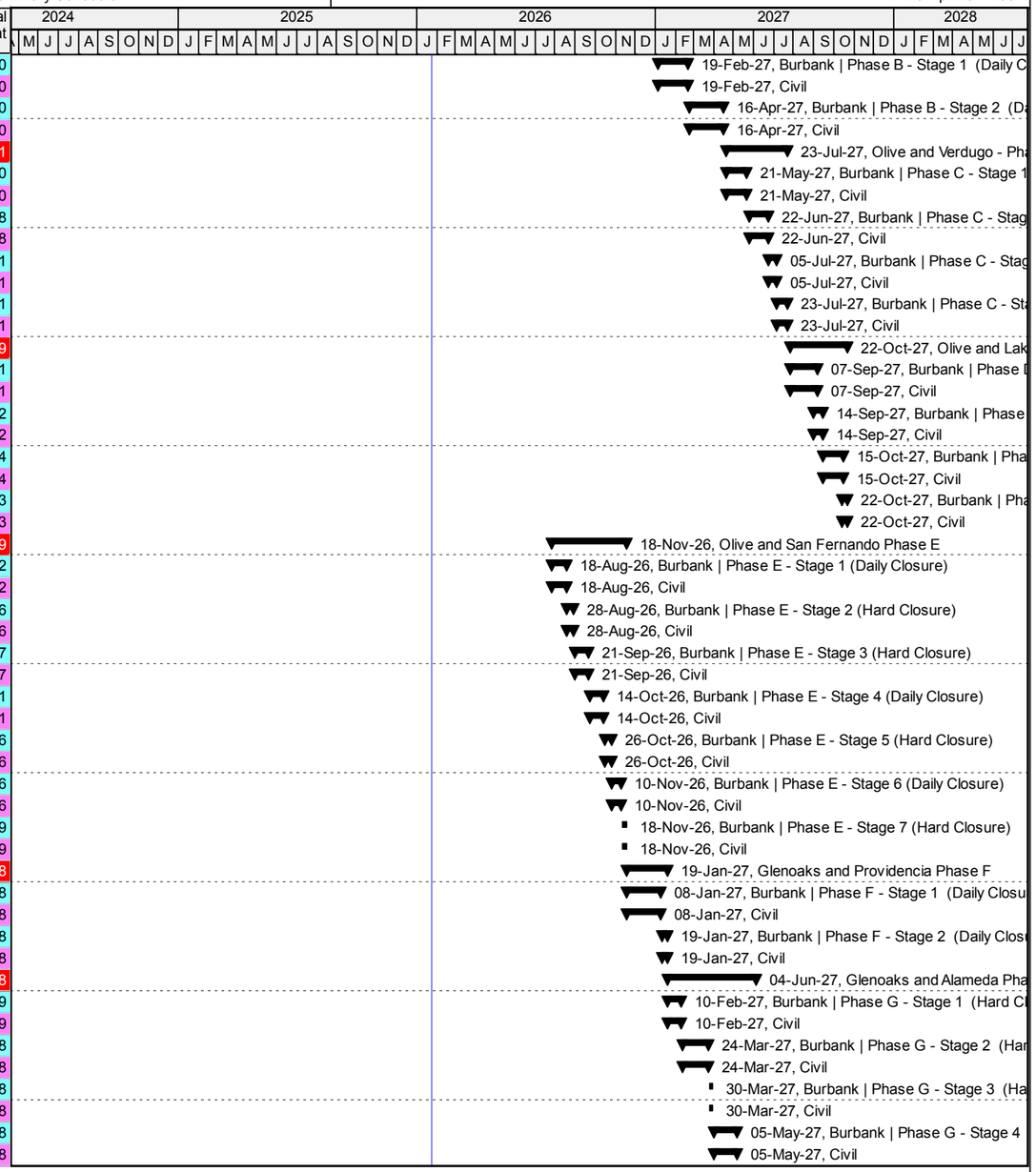


Actual Work
Remaining Work
Critical Remaining Work
Milestone
Summary

NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT
Myers Shimmick, A Joint Venture
Draft, 85% Burbank 23-Apr-26

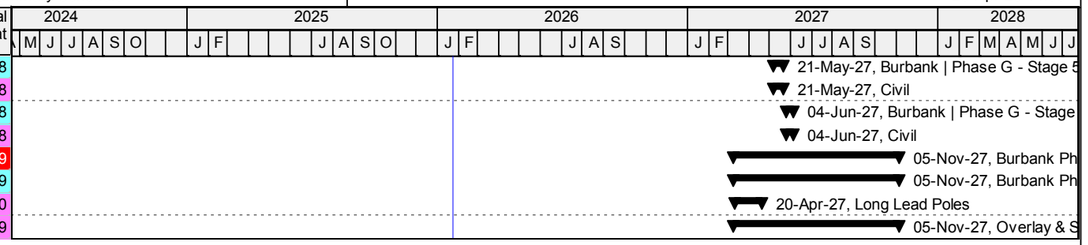
MYERS SHIMMICK
A JOINT VENTURE

Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
	Burbank | Phase B - Stage 1 (Daily Closure)	33	06-Jan-27	19-Feb-27	-30
	Civil	33	06-Jan-27	19-Feb-27	-30
	Burbank | Phase B - Stage 2 (Daily Closure)	40	22-Feb-27	16-Apr-27	-30
	Civil	40	22-Feb-27	16-Apr-27	-30
	Olive and Verdugo Phase C	69	19-Apr 27	23-Jul 27	31
	Burbank | Phase C - Stage 1 (Hard Closure)	25	19-Apr-27	21-May-27	-30
	Civil	25	19-Apr-27	21-May-27	-30
	Burbank | Phase C - Stage 2 (Daily Closure)	21	24-May-27	22-Jun-27	-28
	Civil	21	24-May-27	22-Jun-27	-28
	Burbank | Phase C - Stage 3 (Hard Closure)	9	23-Jun-27	05-Jul-27	-31
	Civil	9	23-Jun-27	05-Jul-27	-31
	Burbank | Phase C - Stage 4 | Olive and Sparks (Daily Closure)	14	06-Jul-27	23-Jul-27	-31
	Civil	14	06-Jul-27	23-Jul-27	-31
	Olive and Lake Phase D	64	26-Jul 27	22-Oct 27	19
	Burbank | Phase D - Stage 1 (Daily Closure)	31	26-Jul-27	07-Sep-27	-31
	Civil	31	26-Jul-27	07-Sep-27	-31
	Burbank | Phase D - Stage 2 (Hard Closure)	9	01-Sep-27	14-Sep-27	-32
	Civil	9	01-Sep-27	14-Sep-27	-32
	Burbank | Phase D - Stage 3 (Daily Closure)	23	15-Sep-27	15-Oct-27	24
	Civil	23	15-Sep-27	15-Oct-27	24
	Burbank | Phase D - Stage 4 (Hard Closure)	8	13-Oct-27	22-Oct-27	-33
	Civil	8	13-Oct-27	22-Oct-27	-33
	Olive and San Fernando Phase E	81	27-Jul 26	18-Nov 26	229
	Burbank | Phase E - Stage 1 (Daily Closure)	17	27-Jul-26	18-Aug-26	62
	Civil	17	27-Jul-26	18-Aug-26	62
	Burbank | Phase E - Stage 2 (Hard Closure)	8	19-Aug-26	28-Aug-26	56
	Civil	8	19-Aug-26	28-Aug-26	56
	Burbank | Phase E - Stage 3 (Hard Closure)	15	31-Aug-26	21-Sep-26	57
	Civil	15	31-Aug-26	21-Sep-26	57
	Burbank | Phase E - Stage 4 (Daily Closure)	17	22-Sep-26	14-Oct-26	61
	Civil	17	22-Sep-26	14-Oct-26	61
	Burbank | Phase E - Stage 5 (Hard Closure)	8	15-Oct-26	26-Oct-26	56
	Civil	8	15-Oct-26	26-Oct-26	56
	Burbank | Phase E - Stage 6 (Daily Closure)	11	27-Oct-26	10-Nov-26	56
	Civil	11	27-Oct-26	10-Nov-26	56
	Burbank | Phase E - Stage 7 (Hard Closure)	5	12-Nov-26	18-Nov-26	229
	Civil	5	12-Nov-26	18-Nov-26	229
	Glenoaks and Providencia Phase F	14	19-Nov 26	19-Jan 27	58
	Burbank | Phase F - Stage 1 (Daily Closure)	7	19-Nov-26	08-Jan-27	58
	Civil	7	19-Nov-26	08-Jan-27	58
	Burbank | Phase F - Stage 2 (Daily Closure)	7	11-Jan-27	19-Jan-27	58
	Civil	7	11-Jan-27	19-Jan-27	58
	Glenoaks and Alameda Phase G	97	20-Jan 27	04-Jun 27	118
	Burbank | Phase G - Stage 1 (Hard Closure)	16	20-Jan-27	10-Feb-27	199
	Civil	16	20-Jan-27	10-Feb-27	199
	Burbank | Phase G - Stage 2 (Hard Closure)	30	11-Feb-27	24-Mar-27	58
	Civil	30	11-Feb-27	24-Mar-27	58
	Burbank | Phase G - Stage 3 (Hard Closure)	4	25-Mar-27	30-Mar-27	58
	Civil	4	25-Mar-27		58
	- Stage 4 (Hard Closure)	26	31-Mar-27	05-May-27	58
	Civil	26	31-Mar-27	05-May-27	58

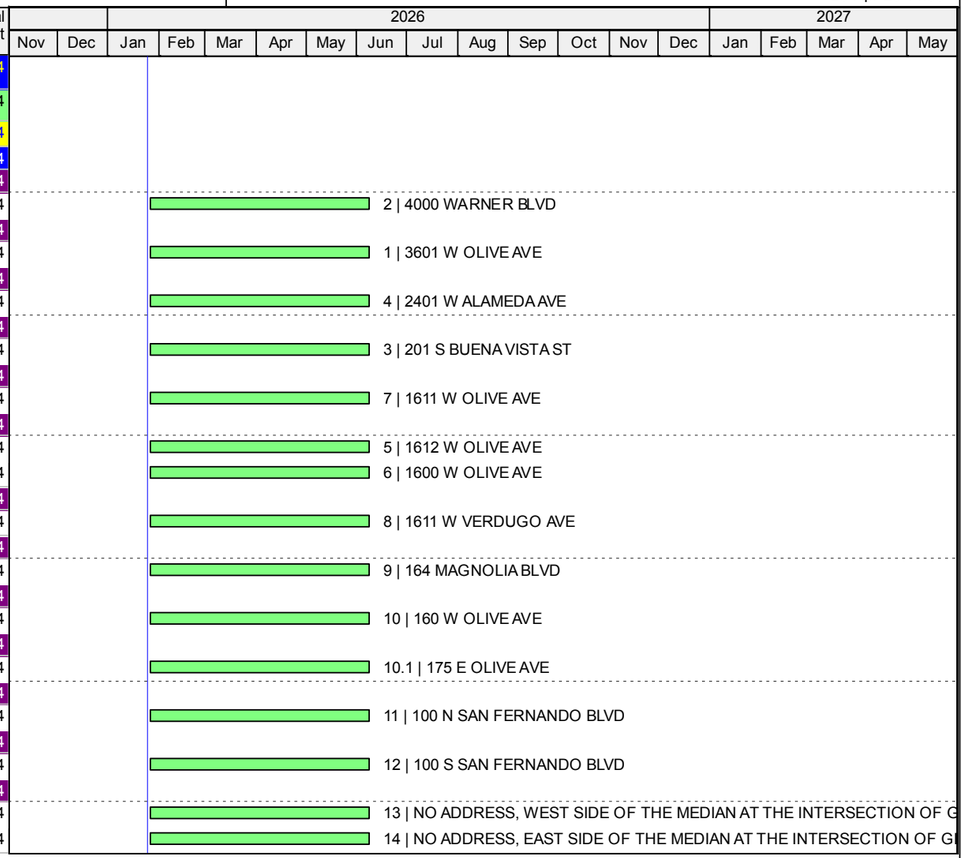


Actual Work
Remaining Work
Critical Remaining Work
Milestone
Summary

Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
	Burbank | Phase G - Stage 5 (Daily Closure)	12	06-May-27	21-May-27	58
	Civil	12	06-May-27	21-May-27	58
	Burbank | Phase G - Stage 6 (Daily Closure)	9	24-May-27	04-Jun-27	58
	Civil	9	24-May-27	04-Jun-27	58
	Burbank Phase H Daily TCP	173	08-Mar 27	05-Nov 27	9
	Burbank Phase H - Long Lead Materials Under Daily TCP Set-UP	173	08-Mar-27	05-Nov-27	9
	Long Lead Poles	29	11-Mar-27	20-Apr-27	20
	Overlay & Striping	173	08-Mar-27	05-Nov-27	9



Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
LA Metro NoHo to Pasadena BRT – 85% Draft Burbank Schedule R1		95	26-Jan-26	08-Jun-26	4
Design Packages		95	26-Jan-26	08-Jun-26	4
Permitting & Government Approvals		95	26-Jan-26	08-Jun-26	4
TCE s		95	26-Jan 26	08-Jun 26	4
PHASE A STAGE 2		95	26-Jan 26	08-Jun 26	4
BB.PE0TCE.0020	2 | 4000 WARNER BLVD	95	26-Jan-26	08-Jun-26	4
PHASE A STAGE 3		95	26-Jan 26	08-Jun 26	4
BB.PE0TCE.0010	1 | 3601 W OLIVE AVE	95	26-Jan-26	08-Jun-26	4
PHASE B STAGE 1		95	26-Jan 26	08-Jun 26	4
BB.PE0TCE.0040	4 | 2401 W ALAMEDA AVE	95	26-Jan-26	08-Jun-26	4
PHASE B STAGE 2		95	26-Jan 26	08-Jun 26	4
BB.PE0TCE.0030	3 | 201 S BUENA VISTA ST	95	26-Jan-26	08-Jun-26	4
PHASE C STAGE 1		95	26-Jan 26	08-Jun 26	4
BB.PE0TCE.0070	7 | 1611 W OLIVE AVE	95	26-Jan-26	08-Jun-26	4
PHASE C STAGE 2		95	26-Jan 26	08-Jun 26	4
BB.PE0TCE.0050	5 | 1612 W OLIVE AVE	95	26-Jan-26	08-Jun-26	4
BB.PE0TCE.0060	6 | 1600 W OLIVE AVE	95	26-Jan-26	08-Jun-26	4
PHASE C STAGE 3		95	26-Jan 26	08-Jun 26	4
BB.PE0TCE.0080	8 | 1611 W VERDUGO AVE	95	26-Jan-26	08-Jun-26	4
PHASE D STAGE 1		95	26-Jan 26	08-Jun 26	4
BB.PE0TCE.0090	9 | 164 MAGNOLIA BLVD	95	26-Jan-26	08-Jun-26	4
PHASE D STAGE 2		95	26-Jan 26	08-Jun 26	4
BB.PE0TCE.0100	10 | 160 W OLIVE AVE	95	26-Jan-26	08-Jun-26	4
PHASE E STAGE 1		95	26-Jan 26	08-Jun 26	4
BB.PE0TCE.0101	10.1 | 175 E OLIVE AVE	95	26-Jan-26	08-Jun-26	4
PHASE E STAGE 2		95	26-Jan 26	08-Jun 26	4
BB.PE0TCE.0110	11 | 100 N SAN FERNANDO BLVD	95	26-Jan-26	08-Jun-26	4
PHASE E STAGE 3		95	26-Jan 26	08-Jun 26	4
BB.PE0TCE.0120	12 | 100 S SAN FERNANDO BLVD	95	26-Jan-26	08-Jun-26	4
PHASE G STAGE 1		95	26-Jan 26	08-Jun 26	4
BB.PE0TCE.0130	13 | NO ADDRESS, WEST SIDE OF THE MEDIAN AT THE INTERSECTION OF GLE	95	26-Jan-26	08-Jun-26	4
BB.PE0TCE.0140	14 | NO ADDRESS, EAST SIDE OF THE MEDIAN AT THE INTERSECTION OF GLEI	95	26-Jan-26	08-Jun-26	4



Actual Work
Remaining Work
Critical Remaining Work
◆ Milestone

NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT
Myers Shimmick, A Joint Venture
Draft, 85% Burbank 23-Apr-26

MYERS SHIMMICK
A JOINT VENTURE

PROOF OF SERVICE

Los Angeles County Metropolitan Transportation Authority v. City of Burbank
Case No. 26STCP01904

STATE OF CALIFORNIA, COUNTY OF LOS ANGELES

At the time of service, I was over 18 years of age and not a party to this action. I am employed in the County of Los Angeles, State of California. My business address is 3701 Wilshire Blvd., Suite 725, Los Angeles, CA 90010.

On July 2, 2026, I served true copies of the following document(s) described as **CITY OF BURBANK'S COMPENDIUM OF EXHIBITS IN SUPPORT OF OPPOSITION TO PETITIONER'S MOTION FOR PRELIMINARY INJUNCTION** on the interested parties in this action as follows:

SEE ATTACHED SERVICE LIST

BY E-MAIL OR ELECTRONIC TRANSMISSION: I caused a copy of the document(s) to be sent from e-mail address ggonzalez@awattorneys.com to the persons at the e-mail addresses listed in the Service List. I did not receive, within a reasonable time after the transmission, any electronic message or other indication that the transmission was unsuccessful.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on July 2, 2026, at Los Angeles, California.



Jerry Gonzalez

SERVICE LIST
Los Angeles County Metropolitan Transportation Authority v. City of Burbank
Case No. 26STCP01904

DAWYN R. HARRISON County Counsel QUINN TANG, Assistant County Counsel RONALD W. STAMM, Principal Deputy County Counsel JOSHUA A. COHEN, Senior Deputy County Counsel ELENA EGGERS LOS ANGELES COUNTY COUNSEL One Gateway Plaza Los Angeles, CA 90012 Tel: (213) 922-2525 Fax: (213) 922-2530 tangq@metro.net stammr@metro.net cohenjo@metro.net eggerse@metro.net	Attorneys for Petitioner and Plaintiff, LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
TIFFANY K. WRIGHT NATHAN O. GEORGE LAURA M. MIDDLETON BONNIE THORNE REMY MOOSE MANLEY, LLP 555 Capitol Mall, Ste 800 Sacramento, CA 95814 Tel.: (916) 443-2745 Fax: (916) 443-9017 twright@rmmenvirolaw.com ngeorge@rmmenvirolaw.com lmiddleton@rmmenvirolaw.com bthorne@rmmenvirolaw.com	Attorneys for Petitioner and Plaintiff, LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY