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16

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

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

21 Petitioner and Plaintiff,

22 v.

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

24 Respondents and Defendants.
25
26
27
28

Case No. 26STCP01904

**DECLARATION OF ANTHONY
DEFRENZA IN SUPPORT OF
PETITIONER AND PLAINTIFF'S
MOTION FOR RECONSIDERATION OF
ORDER DENYING PRELIMINARY
INJUNCTION**

ASSIGNED FOR ALL PURPOSES:
Hon. Stephen Morgan

Hearing Date: August 24, 2026
Time: 10:00 a.m.
Dept.: 416

Action filed: May 19, 2026 (CEQA)

1 I, Anthony DeFrenza, declare as follows:

2 1. I am the Deputy Executive Officer, Project Management, of the Los Angeles County
3 Metropolitan Transportation Authority (Metro), and I am the Project Manager for Metro's North
4 Hollywood to Pasadena Bus Rapid Transit Corridor Project (Project). I have been with Metro since
5 January 2023, and I have served as the Project Manager for the Project since the design phase. My
6 responsibilities include day-to-day management of the Project's construction schedule, coordination
7 with Myers-Shimmick Joint Venture (MSJV), the Project's construction manager/general contractor,
8 and construction coordination with the cities along the Project corridor, including the City of Burbank
9 (City). I submit this declaration in support of Metro's Motion for Reconsideration of Order Denying
10 Petitioner's Motion for Preliminary Injunction. The matters stated here are within my personal
11 knowledge or are based on my review of Metro's official records as described below. If called as a
12 witness, I could and would testify competently to them.

13 2. My responsibilities as Project Manager require me to be familiar with the Project's
14 history, funding, Board-authorized delivery commitments, and relationship to Metro's transportation
15 planning for the 2028 Olympic and Paralympic Games. Metro maintains Board reports, Board motions,
16 adopted project lists, maps, planning documents, and related materials as part of its official agency
17 records. I have reviewed and relied on those records in managing the Project. The records described
18 below are true and correct copies of Metro's official records. Where I describe a Board action or
19 publication that predates my employment at Metro, I do so based on my review of those records.

20 **I. Metro has Consistently Included the Project in its Games Transportation Plans**

21 3. Metro has repeatedly identified the North Hollywood to Pasadena BRT Project as part of
22 its transportation planning for the 2028 Olympic and Paralympic Games. The Project has appeared in
23 Metro's Games-related plans under several earlier names, including the "Orange and Red Lines to Gold
24 Line Transit Connector" and the "BRT Connector—Orange/Red Line to Gold Line." Those names refer
25 to the same planned connection now known as the North Hollywood to Pasadena BRT Project.

26 4. In September 2017, Metro published a description of the transportation system expected
27 to be available for the 2028 Games. Metro identified a planned BRT line between North Hollywood
28 and Pasadena, with connections through Burbank and Glendale, as one of the projects expected to

1 improve travel around Los Angeles County and access to Olympic events. A true and correct copy of
2 the relevant Metro publication is attached as **Exhibit A**.

3 5. On January 25, 2018, the Metro Board approved the original Twenty-Eight by '28
4 project list. The accompanying Board report explained that the initiative combined projects already
5 scheduled for completion by 2028 with projects Metro would seek to accelerate for delivery before the
6 Games. The selection criteria included whether a project could be completed by 2028, would improve
7 high-capacity access to regional activity centers and corridors, would supply an important link in the
8 developing transit network, or would relieve congestion along a major corridor. A true and correct copy
9 of the relevant portions of Board Report No. 2017-0799, including the original project list and map, is
10 attached as **Exhibit B**. A true and correct copy of the relevant excerpt of the Minutes for the January
11 25, 2018 Board Meeting, Item 37, is attached as **Exhibit C**.

12 6. The original Twenty-Eight by '28 list identified this Project as Project No. 5 under its
13 then-current name, "Orange and Red Lines to Gold Line Transit Connector (North Hollywood to
14 Pasadena)." The accompanying map showed the Project in relation to then-anticipated Games venue
15 areas, including the Valley Sports Park. Thus, by January 2018, Metro had expressly included the
16 Project in its program of transportation investments planned for delivery before the Games.

17 7. In December 2020, the Metro Board directed staff to prepare a Mobility Concept Plan
18 for the 2028 Games in coordination with LA28, local venue cities, Caltrans, Metrolink, and other
19 regional agencies. Metro published the final Mobility Concept Plan in June 2023. A true and correct
20 copy of the cover page and relevant excerpts is attached as **Exhibit D**.

21 8. The Mobility Concept Plan describes an integrated transportation strategy. It combines
22 permanent rail, BRT, and other capital improvements with temporary enhanced bus service, mobility
23 hubs, first- and last-mile connections, transportation-demand management, and Games-specific
24 operational measures. The Plan addresses transportation for spectators and the Games workforce, but it
25 also emphasizes the need to maintain reliable service and allow residents and workers to continue their
26 ordinary travel during the Games. The Plan anticipates that Games-period demand will exceed the
27 scheduled capacity of the existing regional transit system. The Plan also identifies major events
28 occurring before 2028 that Metro would use to test its Games mobility strategies. At page 2, under the

1 heading “2028 Games Pilot Tests,” the Plan lists the 2026 FIFA World Cup among those events and
2 states that they would provide experience Metro could scale to Games conditions. The Plan’s
3 preparation timeline at page 89 shows the 2026 World Cup.

4 9. Within that integrated strategy, the Mobility Concept Plan specifically identifies the
5 North Hollywood to Pasadena BRT as a major capital project planned for completion before the
6 Games. The Plan identifies North Hollywood as a potential central mobility hub. At page 66, it explains
7 that the Project would close a gap in the high-capacity transit network by connecting the Pasadena rail
8 line with the B and G Lines in North Hollywood. It also states that the Project would provide a
9 “multimodal connection between the Rose Bowl and the Valley Sports Park.”

10 10. Those functions correspond to the Project’s approved alignment and design. The Project
11 would provide an east-west high-capacity transit connection between the San Fernando and San Gabriel
12 Valleys; connect the B and G Lines in North Hollywood with the A Line in Pasadena; allow riders to
13 travel between those portions of the regional system without first traveling through Downtown Los
14 Angeles; serve communities and destinations along the corridor; and provide an additional connection
15 between anticipated Games venue areas.

16 11. In March 2024, Metro reassessed the Twenty-Eight by ‘28 portfolio because several
17 projects on the original list were no longer expected to be completed before the Games. Metro staff
18 evaluated potential replacement projects for consistency with the Mobility Concept Plan and their
19 ability to be completed before 2028. On March 28, 2024, the Metro Board approved a revised list that
20 replaced eleven projects but retained the North Hollywood to Pasadena BRT. The revised list identified
21 the Project as Project No. 17, stated that it was in design, and assigned it a 2027 target date. A true and
22 correct copy of the relevant portions of Board Report No. 2023-0756 and the revised project list is
23 attached as **Exhibit E**.

24 12. Metro therefore retained the Project after specifically reevaluating its Games-related
25 investment portfolio for deliverability and consistency with the Mobility Concept Plan. Metro has
26 included the Project in its pre-Games transportation planning since at least 2017. Metro identified it as
27 part of the pre-Games transportation network in 2017 and 2018, assigned it a specific network and
28 venue-connection function in the 2023 Mobility Concept Plan, and retained it after the 2024

1 deliverability review. The Project is anticipated to provide added capacity, connectivity, reliability,
2 venue access, and operational resilience during the Games and thereafter.

3 **II. The Detailed Burbank Schedule and EWP MOD-004**

4 13. In my role as Project Manager, I have day-to-day responsibility for both the Burbank
5 construction schedule and the plan-review process with the City. I work with MSJV's schedule updates,
6 oversee Metro's responses to the City's plan comments, and coordinate the submission of revised plans
7 to the City.

8 14. The schedule originally attached to the Cooperative Agreement (Agreement) as Exhibit
9 2, Part B is a high-level schedule for the entire 19-mile Project corridor. MSJV later prepared a detailed
10 construction schedule specifically for the Burbank segment, titled "LA Metro NoHo to Pasadena BRT
11 – 85% Draft Burbank Schedule R1" and dated April 23, 2026. I refer to that document below as the
12 "Burbank Schedule." Metro transmitted the Burbank Schedule to the City on April 30, 2026, in
13 response to the City's request for Metro's latest construction schedule. The City later filed that same
14 document as Exhibit 16 to its Compendium of Exhibits filed on July 2, 2026, in support of the City's
15 opposition to Metro's motion for preliminary injunction. A true and correct copy of the Burbank
16 Schedule is attached as **Exhibit F**.

17 15. Metro had previously transmitted a draft Burbank construction schedule to the City on
18 July 28, 2025. Both the July 2025 schedule and the April 2026 Burbank Schedule called for physical
19 construction in Burbank to begin on July 27, 2026. For present purposes, the material difference is that
20 the April 2026 schedule shows physical construction activities completing on November 5, 2027,
21 approximately two weeks earlier than the November 18, 2027 date shown in the July 2025 schedule.

22 16. The Burbank Schedule identifies the following principal milestones: commencement of
23 field construction on July 27, 2026; completion of the final geographic construction segment on
24 October 22, 2027; completion of overlay and striping activities on November 5, 2027; Substantial
25 Completion on November 15, 2027, after the scheduled weather allowance; and Final Completion on
26 January 24, 2028, after the punchlist period. Metro's overall Project schedule calls for revenue service
27 to begin in February 2028, before the 2028 Olympic and Paralympic Games.
28

1 17. Although the Burbank Schedule retains “85% Draft” in its title, that title reflects the
2 stage at which MSJV prepared the document. Its present status is described below. MSJV prepared the
3 schedule in its role as Metro’s construction manager/general contractor while performing Phase 1
4 preconstruction services.

5 18. Following the Metro Board’s approval of the Project’s Life-of-Project budget, on July 9,
6 2026, Metro and MSJV executed Modification EWP MOD-004 to Contract No. PS118736000 (“EWP-
7 04”). EWP-04 authorizes the Early Works Package for the Burbank and Glendale segments and
8 stations. Relevant portions of EWP-04, including the execution page and Attachment 2, are attached as
9 **Exhibit G.**

10 19. EWP-04 gives the April 23, 2026 Burbank Schedule contractual effect. Attachment 2 to
11 EWP-04 provides that the schedule attached to EWP-04 as Attachment 9 will update the CPM
12 Schedule to incorporate EWP-04 and become the Baseline CPM Schedule for the work. I have
13 compared Attachment 9 to the Burbank Schedule attached as Exhibit F, and they are the same
14 document. I have not attached Attachment 9 separately because it duplicates Exhibit F. The complete
15 EWP-04, including Attachment 9, is maintained in Metro’s Project records.

16 20. Milestone 2.2 of Attachment 2 establishes Substantial Completion of the Burbank BRT
17 Segment 486 days after Metro provides all Approved-for-Construction Design Documents for the
18 Burbank work to MSJV. Delivery of those documents begins the 486-day contractual period. Physical
19 field work begins later, after issuance of the required Excavation Permit and Metro’s applicable Notice
20 to Proceed.

21 21. “AFC-03” identifies Metro’s third submittal at the Approved-for-Construction design
22 stage. It does not become an approved Design Document for purposes of EWP-04 until the City
23 approves it. Once the City approves AFC-03, Metro can provide the approved documents to MSJV and
24 begin the 486-day contractual period. Physical field work also requires the Excavation Permit and
25 Metro’s issuance of the applicable Notice to Proceed.

26 **III. Metro Addressed the City’s Technical Comments and Submitted AFC-03**

27 22. At the monthly Project Development Team meeting on July 2, 2026 with the City, Metro
28 proposed scheduling a meeting with the City to coordinate the administrative logistics of construction

1 submittal review, City input on contractor-submitted Requests for Information, field-directed design
2 changes, and transmittal of quality control information from Metro and MSJV to the City. Metro
3 followed with an email requesting the City's availability. On July 9, 2026, Mr. Kriske responded on
4 behalf of the City. He wrote that due to the ongoing litigation, the City would not be able to provide
5 input or participate in any activities related to the construction phase of the Project until the litigation is
6 resolved. A true and correct copy of that email is attached as **Exhibit H**.

7 23. The coordination activities Metro proposed are the ordinary means by which Metro and
8 the City manage construction of the Burbank segment. Construction submittal review, responses to
9 Requests for Information, and transmittal of quality control information occur throughout the
10 construction period. As of the date of this declaration, the City has not withdrawn the position stated in
11 Mr. Kriske's July 9, 2026 email.

12 24. Metro continued responding to the City's technical comments despite the City's July 9,
13 2026 position. Metro recorded the disposition of the City's 264 comments on AFC-02 in a Comment
14 Resolution Matrix dated July 16, 2026. Of those comments, 255 were marked Complete or Resolved,
15 and nine were marked Unresolved. A true and correct copy of the matrix is attached as **Exhibit I**.

16 25. Eight of the nine unresolved comments—Comments 51, 55 through 60, and 63—
17 concern the conditions disputed in this action. Comment 51 states that the City will not approve the
18 plans or issue construction permits unless Metro conducts additional environmental review concerning
19 SB 79. Comments 55 through 60 and 63 direct Metro to remove dedicated bus lanes or related signing.
20 Metro did not incorporate those changes into AFC-03 because they would alter the approved Project or
21 require the additional environmental review disputed in this action. The remaining unresolved
22 comment, Comment 215, concerns the location of an overhead-sign support post. That issue can be
23 addressed through ordinary continued design or construction coordination and is unrelated to SB 79 or
24 removal of the dedicated lanes. A simple note on the approved plans at the post's location, could
25 resolve the issue by stating: 'Final location of support post to be resolved by agreement prior to
26 installation.

27 26. Metro incorporated into AFC-03 the plan revisions associated with comments marked
28 Complete and otherwise addressed the comments marked Resolved. On July 17, 2026, Metro

transmitted AFC-03 and the completed Comment Resolution Matrix to the City for approval. A true and correct copy of the July 17, 2026 transmittal email is attached as **Exhibit J**. The complete AFC-03 package is maintained in Metro's Project records.

27. AFC-03 remains the current plan package before the City. As of the date of this declaration, the City has not identified any additional technical deficiency in AFC-03. Nor has the City withdrawn its July 9, 2026 position that it will not participate in construction-phase activities while this litigation remains pending.

28. As explained above, Metro cannot provide the approved Burbank Design Documents to MSJV until the City approves them. The 486-day period for Substantial Completion under EWP MOD-004 therefore has not begun. The July 17, 2026 submittal placed before the City a revised package that addresses the comments Metro accepted or resolved while preserving the approved Project configuration.

IV. Current Status and Schedule Consequences

29. On July 24, 2026, Metro formally notified the City that the same April 23, 2026 Burbank Schedule described above was adopted by Metro and its contractor under the recently executed EWP-04. The notice did not change the construction dates. It formally designated the same schedule the City had received on April 30, 2026 and that EWP-04 had incorporated as the Baseline CPM Schedule. A true and correct copy of the notice, excluding enclosures, is attached as **Exhibit K**. The enclosures to the July 24, 2026 notice consisted of (i) the Burbank Schedule (attached here as Exhibit F); and (ii) Exhibit 2 to EWP-04 (included here in Exhibit G).

30. The Burbank Schedule calls for field construction to begin on July 27, 2026. Because the City has not approved AFC-03 or issued the Excavation Permit, Metro has not provided the approved documents to MSJV, the 486-day contractual period has not begun, and field construction has not commenced.

31. The Burbank Schedule is aggressive but achievable. Each day Metro remains unable to provide the approved documents delays commencement of the 486-day contractual period and places the scheduled completion dates at greater risk. Recovering that delay would require additional acceleration and cannot be assumed.

1 32. The work that would begin first within the City of Burbank does not involve
2 demarcating dedicated bus lanes. The initial activities consist of traffic-control setup, demolition, utility
3 work, grading, and related civil construction. Segment-specific signing and striping is scheduled to
4 begin in November 2026, and the broader overlay-and-striping activities run from March through
5 November 2027. Thus, the work needed now to preserve the schedule would not immediately create the
6 dedicated-lane markings about which the City has expressed concern.

7 33. Construction of the Project began within the City of Pasadena on April 20, 2026, and
8 remains underway. Metro intends to begin revenue service in February 2028, before the 2028 Olympic
9 and Paralympic Games. The Project is a single 19-mile corridor and cannot provide the through service
10 for which it was approved until all segments, including the Burbank segment, are complete. As of the
11 date of this declaration, the City has not approved AFC-03 or issued an Excavation Permit for the
12 Burbank segment.

13 **V. Measure M Provides Substantial Voter-Approved Funding for the Project**

14 34. In November 2016, Los Angeles County voters approved Measure M, a no-sunset, one-
15 half-percent sales tax for transportation improvements. The Measure M Expenditure Plan identified this
16 Project under its then-current name, "BRT Connector Orange/Red Line to Gold Line," and allocated it
17 \$267 million in Measure M funding in 2015 dollars. A true and correct copy of the relevant portions of
18 the Measure M ordinance and Expenditure Plan is attached as **Exhibit L**.

19 35. Measure M therefore committed substantial voter-approved tax funding to this
20 permanent regional transit connection before Los Angeles was awarded the 2028 Games. Metro later
21 incorporated the already-planned and voter-funded Project into its broader transportation strategy for
22 the Games.

23 I declare under penalty of perjury under the laws of the State of California that the foregoing is
24 true and correct, and was executed this 27th day of July 2026, in Los Angeles, California.

25
26
27
28

Anthony DeFrenza

**DEFRENZA DECLARATION
INDEX OF EXHIBITS**

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A	September 2017, The Source Article: LA Olympics and Paralympics, What Our Transit System Will Look Like in 2028	11 – 20
B	January 2017, Board Report No. 2017-0799 (relevant portions)	21 – 27
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Declaration of Anthony DeFrenza

EXHIBIT A

Metro Rail & Busway with Measure M Transit Projects





This map shows the projects that will be built under Measure M, including several in the next decade.

You probably heard the announcement earlier this hour by Los Angeles Mayor Eric Garcetti: an agreement has been reached with the International Olympics Committee for our region to host the 2028 Summer Olympics and Paralympics, pending a vote by IOC members in Lima, Peru, in September.

In terms of local transportation, a lot will change between now and 2028. That is thanks to Measure R and Measure M, the two transportation ballot measures approved by L.A. County voters in 2008 and '16, respectively.

Many Olympic events ([here's a map \(https://la28.org/map\)](https://la28.org/map)) will be clustered in a few areas around our region, with three major “sports parks” adjacent to rail or bus rapid transit lines in downtown Los Angeles, the Sepulveda Basin in the San Fernando Valley and the Long Beach waterfront. Other venues are also near transit (Santa Monica Beach, the Rose Bowl, the new football stadium in Inglewood, StubHub Center, to name a few) or will be served by shuttle buses from transit and other destinations.

I'll try to bring everyone up to speed quickly on the Metro end of things.

We currently have three rail projects under construction:

- The 8.5-mile **Crenshaw/LAX Line** (https://www.metro.net/projects/crenshaw_corridor/) between the Expo Line and Green Line, which is scheduled to open in fall 2019. An additional station (<https://www.metro.net/projects/lax-extension/>) at Aviation Boulevard and 96th Street is scheduled to open in the early 2020s and will be the transfer point to the future **LAX people mover** (<http://www.connectinglax.com/solution.html>) serving the airport's passenger terminals. The people mover will be built by Los Angeles World Airports.
- The 3.9-mile first section of the **Purple Line Extension** (<https://www.metro.net/projects/westside/>) from Wilshire/Western to Wilshire/La Cienega with stations at Wilshire/La Brea and Wilshire/Fairfax. A second section to downtown Beverly Hills and Century City and a third section to Westwood are scheduled to be completed in the mid-2020s.
- The 1.9-mile **Regional Connector** (<https://www.metro.net/projects/connector/>) that will connect the Blue, Expo and Gold Lines and is scheduled to open in late 2021. When done, Metro will run two light rail lines: one between Azusa and Long Beach and the other between East Los Angeles and Santa Monica. The two lines will share five stations in DTLA.

Several other transit projects are scheduled to be completed in the next 11 years and will make it easier to get around the county and reach Olympic events. They are:

- An extension of the **Gold Line from Azusa to Claremont** (<http://www.foothillgoldline.org/about-us/construction-authority/>) with other stations in Glendora, San Dimas, La Verne and Pomona. With funding from San Bernardino County, the line could be extended to Montclair.

- A bus rapid transit project on Vermont Avenue (<https://www.metro.net/projects/bus-rapid-transit-studies/>) that will be adjacent to the L.A. Memorial Coliseum and Exposition Park.
- A high-capacity transit line (<https://www.metro.net/projects/east-sfv/>) (either bus rapid transit, tram or light rail) that will run on Van Nuys Boulevard and San Fernando Road between the Orange Line and Sylmar/San Fernando Metrolink station.
- The first phase of an Artesia-to-Union Station light rail line (<https://www.metro.net/projects/west-santa-ana/>).
- A bus rapid transit line between North Hollywood and Pasadena (<https://www.metro.net/projects/bus-rapid-transit-studies/>) with connections to Burbank, Glendale and L.A.
- Upgrades to the Orange Line (<http://thesourcearchives.metro.net/2017/01/23/several-improvements-and-changes-in-the-works-for-the-orange-line/>) to improve bus speeds and travel times.

Under the direction of the Metro Board (which includes Mayor Garcetti) and Metro CEO Phil Washington, the agency continues to look for ways to accelerate projects as long as other projects aren't negatively impacted.

The bottom line: with an expanding transit network and special bus shuttles, the 2028 Olympics and Paralympics will be pretty easy to enjoy without having to drive.

Below is a Metro's Measure M timeline:

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date [†]	Expected Opening Date (3 year range)					
	Expenditure Plan Major Projects			1 st yr of Range					
1	Airport Metro Connect 96th St. Station/Green Line Ext LAX ®	a,p	FY 2018	CY 2021	sc	\$233,984	\$347,016	\$581,000	T
2	Westside Purple Line Extension Section 3 ®	b	FY 2018	FY 2024	w	\$986,139	\$994,251	\$1,980,390	T
3	High Desert Multi-Purpose Corridor (HDMC)®	q	FY 2019	FY 2021	nc	\$100,000	\$170,000	\$270,000	H
4	I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ®		FY 2019	FY 2023	nc	\$544,080	\$240,000	\$784,080	H
5	Gold Line Foothill Extension to Claremont ®	c	FY 2019	FY 2025	sg	\$78,000	\$1,019,000	\$1,097,000	T
6	Orange Line BRT Improvements	n	FY 2019	FY 2025	sf	\$0	\$286,000	\$286,000	T
7	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	av	\$0	\$240,300	\$240,300	T
8	BRT Connector Orange/Red Line to Gold Line		FY 2020	FY 2022	sf	\$0	\$26,700	\$26,700	T
9	East SF Valley Transit Corridor Project ®	d	FY 2021	FY 2027	sf	\$520,500	\$810,500	\$1,331,000	T
10	West Santa Ana Transit Corridor LRT ®	b,d	FY 2022	FY 2028	gc	\$500,000	\$535,000	\$1,035,000	T
11	Crenshaw/LAX Track Enhancement Project	e,p	FY 2022	FY 2026	sc	\$0	\$49,599	\$49,599	T
12	SR-71 Gap from I-10 to Rio Rancho Rd.		FY 2022	FY 2026	sg	\$26,443	\$248,557	\$275,000	H
13	LA River Waterway & System Bikepath		FY 2023	FY 2025	cc	\$0	\$365,000	\$365,000	H
14	Complete LA River Bikepath		FY 2023	FY 2025	sf	\$0	\$60,000	\$60,000	H
15	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	sf	\$0	\$130,000	\$130,000	H
16	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	w	\$0	\$130,000	\$130,000	H
17	Vermont Transit Corridor	o	FY 2024	FY 2028	cc	\$400,000	\$25,000	\$425,000	T
18	SR-57/SR-60 Interchange Improvements	d	FY 2025	FY 2031	sg	\$565,000	\$205,000	\$770,000	H
19	Green Line Extension to Crenshaw Blvd in Torrance ®	d,g	FY 2026	FY 2030	sb	\$272,000	\$619,000	\$891,000	T
20	I-710 South Corridor Project (Ph 1) ®	d,h	FY 2026	FY 2032	gc	\$150,000	\$250,000	\$400,000	H
21	I-105 Express Lane from I-405 to I-605	p	FY 2027	FY 2029	sc	\$0	\$175,000	\$175,000	H
22	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	sf	\$1,567,000	\$1,270,000	\$2,837,000	T
23	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	w	\$1,567,000	\$1,270,000	\$2,837,000	T
24	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	gc	\$957,000	\$543,000	\$1,500,000	T
25	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	sg	\$957,000	\$543,000	\$1,500,000	T
26	West Santa Ana Transit Corridor LRT ®	r	FY 2022	FY 2041	cc	\$1,082,500	\$400,000	\$1,482,500	T
27	West Santa Ana Transit Corridor LRT ®	r	FY 2022	FY 2041	gc	\$982,500	\$500,000	\$1,482,500	T
28	I-710 South Corridor Project (Ph 2) ®		FY 2032	FY 2041	gc	\$658,500	\$250,000	\$908,500	H
29	I-5 Corridor Improvements (I-605 to I-710)		FY 2036	FY 2042	gc	\$46,060	\$1,059,000	\$1,105,060	H
30	Crenshaw Northern Extension	i	FY 2041	FY 2047	cc	\$495,000	\$1,185,000	\$1,680,000	T
31	Crenshaw Northern Extension	i	FY 2041	FY 2047	w	\$0	\$560,000	\$560,000	T
32	I-405/I-110 Int. HOV Connect Ramps & Intrchnng Improv ®		FY 2042	FY 2044	sb	\$0	\$250,000	\$250,000	H
33	I-605/I-10 Interchange		FY 2043	FY 2047	sg	\$472,400	\$126,000	\$598,400	H
34	SR 60/I-605 Interchange HOV Direct Connectors		FY 2043	FY 2047	sg	\$360,600	\$130,000	\$490,600	H
35	Lincoln Blvd BRT	l,o	FY 2043	FY 2047	w	\$0	\$102,000	\$102,000	T
36	I-110 Express Lane Ext South to I-405/I-110 Interchange		FY 2044	FY 2046	sb	\$228,500	\$51,500	\$280,000	H
37	I-405 South Bay Curve Improvements		FY 2045	FY 2047	sb	\$250,840	\$150,000	\$400,840	H
38	Green Line Eastern Extension (Norwalk)	p	FY 2046	FY 2052	sc	\$570,000	\$200,000	\$770,000	T
39	SF Valley Transportation Improvements	m	FY 2048	FY 2050	sf	\$0	\$106,800	\$106,800	T
40	Sepulveda Pass Westwood to LAX (Ph 3)	p	FY 2048	FY 2057	sc	\$3,800,000	\$65,000	\$3,865,000	T
41	Orange Line Conversion to Light Rail		FY 2051	FY 2057	sf	\$1,067,000	\$362,000	\$1,429,000	T
42	City of San Fernando Bike Master Plan		FY 2052	FY 2054	sf	\$0	\$5,000	\$5,000	H
43	Historic Downtown Streetcar		FY 2053	FY 2057	cc	\$0	\$200,000	\$200,000	T
44	Gold Line Eastside Ext. Second Alignment	p	FY 2053	FY 2057	sc	\$110,000	\$2,890,000	\$3,000,000	T
45	High Desert Multi-Purpose Corridor - LA County Segment	o	FY 2063	FY 2067	sc	\$32.982	\$1,845,718	\$1,878,700	H

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

(<http://thesourcearchives.metro.net/wp-content/uploads/2016/11/Expend2.jpg>)

📁 CATEGORIES: Policy & Funding (https://thesourcearchives.metro.net/category/policy_funding/), Projects

(<https://thesourcearchives.metro.net/category/projects/>)

🔖 TAGGED AS: 2028 Olympics (<https://thesourcearchives.metro.net/tag/2028-olympics/>), 2028 Paralympics

(<https://thesourcearchives.metro.net/tag/2028-paralympics/>), Airport Metro Connector (<https://thesourcearchives.metro.net/tag/airport-metro-connector/>),

Azusa (<https://thesourcearchives.metro.net/tag/azusa/>), ballot measure (<https://thesourcearchives.metro.net/tag/ballot-measure/>), Blue Line

(<https://thesourcearchives.metro.net/tag/blue-line/>), Bus Rapid Transit (<https://thesourcearchives.metro.net/tag/bus-rapid-transit/>), construction

(<https://thesourcearchives.metro.net/tag/construction/>), Crenshaw/LAX Line (<https://thesourcearchives.metro.net/tag/crenshawlax-line/>), downtown Los

Angeles (<https://thesourcearchives.metro.net/tag/downtown-los-angeles/>), dtla (<https://thesourcearchives.metro.net/tag/dtla/>), East Los Angeles

(<https://thesourcearchives.metro.net/tag/east-los-angeles/>), East San Fernando Valley LRT (<https://thesourcearchives.metro.net/tag/east-san-fernando-valley-lrt/>),

East San Fernando Valley Transit Corridor (<https://thesourcearchives.metro.net/tag/east-san-fernando-valley-transit-corridor/>), Expo Line

(<https://thesourcearchives.metro.net/tag/expo-line/>), Gold Line (<https://thesourcearchives.metro.net/tag/gold-line/>), Gold Line extension to Claremont

(<https://thesourcearchives.metro.net/tag/gold-line-extension-to-claremont/>), Inglewood (<https://thesourcearchives.metro.net/tag/inglewood/>), LA 2024

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acceleration (<https://thesourcearchives.metro.net/tag/project-acceleration/>), Purple Line Extension (<https://thesourcearchives.metro.net/tag/purple-line->

extension//, Regional Connector (<https://thesourcearchives.metro.net/tag/regional-connector//>), Ross Bowl (<https://thesourcearchives.metro.net/tag/ross-bowl//>), San Fernando Valley (<https://thesourcearchives.metro.net/tag/san-fernando-valley//>), Santa Monica (<https://thesourcearchives.metro.net/tag/santa-monica//>), Sepulveda Basin (<https://thesourcearchives.metro.net/tag/sepulveda-basin//>), transit in Los Angeles in 2028 (<https://thesourcearchives.metro.net/tag/transit-in-los-angeles-in-2028//>), West Santa Ana Branch (<https://thesourcearchives.metro.net/tag/west-santa-ana-branch//>), West Santa Ana Branch Corridor (<https://thesourcearchives.metro.net/tag/west-santa-ana-branch-corridor//>)

Declaration of Anthony DeFrenza

EXHIBIT B



Metro

Board Report

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

File #: 2017-0799, File Type: Plan

Agenda Number: 37.

EXECUTIVE MANAGEMENT COMMITTEE JANUARY 18, 2017

**SUBJECT: TWENTY-EIGHT BY '28 PROJECT LIST-
TRANSPORTATION INVESTMENT GUIDE IN
TANDEM WITH THE 2028 OLYMPIC AND
PARALYMPIC GAMES**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the Twenty-Eight by '28 list provided in Attachment A.

ISSUE

At the September Board Meeting, Chair Garcetti announced the “Twenty-Eight by '28 Initiative” to highlight projects for completion by the 2028 Olympic and Paralympic Games. At the direction of the Chair, staff developed a draft candidate list of projects that included Measure R, Measure M and other projects already slated for completion by 2028, as well as “aspirational” project schedules that propose to be accelerated by 2028 (“aspirational” is defined as a project that has a current delivery date later than 2028).

At its November Board Meeting, the Board received and filed the draft list of projects. The Board discussed that the initiative is helpful in articulating a vision for what Metro seeks to achieve by 2028, which facilitates obtaining needed support from Metro’s many partners in delivering a transformative transportation investment program for Los Angeles County by the commencement of the 2028 Games. Investments on this list are distributed countywide, demonstrating proactive regional coordination. Furthermore, the Board noted that any post-2028 project not on the list could still be considered for schedule acceleration per the Board’s Early Project Delivery Strategy.

Pursuant to the Measure M Ordinance, project acceleration may only occur if doing so does not delay the delivery of any other project. Accordingly, the 2028 Games presents an opportunity to advocate for accelerated resources, particularly from the state and federal government, to achieve early project delivery of the aspirational schedules and additional projects.

By identifying projects with aspirational schedules alongside projects already planned to be delivered by 2028, the Board would be highlighting-but not committing-those projects for early project delivery.

The proposed policy for a Measure M Early Project Delivery Strategy, if adopted, would apply prior to the Board making a binding decision on advancing a project earlier than scheduled in the Measure M Expenditure Plan. Not all Measure M investments scheduled for completion by 2028 are included in this list. Inclusion does not supersede any commitments made in the Measure M Ordinance.

BACKGROUND

As a transportation agency, Metro fundamentally provides access to opportunity. Recognizing the importance of how transportation affects the quality of life in Los Angeles County, Metro has led with the voter-approved Measures R and M ordinances, which identify new mobility projects throughout the County. Subsequently, Los Angeles was awarded the 2028 Summer Olympic and Paralympic Games. In about ten years, the confluence of the array of new long-term transportation investments led by Metro and the 2028 Games represents an opportunity to strive to achieve what is already planned or needed, earlier. In doing so, the outcome for Los Angeles County could be a more livable, successful and equitable region. This will benefit Los Angeles County for generations after transportation projects are completed and the 2028 Games have concluded. The 2028 Games represents a clear, relatable milestone to crystalize what could be accomplished in the next ten years by working collaboratively as a region.

Qualitative criteria to select the projects on the draft candidate list for the Twenty-Eight by '28 Initiative include:

- Currently scheduled for completion by 2028;
- Supports high-capacity access to key regional activity centers and corridors;
- Provides a vital link in Los Angeles County's developing high-capacity transit network;
- Supports the integration of land use and transportation to accommodate new mixed income housing opportunities in areas to be served by transit, along with economic development opportunities; and
- Eases congestion at existing bottlenecks and congested corridors.

The Twenty-Eight by '28 list includes:

- Seventeen projects already slated for completion, of which four are Measure R projects and 13 are Measure M projects.
- Eight additional Measure M project schedules are deemed "aspirational". This includes four Measure M mega projects that require accelerated resources to deliver significantly earlier. The I-405 South Bay Curve Improvements project is one of the four mega projects, which is included due to expressions of interest by the state government.
- Three additional projects-MicroTransit, I-10 Express Lanes extension to the San Bernardino County line, and Blue Line Signal and Washington/Flower Junction Improvements-are not entirely funded by Measure R or Measure M. These projects would require resources.

The Twenty-Eight by '28 project list is provided in Attachment A and Attachment B maps the list in relation to the sports park clusters and other venue sites for the 2028 Games.

Metro's updated financial forecast concludes that all Measures R and M commitments can be fulfilled under baseline assumptions. This includes inflationary impacts to costs over the 40-year period of the forecast. However, any addition of new projects or early delivery of existing projects will require one or more of the following trade-offs:

- Additional debt financing
- Cost offsets through innovations, scope changes or delivery efficiencies
- Reassessment of investment priorities
- New, unanticipated revenues

With that context, it is understood that this proposed concept is both pragmatic and aspirational, which has value as an initiative that is clear to the public and stakeholders on what Metro could accomplish during the next 10 years and tandem with the opening of the 2028 Olympic and Paralympic Games.

DISCUSSION

Staff has conducted an analysis of financial feasibility for constructing, operating and maintaining these projects. The capital cost, excluding operating and debt service costs, is \$23.9 billion (year of expenditure dollars) greater than forecasted revenues available by 2028 and relies on assumptions that state and federal funding sources for certain projects will be available as anticipated. Of that, \$16.2 billion or 68 percent is due to four mega aspirational project schedules. The M-PERT (Measure M Project Evaluation Readiness Tool) as part of the Early Project Delivery screening process can be applied as strategic accelerator inputs become identified for the projects with aspirational schedules. Not all Measure M investments scheduled for completion by 2028 are included in this list. Inclusion does not supersede any commitments made in the Measure M Ordinance.

FINANCIAL IMPACT

There is no financial impact should the Board adopt the Twenty-Eight by '28 list. The financial impact of an early delivery for a project would be determined when the opportunity exists to accelerate its delivery, guided by the adopted Policy for a Measure M Early Project Delivery.

ALTERNATIVES CONSIDERED

No alternatives to the proposal were offered for consideration.

NEXT STEPS

The ability to actually deliver a particular project earlier than scheduled will be determined on a case-by-case basis, per the adopted policy for a Measure M Early Project Delivery Strategy. That policy provides a framework guiding how to accelerate the eight projects proposed for early project delivery, along with any other Measure M project not a part of the Twenty-Eight by '28 list. The ability to deliver any of the three new projects will be determined as the projects are developed and the project scope, cost and funding plan are presented to the Board. Staff will report back on a quarterly basis

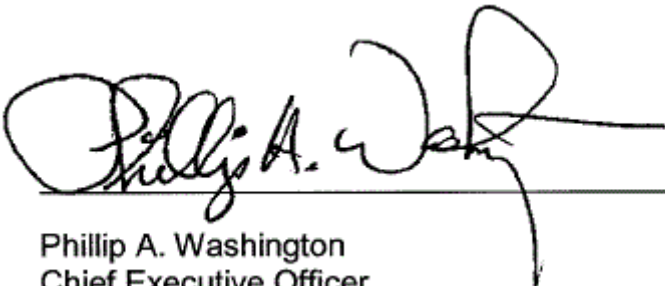
on the project delivery and funding status of the Twenty-Eight by '28 list.

ATTACHMENTS

Attachment A - Twenty-Eight by '28 Project List
Attachment B - Project Location and Games Venues Map
Attachment C - Presentation

Prepared by: Manjeet Ranu, Senior Executive Officer, Countywide Planning & Development, (213) 418-3157
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251

Reviewed by: Phillip A. Washington, Chief Executive Officer, (213) 922-7555
Stephanie Wiggins, Deputy Chief Executive Officer, (213) 922-1023
Therese W. McMillan, Chief Planning Officer, (213) 922-7077
Richard Clarke, Chief Program Management Officer, (213) 922-7382



Phillip A. Washington
Chief Executive Officer

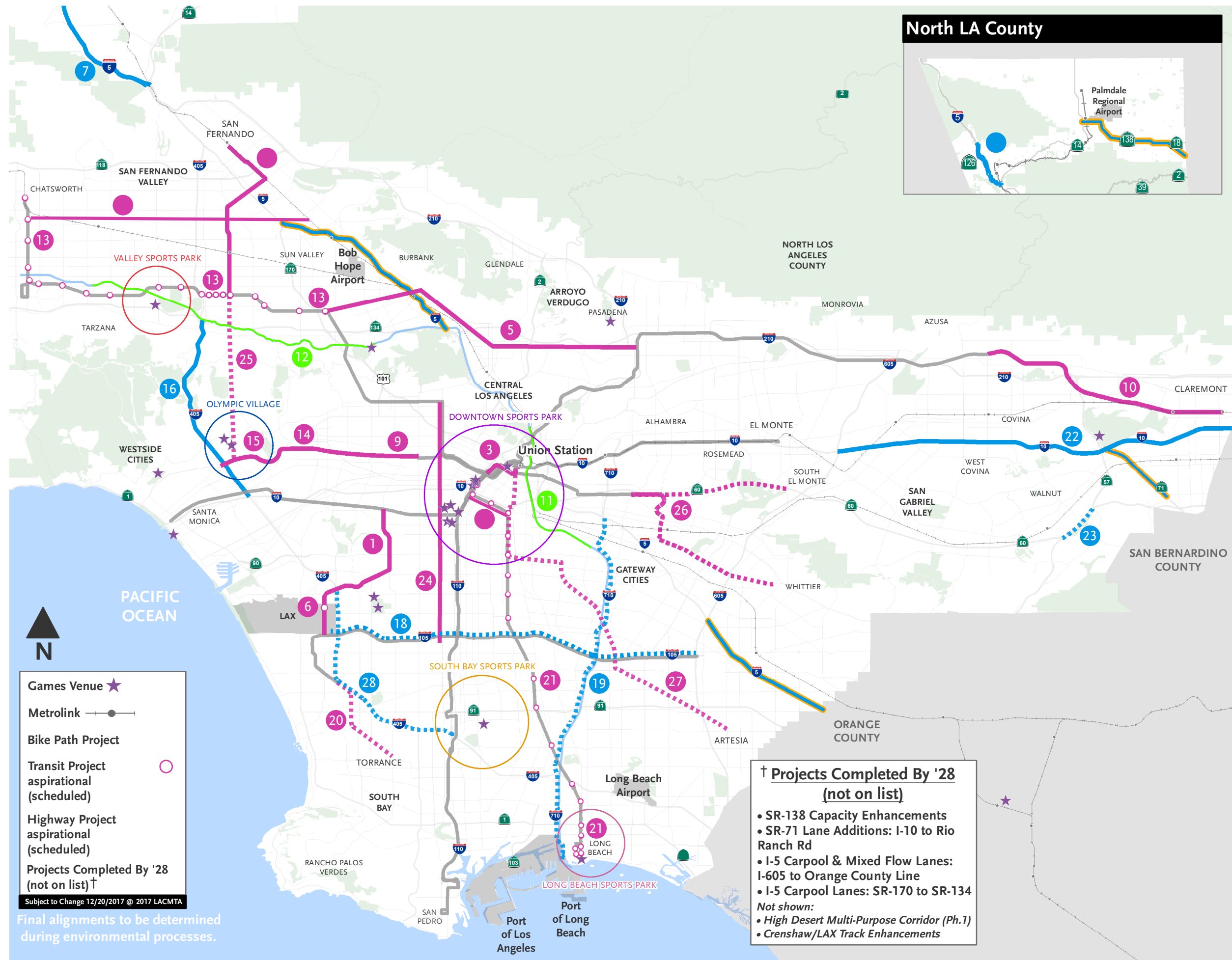
ATTACHMENT A: TWENTY-EIGHT BY '28 PROJECT LIST

Project	Target Completion Date	Current Completion Date	Sub-region
1. Crenshaw/LAX Line	2019	2019	cc, sb
2. MicroTransit **	2019	2019	TBD
3. Regional Connector	2021	2021	cc
4. New Bus Rapid Transit Corridors (Phase 1)	2022	2022	TBD
5. Orange and Red Lines to Gold Line Transit Connector (North Hollywood to Pasadena)	2022	2022	sf, av
6. Airport Metro Connector Station	2023	2023	sb
7. I-5 North County Capacity Enhancements	2023	2023	nc
8. North San Fernando Valley	2023	2023	sf
9. Purple Line Extension Section 1	2023	2023	cc
10. Gold Line Foothill Extension to Claremont (with ability to extend to Montclair)	2025	2025	sg
11. LA River Waterway & System Bike Path	2025	2025	cc, gc
12. LA River Bike Path and Mobility Hub – San Fernando Valley	2025	2025	sf
13. Orange Line Travel Time and Safety Improvements	2025	2025	sf
14. Purple Line Extension Section 2	2025	2025	cc, w
15. Purple Line Extension Section 3	2026	2026	w
16. Sepulveda Pass ExpressLanes	2026	2026	sf, w
17. East San Fernando Valley	2027	2027	sf
18. I-105 ExpressLanes*	2027	2029	cc, gc, sb
19. I-710 South Corridor Early Action*	2027	2032	gc
20. South Bay Light Rail Extension*	2027	2030	sb
21. Blue Line Signal and Washington/Flower Junction Improvements**	2028	2028	cc
22. I-10 ExpressLanes I-605 to San Bernardino Line**	2028	2030	gc, sg
23. SR-57/60 Interchange Improvements*	2028	2031	sg
24. Vermont Transit Corridor	2028	2028	cc
25. Sepulveda Transit Corridor*	2028	2033	sf, w
26. Gold Line Eastside Extension to Whittier or South El Monte*	2028	2035	gc, sg
27. West Santa Ana Branch*	2028	2041	cc, gc
28. I-405 South Bay Curve Improvements*	2028	2047	sb

* accelerated project

** non-Measure R nor Measure M project

DRAFT TWENTY-EIGHT BY '28 PROJECT LIST— TRANSPORTATION INVESTMENT GUIDE IN TANDEM WITH THE 2028 OLYMPICS AND PARALYMPIC GAMES



Transit Projects

1. Crenshaw/LAX Line
3. Regional Connector
5. Orange and Red Lines to Gold Line Transit Connector (North Hollywood to Pasadena)
6. Airport Metro Connector Station
8. North San Fernando Valley
9. Purple Line Extension Section 1
10. Gold Line Foothill Extension to Claremont (with ability to extend to Montclair)
13. Orange Line Travel Time and Safety Improvements
14. Purple Line Extension Section 2
15. Purple Line Extension Section 3
17. East San Fernando Valley
20. South Bay Light Rail Extension*
21. Blue Line Signal and Washington/Flower Junction Improvements**
24. Vermont Transit Corridor
25. Sepulveda Transit Corridor*
26. Gold Line Eastside Ext. to Whittier or South El Monte*

Highway Projects

7. I-5 North County Capacity Enhancements
16. Sepulveda Pass ExpressLanes
18. I-105 ExpressLanes*
19. I-710 South Corridor Early Action*
22. I-10 Express Lanes I-605 to San Bernardino Line**
23. SR-57/SR-60 Interchange Improvements*
28. I-405 South Bay Curve Improvements*

Bike Path Projects

11. LA River Waterway & System Bike Path
 12. LA River Bike Path and Mobility Hub - San Fernando Valley
- Not shown: MicroTransit**, New Bus Rapid Transit Corridors (Phase 1)
- * aspirational project (scheduled)
- ** non-Measure R nor Measure M project

Declaration of Anthony DeFrenza

EXHIBIT C

Metro

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



MINUTES

Thursday, January 25, 2018

9:00 AM

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

Board of Directors - Regular Board Meeting

**Sheila Kuehl, Vice Chair
James Butts, 2nd Vice Chair**

Kathryn Barger

Mike Bonin

Jacquelyn Dupont-Walker

Robert Garcia

Janice Hahn

Paul Krekorian

Ara Najarian

Mark Ridley-Thomas

Hilda Solis

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

CALLED TO ORDER AT: 9:07 a.m.

34. SUBJECT: 2018 LEGISLATIVE PROGRAM

2017-0736

ACTION

ADOPTED ON CONSENT CALENDAR:

- A. the proposed 2018 Federal Legislative Program as outlined in Attachment A;
- B. the proposed 2018 State Legislative Program as outlined in Attachment B; and
- C. a SUPPORT position on ACA 5 (Frazier) which seeks to protect State transportation revenues.

**37. SUBJECT: TWENTY-EIGHT BY '28 PROJECT LIST-
TRANSPORTATION INVESTMENT GUIDE IN
TANDEM WITH THE 2028 OLYMPIC AND
PARALYMPIC GAMES**

2017-0799

ACTION

APPROVED ON CONSENT CALENDAR the Twenty-Eight by '28 list provided in Attachment A.

44. SUBJECT: Motion by Solis, Najarian, Barger, Krekorian, and Fasana 2017-0901

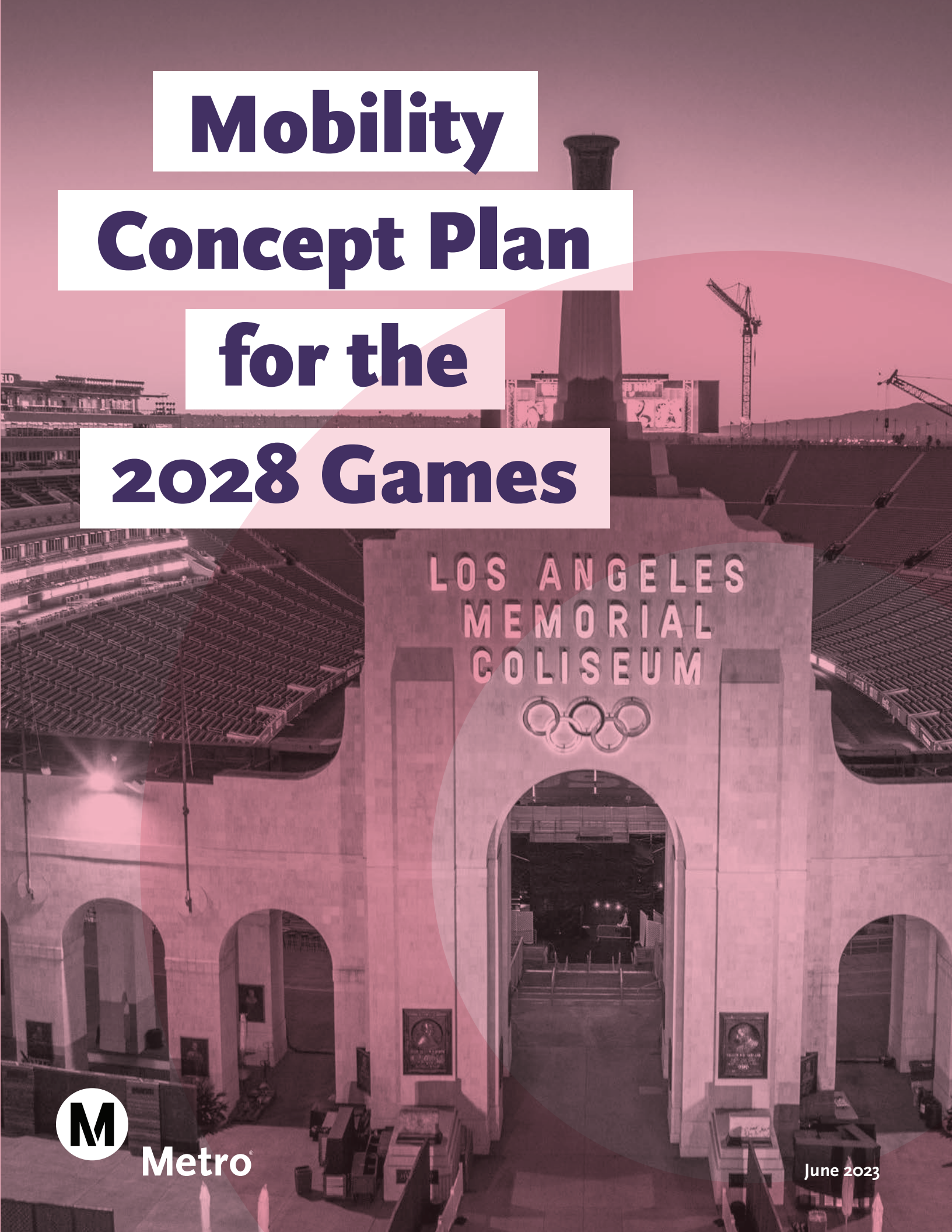
ACTION

APPROVED ON CONSENT CALENDAR Motion by Solis, Najarian, Barger, Krekorian, and Fasana that the Board direct the CEO to work with the Southern California Regional Railroad Authority (SCRRA) and the San Bernardino County Transportation Authority (SBCTA) to develop a strategic plan to implement a Fare Discount Pilot Program to better understand the potential impact to ridership and demand for additional service on the San Bernardino Line.

WE FURTHER MOVE that the CEO report back in 90 days.

Declaration of Anthony DeFrenza

EXHIBIT D



Mobility Concept Plan for the 2028 Games

LOS ANGELES
MEMORIAL
COLISEUM



Metro[®]

June 2023

Metro's Vision

Metro's mission is to provide a world-class transportation system that enhances quality of life for all who live, work, and play in Los Angeles County. As the planner, designer, builder, and operator of the county's transportation system, everything we do is aligned with that mission, and Metro is already at work delivering on this mission by improving our services and expanding our system.

Even with a growing transportation network, moving millions of spectators and thousands of athletes across the region for the 2028 Games will be a major undertaking. Metro will use existing key plans and policies to shape how we will keep the Games moving and help Angelenos continue to live, work, and play before, during, and after the 2028 Games.

VISION 2028 STRATEGIC PLAN

Our *Vision 2028 Strategic Plan* (Vision 2028) (Metro 2018) describes the big picture for improving mobility across Los Angeles County. Vision 2028 looks to double the trips made by methods other than driving alone, such as using transit, walking, rolling, and carpooling. Vision 2028's five goals underpin all of Metro's activities, including the ones in this Mobility Concept Plan.

2020 LONG RANGE TRANSPORTATION PLAN

Our *2020 Long Range Transportation Plan* (2020 LRTP) (Metro 2020) lays out Los Angeles' roadmap for a more sustainable, vibrant future. We reached out to people all across the region and learned what they wanted for public transportation, and distilled that information into four goals:

- > Better transit
- > Less congestion
- > Complete streets
- > Access to opportunity

The 2020 LRTP shows what Metro is doing now and what we must do in Los Angeles County over the next 30 years to meet these goals.

METRO'S 2028 STRATEGIC PLAN GOALS

- > Provide high quality mobility options that enable people to spend less time traveling
- > Deliver outstanding trip experiences for all users of the transportation system
- > Enhance communities and lives through mobility and access to opportunity
- > Transform LA County through regional collaboration and national leadership
- > Provide responsive, accountable, and trustworthy governance within the Metro organization



2

2028 Games Context

Los Angeles is a world-class city that embodies the Olympic and Paralympic spirit. We are diverse. We are welcoming. We are bold. That is why Los Angeles won the bid to host the Games for the third time, joining the likes of Paris and London. The 2028 Games promises to be an amazing experience for all in Los Angeles—the athletes, the spectators, and the community.

The Games are Coming

Fueled by the success of the 1932 and 1984 Games and equipped with some of the best stadiums and arenas in the world, Los Angeles won the right to host the 2028 Games. This will be Los Angeles' third time hosting the Olympic Games and first time hosting the Paralympic Games.

The 2028 Games will match the incredible scale and diversity of Los Angeles. According to 2028 Games organizers, it will be the largest sporting and transportation event ever held, with an estimated 10 to 15 million ticketholders, approximately 50,000 accredited personnel (athletes, officials, media, etc.), and roughly 65,000 volunteers and employees.

LA28: 2028 GAMES ORGANIZING COMMITTEE

The Host City Contract with the International Olympic Committee (IOC) specifies that LA28 is the organizing committee responsible for delivery for the 2028 Games with support from the City of Los Angeles. LA28 is a nonprofit, independent, private organization governed by a volunteer board of directors. LA28 serves as the

central body for planning and staging of the 2028 Games in close partnership with public and private entities, such as Metro, to deliver the 2028 Games. LA28 is financially responsible for hosting the 2028 Games. LA28 is privately funded through domestic sponsorships, licensing, hospitality, ticketing, and the IOC.

LA28 will work closely with local jurisdictions, including venues outside of the City of Los Angeles, to ensure that the government services necessary for the planning and delivery of the Games are coordinated.

Pursuant to the Host City Contract, LA28 convened the Games Mobility Executives (GMEs), which consist of Metro, Metrolink, Caltrans, City of Los Angeles Mayor's Office, Los Angeles Department of Transportation (LADOT), and the Southern California Association of Governments (SCAG). Metro's GME member is CEO Stephanie Wiggins. As a Games Mobility Executive, she will help lead the funding advocacy and implementation of projects to enable Games projects are ready by 2028.

Nearly 100 years ago, even our understanding of "getting ready" for the Games was different—just as our idea of Los Angeles changed. For example:

1932 Aesthetic improvements including planting over 30,000 trees, and naming Olympic Boulevard

1984 Managing traffic, using existing resources, using temporary bus lane networks to manage demand; no permanent benefits

2028 Integrated, mobility investments in Equity Focus Communities that provide long-term benefits



TO UNION STATION WEST
↓ PASSAGEWAY TO TRAINS AND BUSES ↓



Los Angeles 2028 Games

by the Numbers

10-15M

TICKETS SOLD

700+

TICKETED EVENTS

3M+

UNIQUE ATTENDEES

80+

COMPETITION AND
NON-COMPETITION VENUES

~65K

VOLUNTEERS & EMPLOYEES

~500K

PEAK DAY SPECTATOR
IN-TRANSIT

~60

DAYS OF OPERATION

~50K

KEY CONSTITUENTS
(ATHLETES, OFFICIALS, MEDIA, ETC.)

SPORTS PROGRAM AND VENUE LOCATIONS

Although LA28 will not finalize the sports program and venue locations until after 2024, the current plan considers 28 Olympic sports and 22 Paralympic sports. We expect there will be more than 700 events and competitions at more than 30 existing and temporary competition venues across Los Angeles County. The largest venues will be in Downtown Los Angeles, Long

Beach, Inglewood, Carson, and the San Fernando Valley. Other proposed venues and activity centers include locations in Westwood, Santa Monica, Pasadena, and San Dimas. The Athletes Village will be at the University of California Los Angeles (UCLA) and the Media Village will be at the University of Southern California (USC).



OLYMPIC GAMES

17 DAYS

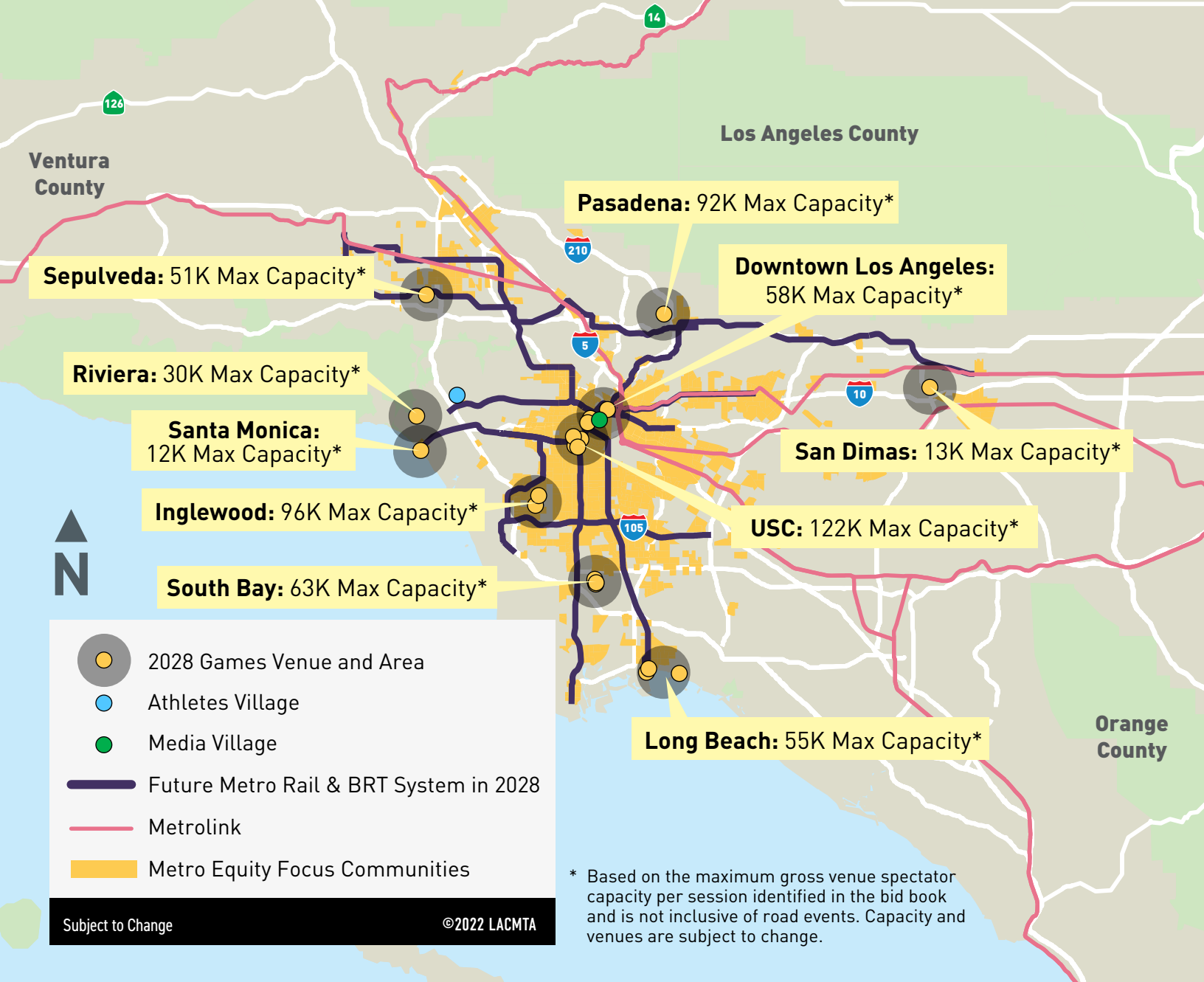
JULY 14 TO JULY 30, 2028



PARALYMPIC GAMES

13 DAYS

AUGUST 15 TO AUGUST 27, 2028



DURATION OF THE GAMES

The 17-day Olympic Games will run from July 14 to July 30, 2028. The 13-day Paralympic Games will run from August 15 to August 27, 2028. LA28 plans to use the historic Memorial Coliseum and iconic SoFi Stadium to jointly host opening and closing ceremonies. Throughout the

region, there will be live sites, fan zones, and open streets events that will be public celebrations, providing live event broadcasts to enhance the experience for all. Fan zones will allow as many people as possible to experience the Games.

Games temporary facilities or infrastructure, known as “venue overlay,” will start construction six months before the Games and intensify in the last three months before the Games. During the venue overlay period, Angelenos can expect road closures, detours, and other roadway impacts.

LA28's Transportation Strategy

For many visitors, their first impression of Los Angeles will be their experience with Metro's and the region's transportation systems. And for our 10 million Angelenos who are here to live, work and play, there is an opportunity to change the way people think about and use public transportation during and after the 2028 Games.

With the increase in demand, it will be necessary to reduce traffic volumes. The bid book identified the goal of reducing traffic congestion by 15%. To accomplish this, LA28 envisions a seamlessly integrated transportation system that serves all athletes, 2028 Games workforce members, and stakeholders, while keeping the region moving.

To support this goal, LA28's strategy includes the following:



CAR-FREE VENUES

Spectators will not be able to park directly at venues and will need to arrive at venues using other modes like public transportation, walking, or rolling.



MOBILITY HUBS

To support multimodal and car-free 2028 Games, mobility hubs will provide spectators with connections to either rail or the supplemental bus system to support first-last mile trips.



GAMES ROUTE NETWORK (GRN)

Dedicated lanes will be created for Games vehicles to travel between venues to be used by Games athletes, the media, officials, IOC members, spectators, workforce, and public transit.



SUPPLEMENTAL BUS SYSTEM

LA28 anticipates demand will exceed existing scheduled capacity of the region's public transit system. Supplemental bus system will enhance capacity between mobility hubs and venues, similar to services provided during other Olympic and Paralympic games, and the 1984 Games in Los Angeles.



Transforming mobility for years to come



Del Am



RIGHT
LANE
MUST
TURN
RIGHT

Metro

The Grand Scale

The magnitude and scale of the 2028 Games will impact more than traffic congestion. Metro's transit network already serves over 1,400 square miles and includes commuter regional rail that stretches into five adjacent counties. Mobility planning and delivery of the 2028 Games will consider the following impacts on the public:

- > Managing suspension and temporary relocation of bus stops and detours of bus routes
- > Embracing numerous transportation demand management strategies to keep the region moving during the Games
- > Understanding that the 2028 Games will likely be considered a National Special Security Event, which will result in road closures, barricades and fencing around event sites, and additional security personnel
- > Preparing for operators and bus drivers to be in high demand and the need for accessible vehicles
- > Anticipating the surge of international visitors with needs for multilingual information and accessibility
- > Coordinating logistics, including different-than-normal goods and freight movement
- > Staging fan zones across the region that could attract thousands of participants
- > Pausing construction of certain projects during the Games
- > Planning road closures that minimize disruptions to traffic and public transportation for events such as the torch relay, cycling, marathon, and other road events

2028 Games Pilot Tests

To get ready for the 2028 Games, we'll test our mobility strategies and policies in conjunction with special event operations. Los Angeles offers some of the best opportunities and places to do just that. Given that our region is home to major sports franchises and entertainment programs that have a long history of hosting large-scale, world-class events, we have the opportunity to start testing and scaling new mobility options before 2028. Over the next few years, Los Angeles will host major sporting events such as WrestleMania, the 123rd US Open Men's Golf Championship, the 2024 NCAA Division 1 Men's Basketball West Region Championship, the 2026 US Open Women's Golf Championship, and the 2026 FIFA World Cup. Of course, this is in addition to Hollywood's annual course of red-carpet events such as the Oscars, Emmys, and Grammys. While none of these events are at the scale of the Games, they offer us experience that will scale up; these events will help us pilot test and create strategies to improve mobility and manage congestion.

2



Transportation Demand Management

Transportation demand management (TDM) is the use of multimodal strategies to reduce traffic, improve mobility, and reduce emissions. With millions of expected visitors, a TDM program is crucial to reducing transportation system demand and limiting the Games' impact on Angelenos. In its bid to host the Games, LA28 set a goal of reducing traffic volumes across Los Angeles County by approximately 15% during the 2028 Games. We will need practical, effective, and innovative TDM strategies to achieve this goal.

The 2028 Games offers Metro the opportunity to expand and build upon many of its TDM programs. Games-related TDM strategies could include a marketing and communications campaign, financial incentives and pricing strategies, park-and-ride strategies, and mobility hubs. Park-and-ride approaches and mobility hubs are discussed later in this section.

The COVID-19 pandemic showed us that more people can work remotely and help reduce traffic. In response to the pandemic, a considerable 45% of the population in Southern California telecommuted. We know that telecommuting during the Games, will significantly reduce traffic. For example, Metro saw a reduction between 50% to 75% in the number of vehicles using the ExpressLanes during the first year of the COVID-19 pandemic.

Telecommuters are more likely to be higher-income individuals who, before the pandemic, did not use public transit and commuted via single-occupant vehicles. Not everyone can telecommute; many essential workers are lower-income earners and frequently use public transit to get to work. Strategies to maximize telecommuting will be an integral part of the overall travel demand management approach for the Games, and communications with the general public and employers will encourage and to support anyone who chooses to telework. This can greatly reduce the number of vehicles on the road, easing traffic and emissions.

To successfully implement TDM strategies, coordination among stakeholders is crucial. Working groups including representatives from major employers and Transportation Management

Organizations (TMOs) across the region could be created by Metro to identify data needs and resources. Implementation of a diversified portfolio of TDM strategies will result in an approach that is stronger and less susceptible to failure, with the goal of reducing Games traffic volumes while encouraging long-term mode shift among local residents. For the 2028 Games, a successful TDM strategy will help new riders learn about Metro's services, and grow its customer base beyond the Games.

POTENTIAL TDM IDEAS FOR CONSIDERATION	REDUCE	REMODE	REROUTE	RETIRE	TARGET AUDIENCE	LEGACY
Marketing and Communications	●	●	●	●	Spectators and general public region-wide	> Memorable messaging > Communications platform
Incentives to Drive Less (Mobility Wallet)	●	●	●	●	General public	> Mode shift > Program expansion
Transportation Communication Network Expansion (digital billboards)	●		●	●	Spectators and general public who drive	> Intelligent systems and communications platform
Freight TDM	●	●	●	●	General public (specifically freight industry)	> Curbside management systems > Goods movement policy change > Partnerships with freight industry
SoCal 511 Regional Trip Planning		●	●	●	General public	> Communications platform > Systems investment > Informed decision making
Pricing Strategies (Parking, Congestion, etc.)	●	●			Spectators and general public who drive	> Revenue generation > Parking policy change
Metro Vanpool/Metro Micro Expansion	●	●			General public	> Program expansion > Vehicle electrification
BlueLA Expansion	●			●	General public, spectators, out-of-town visitors	> Program expansion > Reduce car ownership
Local Route Network + Metro Bike Share and Bike Hub Expansion		●	●		General public and spectators	> Mode shift > Air quality > Program expansion
HOV 3+ Policy Implementation	●				General public	> Air quality, mode shift

Mobility Hubs

One of LA28's goals for TDM is to build mobility hubs for multiple reliable and efficient connections for everyone going to venues, homes, or jobs throughout the region. Mobility hubs will help the public transit network manage capacity at all the venues and provide convenience and efficiency for spectators and residents alike. Mobility hubs for the 2028 Games are defined as multimodal transport hubs that connect people from their home or accommodation to public transit and directly to the venues and reduce congestion near venue hubs.

Mobility hubs should be inclusive and accessible to all. Particular attention should be paid to the diverse needs of people with disabilities and restricted mobility, so it is a service that can be relied upon to provide connected and integrated travel experiences alongside other users without additional effort or concern. Achieving this will require a consistent approach across all transport modes to the physical infrastructure and operations.

Metro has a critical role in the implementation of mobility hubs for the 2028 Games because many mobility hubs will be located at Metro rail and BRT stations. Other potential locations where mobility hubs may be considered include the Los Angeles Zoo and the regional California State University campuses at Dominguez Hills, Long Beach, Los Angeles, and Northridge. For the mobility hubs at transit stations, there are two tiers, or typologies, that reflect the varying needs of the users and scale/context of the location. The following provides a description of each typology.





VENUE MOBILITY HUB

Stations that are nearest to the proposed venues and sports parks. Venue Mobility Hubs will serve as the critical point for accessing mass transit, Games-specific transit, and micro-mobility options. These hubs will move and contain people efficiently while they wait to board transit, clear and visible signage, real-time information, and staffing to provide guidance and support.

CENTRAL MOBILITY HUB

Central Mobility Hubs are concentrated at or near the end of Metro Rail and BRT stations with significant parking capacity. These hubs will also be used heavily by Games visitors using public transit for their journey, or a combination of public transit and micro-mobility. The primary users of Central Mobility Hubs will be Games spectators and Games workforce, as well as people taking non-Games related trips to avoid vehicle travel during the Games.

Based on these definitions and criteria, 13 locations are potential venue mobility hubs and 18 locations are potential central mobility hubs.

FULLY FUNDED/CONSTRUCTION PROJECTS COMPLETE BY 2028 GAMES

In addition to the Mobility Concept Plan Project List's unfunded and partially funded project list, Metro is already at work on a major capital program, with many projects on track to be delivered by 2028. Over 20 projects totaling an estimated \$17B are planned to be completed by 2028. Many of these projects will significantly contribute to improved mobility during the Games. Some of the most significant projects on this list include:

WESTSIDE D LINE EXTENSION

This project will provide a faster trip between Downtown Los Angeles and UCLA; UCLA will host the Athletes Village and other competition venues.

J LINE ELECTRIFICATION

This project connects many of the Games venues, including the South Bay Sports Park and Downtown Sports Park via a sustainable travel mode that will remain in place.

I-105 EXPRESSLANES & ICM

This corridor will see a conversion of the high-occupancy vehicles lanes to high-occupancy toll lanes and the implementation of integrated corridor management strategies to improve traffic flow on this critical corridor between LAX and Downtown Los Angeles.

NORTH HOLLYWOOD TO PASADENA BRT

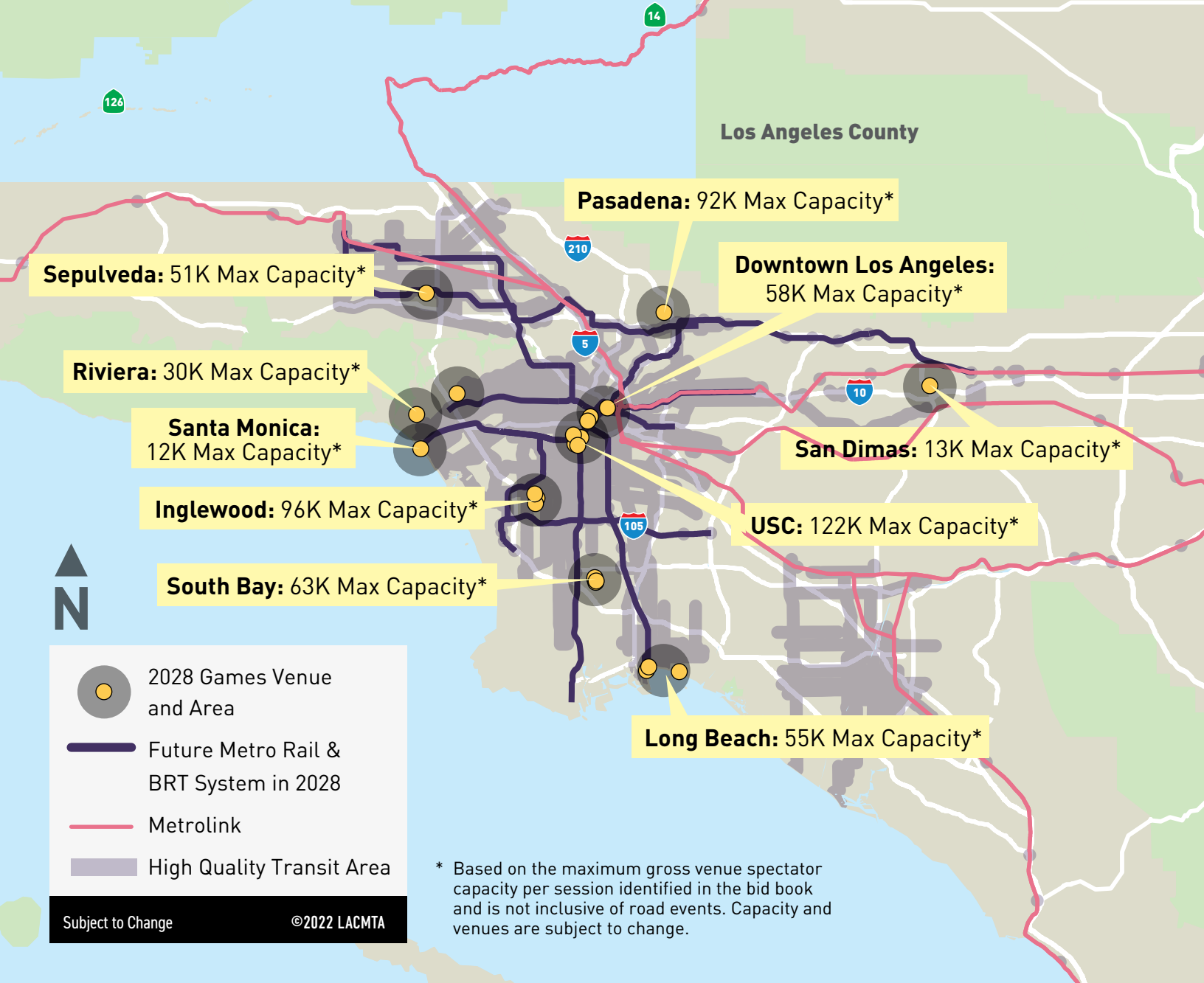
This project closes a gap, connecting the L Line in Pasadena with the B and G Lines in North Hollywood with a high-capacity and high-frequency bus rapid transit service. This also project provides a multimodal connection between the Rose Bowl and the Valley Sports Park.

AIRPORT METRO CONNECTOR

Once built, this project directly connects the Metro system to LAX with a multimodal station along Metro's K Line and integrates into the Automated People Mover into the passenger terminals at LAX.

RAIL-TO-RAIL ACTIVE TRANSPORTATION CORRIDOR

This walking and rolling corridor connects the A and K Lines with a dedicated path through EFC to enhance mobility, and for getting to Games venues in Inglewood.



Venues in Los Angeles County at a Glance

25+

PROPOSED VENUES IN
LOS ANGELES COUNTY

92%

OF VENUES LOCATED IN OR WITHIN A 1-MILE
RADIUS OF AN EQUITY-FOCUSED COMMUNITY

1.5 MILLION

PEOPLE IN EQUITY-FOCUSED COMMUNITIES
WITHIN 1 MILE OF A PROPOSED VENUE

62%

OF VENUES LOCATED IN A
HIGH-QUALITY TRANSIT AREA

Our Path to Gold

Our path to the 2028 Games includes all kinds of projects and actions—both near- and long-term—to make our vision a reality.

We studied best practices from other World Games, learned from Task Force members and stakeholders, and gotten specific about our goals. Along with our projects, these actions will get us to the 2028 Games with leadership from other partners around the region.

FUND AND DELIVER PROJECTS



NEAR-TERM

- > Include Mobility Concept Plan projects in Metro's federal and state funding strategies
- > Dedicate resources; lead planning and delivery; use best practices from other World Games to achieve success
- > Dive into data; use robust reporting tools with consistent dashboard reports; share centralized project status with partners/stakeholders for on-time delivery
- > Draft memoranda of understanding with local jurisdictions to streamline project permitting and support

PRIORITIZE EQUITY AND INCLUSION



NEAR-TERM

- > Create local jobs; integrate workforce development into 2028 Games construction and operations projects
- > Increase access to amenities and hold ourselves accountable to our goals for racial equity and inclusion
- > Reach out and engage with communities to raise awareness and talk about plans for the Games



LONG-TERM

- > Make the 2028 Games the most-attended Olympics and Paralympics ever
- > Use what we learned from the Universal Basic Mobility pilot to create long-term solutions across Los Angeles County

IMPROVE CUSTOMER EXPERIENCE



NEAR-TERM

- > Analyze mega-event customer experience
- > Analyze pedestrian queueing at key stations in sports parks
- > Offer grants and identify funding sources for projects per Motion 9, *Uplifting Arts, Culture and Recreation*
- > Implement a bus headway and frequency management program to improve bus reliability



LONG-TERM

- > Establish a new and stronger reputation for outstanding customer care and delight
- > Build lasting customer communication channels that reward loyal customers and attract new riders
- > Hold open streets events throughout Los Angeles County

PREPARE FOR THE 2028 GAMES DEMAND

 NEAR-TERM	 LONG-TERM
> Model/forecast travel demand and network performance. Modeling will tell us how to plan for and manage how spectators, Games workforce, and business-as-usual customers get around > Work with LA28 to evaluate and define access points and secured perimeters at all venues > Establish freight, business, and resident working groups; build awareness and talk about the pros and cons of Transportation Demand Management	> Diversify; create a local route network with different travel modes so people can keep their day-to-day routines going > Prepare a focused operations analysis and plan similar to the London 2012 and Rio 2016 teams > Train staff about large-event safety and security, including training in soft skills > Survey people at parking facilities, learn more who uses transit and whether they will shift modes during the 2028 Games and discuss how to maximize and measure the benefits of Transportation Demand Management

BUILD PARTNERSHIPS

 NEAR-TERM	 LONG-TERM
> Ask for and review unsolicited proposals that will help Metro prepare for and deliver the 2028 Games > Engage now; reach out and build awareness about the 2028 Games and mobility > Work with LA28, transit agencies, and venues to integrate ticketing, schedules, fares, and payment > Work with local and regional transportation agencies to advance projects > Create an advisory council of select transit CEOs and General Managers across the country to partner on the supplemental bus and share best practices for hosting mega special events	> Streamline interagency coordination; use interoperable databases, communication, and information exchange systems for safety and security

LEAVE A LASTING LEGACY

 LONG-TERM
> Higher-frequency service and headways on rail and bus routes > Convert the Games Route Network into ExpressLanes or bus-only lanes > Convert mobility hubs into amenities for local communities; support first/last mile trips > Offer all-door boarding on every bus line

Timeline

With a lot to do by 2028, significant planning will continue. This Mobility Concept Plan is our first step. We will reach out to communities and stakeholders and gather input about how we can improve.

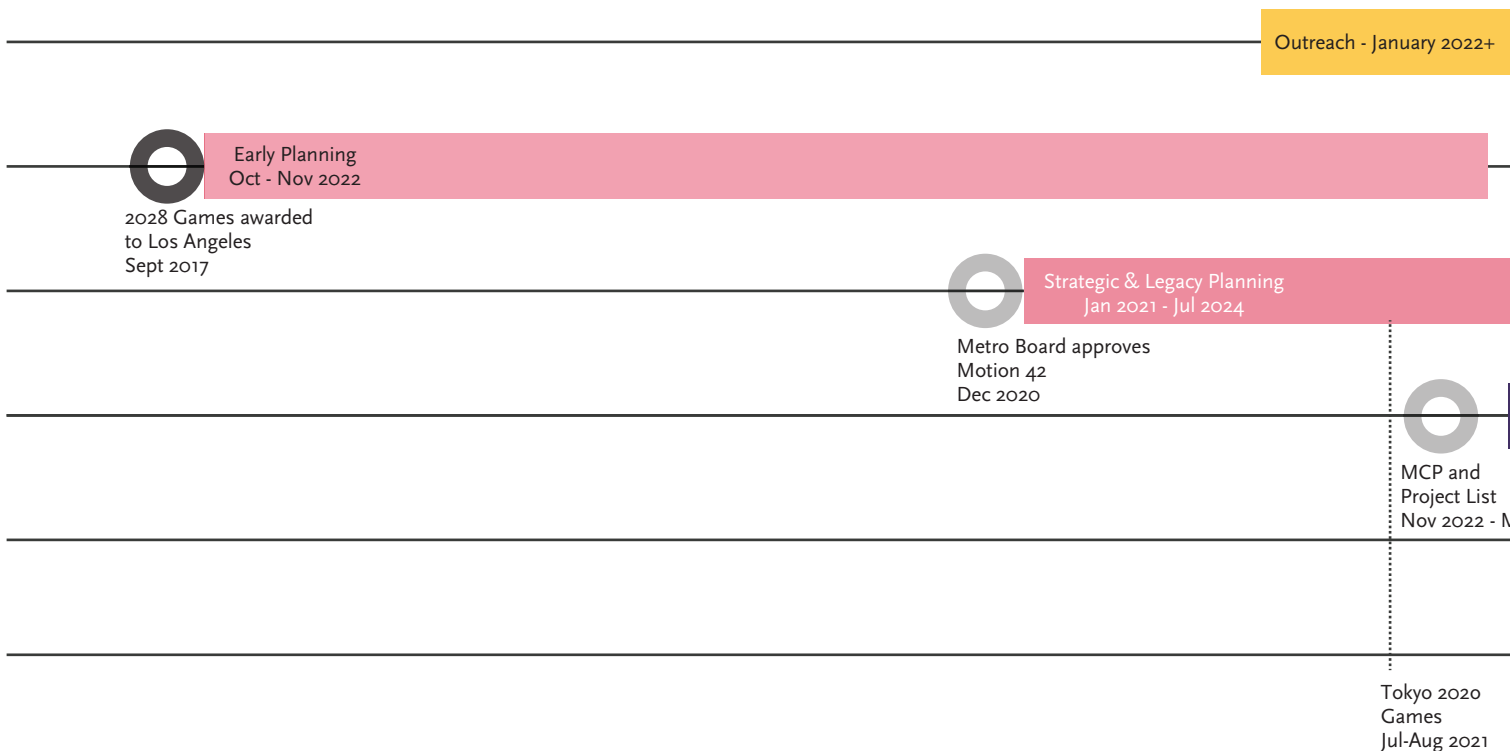
In the next few years, LA28 and the IOC will finalize the venue plans, sports events, and schedule for the 2028 Games. These details will help refine this Mobility Concept Plan. As Metro and our partners refine this plan, we will continue to work toward our goals, creating an equitable and inclusive mobility future, as described in Chapter 6.

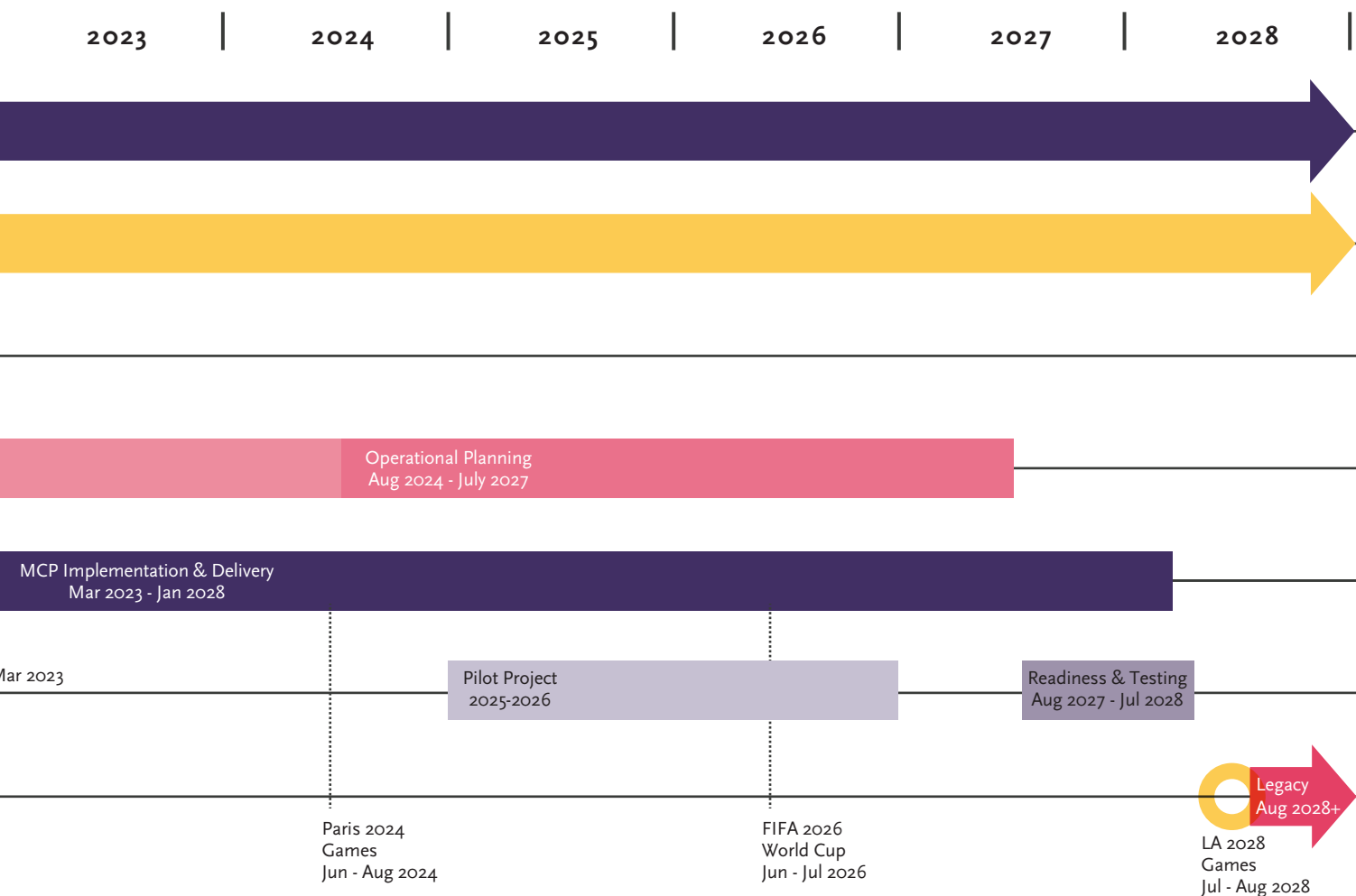
2028 is just on the horizon; we know where we want to be, and we have a plan to get there. Just as Olympic athletes are training now for the 2028 Games, we are continuing to plan, deliver, and implement.

Our eyes are on the prize: better and more equitable mobility for all Angelenos, creating a permanent legacy before, during, and after the 2028 Games.



Implementation & Delivery (Measure R/M Projects)





Declaration of Anthony DeFrenza

EXHIBIT E



Board Report

File #: 2023-0756, File Type: Plan

Agenda Number: 7.

AD HOC 2028 OLYMPIC & PARALYMPIC GAMES COMMITTEE MARCH 20, 2024

SUBJECT: TWENTY-EIGHT BY '28 PROJECT LIST

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Twenty-Eight by '28 progress report, and;
- B. APPROVING revisions to the Twenty-Eight by '28 project list (Attachment A).

ISSUE

The purpose of the Twenty-Eight by '28 Initiative is to highlight projects for completion by the 2028 Olympic and Paralympic Games (the 2028 Games). The list approved in January 2018 included Measure R, Measure M, and other projects already slated for completion by 2028, as well as “aspirational” project schedules that propose to be accelerated by 2028 (“aspirational” is defined as a project that has a current delivery date later than 2028). This item is a status report on the pursuit of the Twenty-Eight by '28 Initiative and a recommendation to update the project list by replacing projects that are not able to meet the 2028 Games timeline with projects/programs that align with Metro’s 2028 Mobility Concept Plan (MCP) and either have been completed since the Initiative began or can be completed before the 2028 Games. Investments on this list are distributed countywide, demonstrating proactive regional coordination.

BACKGROUND

In anticipation of hosting the 2028 Games, and in response to the Twenty-Eight by '28 Initiative, in January 2018, the Board approved a list of 28 projects for \$42.9 billion targeted for delivery by 2028. The Twenty-Eight by '28 Initiative provided staff with a clear vision of the Board’s priorities, including establishing and emphasizing four pillar projects. Selected projects addressed regional needs, with a focus on transit solutions that would provide additional connectivity to major sports venues. The list of projects included some already slated for completion by 2028 and several complex mega projects that would require unprecedented acceleration, including a funding gap of \$26.2 billion. The success of this initiative depended upon strong advocacy, as well as perfect alignment of funding

opportunities, partnership arrangements, project execution processes, and innovative strategies.

Pursuant to the Measure M Ordinance, project acceleration may only occur if doing so does not delay the delivery of any other project. Accordingly, the 2028 Games presents an opportunity to advocate for accelerated resources, particularly from the state and federal government, to achieve early project delivery of the aspirational schedules and additional projects. By identifying projects with aspirational schedules alongside projects already planned to be delivered by 2028, the Board would be highlighting-but-not-committing those projects for early project delivery.

Through the end of 2019, staff explored options that would deliver the projects faster and reported to the Board regularly on the progress and challenges. Staff diligently assessed and reviewed project needs such as financing, constructability, risks, and potential acceleration strategies. Since that time, construction market pressures, impacts related to the COVID-19 pandemic, and project development challenges (e.g., design changes, and funding assumptions) have continued to challenge delivery schedules. Despite these challenges, Metro has continued to advance several significant projects that support the transportation needs for the 2028 Games, including ongoing efforts related to each of the projects identified in the initial project list.

Using the Twenty-Eight by '28 Initiative as a baseline, in 2021 Metro initiated work with LA28, Caltrans, Metrolink, the Los Angeles Department of Transportation (LADOT), the City of Los Angeles Mayor's Office, and the Southern California Association of Governments (SCAG), a group collectively known as the Games Mobility Executives (GME), on a 2028 Mobility Concept Plan (MCP). December 2022, the Board approved the 2022 Mobility Concept Plan (MCP) Prioritized Project List comprising 50 partially funded or unfunded projects/programs, including capital and operational improvements (beyond the ones identified Twenty-Eight by '28 Initiative) that support Metro's objective to deliver clean, safe, and reliable public transportation for Games spectators and would also leave a lasting legacy for Angelenos.

Using the 2022 MCP Prioritized Project List as a basis, the GME identified a subset of 15 unfunded or partially funded projects/programs (some of which are bundles of projects) deemed to either serve a specific Games delivery need or be highly beneficial and supportive of the transport strategy for the Games. Since December 2022, the GME has used this Surface Transportation Priority List to jointly advocate for state and federal funding support.

DISCUSSION

Metro has benefited from a focus driven by the establishment of a select group of projects termed 'Twenty-Eight by '28'. The status of each of the projects spans the planning phase, including the environmental approval process and funding strategy, through engineering, construction, and ultimately operations. This report groups projects by phase to convey updated project milestones.

For the current list, three projects are complete and in operation; seven projects are under construction; six projects are in the engineering/final design phase; and 12 projects are in the Planning phase. Ten of the projects on the list have anticipated opening dates after 2028, however, a summary of progress for each of these ten projects is provided in Attachment B.

Proposed Revisions to the 28 by'28 List

With four years and four months to go before the Games, Metro has an opportunity to revisit what is already planned and what is needed for the Games. In doing so, the outcome for Los Angeles County will be a more livable, successful, and equitable region, with projects and programs that will benefit Los Angeles County for generations after they are completed, and the 2028 Games have concluded. In addition, since the launch of the Twenty-Eight by '28 initiative, other global sporting events have been announced for the LA County region: 2026 FIFA World Cup and the 2027 Superbowl so an updated list will also consider these global events.

Staff from Program Management, Operations, Countywide Planning, and the Office of Strategic Innovation evaluated several potential replacements for the ten projects projected to open after 2028. (The Metro Micro program, launched in 2020, was also considered for replacement from the list as it is still in the pilot phase and does not have a nexus for the Games venues). This evaluation included all projects within the 2022 MCP Prioritized Project List, as well as projects that are consistent with the goals of the 2028 MCP and either are completed or can be completed before the 2028 Games. As a result of the evaluation, the following eleven projects are recommended for inclusion in the revised projects list:

Project	Estimated Completion Date	Support to the 2028 Games
MCP Priority Station Improvements (Union, 7 th /Metro, Pico)*	2027	This project (3 stations) provides required maintenance upgrades and improvements to Metro Rail stations near Games venues, with a focus on 7th/Metro Center, Union Station, and Pico stations. This project will also enhance accessibility and customer experience with improved elevator and escalator operations. It will also expand Metro Ambassadors program to enhance the customer experience and offer in-person support to riders.
Eastside Access Improvements	Completed 2023	Improving pedestrian and bicycle access in Little Tokyo and the Arts District, areas served by Metro's A and E lines, will make it easier and safer for our regular riders to get around and, during the Games, will provide more alternatives for spectators to reach venues located near these two rail lines. These improvements will benefit to spectators and the Games workforce traveling to the Grand Park venue and those using Union Station to start or end their rail journeys to their venues.
"New Blue" Improvements to the A - Line	Completed 2019	The A Line will be critical for the 2028 Games, providing access to the Long Beach and downtown LA sports parks. This project improved reliability, speed, and overall customer experience on the A Line.

MCP Mobility Hubs in SFV (Chatsworth, NoHo, Balboa)**	2028	Chatsworth Station will serve as an important mobility hub for spectators and the Games workforce, providing a key interchange point for drivers and vehicle passengers coming from other parts of the region. The North Hollywood Mobility Hub will improve interchange facilities for Games visitors traveling to the Sepulveda Basin sports park and those visitors traveling into LA from accommodation in the San Fernando Valley area. These stations will improve facilities for those travelling by car, transit, and micro-transit as their initial mode of transport on their journeys to venues. The Balboa Station will be a venue mobility hub for the Sepulveda Basin sports park.
Gateway Cities MCP Projects*	2027	With an emphasis on equity, legacy, and the 2028 Games, five specific 2028 Games MCP projects are located within the Gateway Cities subregion. Projects include: 1) a crossover track near the intersection of Anaheim Street and Long Beach Boulevard to improve service reliability for the A Line; 2) a mobility hub at the A Line Willow Station to enhance multimodal connections and improve the customer experience at this key station; 3) bus priority improvement projects along Florence Avenue, Studebaker Road, and Imperial Highway to enhance connectivity between SoFi Stadium, Metro C Line Norwalk Station, and Metrolink Norwalk/Santa Fe Springs Station; and 4) first/last mile improvements near key station locations in Norwalk and Long Beach.
J Line Electrification	2024	This project will support the goal of having sustainable and clean transportation options for Games spectators.
MCP LRT Speed and Reliability Improvements near Washington/Flower**	2027	This project will help increase capacity on the A and E Lines, forming the critical “backbone” of the transit network for spectators and workforce traveling to the busiest 2028 Games venues. These improvements will also provide safer crossings, synchronized rail movements, and better traffic management.
Silver Line Improvement Program	Completed 2020	The project enhanced connectivity, reliability, and customer experience on the Silver (now J) line. The J Line will be a critical connection for spectators coming from the San Gabriel Valley (the El Monte station has been identified as a Central Mobility Hub) and into any of the venues downtown or transit-accessible sports parks in the region.

MCP Bus Only Lane Corridors (Olympic/Venice)*	2027	Bus-only lanes enable fast, frequent, reliable, and accessible bus services that will be used before and after the 2028 Games, encouraging people to use public transit instead of private cars. Olympic Blvd will be one of the most important sections of the GRN, linking the Athletes Village at UCLA with the Downtown LA sports park. Bus-only lanes on Venice Blvd would offer improved journeys and increased capacity for spectators travelling to/from Downtown venues. Both corridors will also encourage mode shift to reduce congestion on the I-10 corridor.
Rosecrans/Marquardt Avenue Grade Separation	2025	The project provides a critical pedestrian and traffic safety improvement along key arterials in Gateway Cities. This project will also improve the efficiency and reliability of the Metrolink Orange County Line, a very important rail service for the Games, as it directly connects the Honda Center in Anaheim to Union Station and destinations in Orange County. Furthermore, this and all other Metrolink lines will be critical and transporting spectators coming from the larger, 5-county region into LA County, where most of the venues are located.
Rail to Rail ATC Segment A	2024	An active transportation connection between the K, J, and A Lines will make it easier and safer for our regular riders to get around and, during the Games, will provide more alternatives for spectators to reach venues located near these rail/BRT lines.

*Project is partially funded

** Project is not funded

Attachment C illustrates the locations of the 11 replacement projects. Two of the projects have already been completed. Several projects from the 2022 MCP Priority List are contained within bundles, including Mobility Hubs in San Fernando Valley and several bus priority corridors improvements in Gateway Cities and Westside Cities. These projects, totaling an estimated \$ 400 million, are partially funded, and Metro is concurrently pursuing funding and advancing project development for them. All other projects on the list are fully funded and on track to be delivered by 2028. The revised Twenty-Eight by '28 project list (Attachment A) totals more than \$20 million in transportation investments for LA County.

Additionally, the title of four projects on the Twenty-Eight by '28 project list will need to be modified to reflect updates to the project description. Those changes are as follows:

- Gold Line Foothill Extension 2B (to Claremont) - Revise the terminus to Pomona station to reflect current project limits. The Pomona to Montclair segment is not yet funded.
- Vermont Transit Corridor BRT - Focused on delivering the core transit travel time

improvements.

- I-105 Express Lanes -Phase 1(between I-405 and I-110).
- I-405 South Bay Curve Improvements - Revise project title to clarify the scope: The Integrated Corridor Management improvements on I-405, between Manchester Ave. and Rosecrans Blvd. are underway).

The original Twenty-Eight by '28 project list laid out an aspiration for Metro's contributions ahead of the 2028 Games. The proposed revisions to the project list align the Twenty-Eight by '28 initiative with the priorities set forth by the Board in the 2022 MCP Priority Project List and with the GME's Surface Transportation Priority List. The MCP guides our state and federal advocacy for Games-related funding. The MCP is comprehensive and informed by our ongoing work to plan to host this global event. It remains the north star as we pursue funding collaboratively with our partners in the cities, the county, the region, and the state. Twenty-Eight by '28 focuses on Metro's projects that are a subset of the MCP.

FINANCIAL IMPACT

There is no financial impact associated with this update. Any financial impacts associated with the implementation of currently unfunded MCP projects will be identified when the Board considers approval of the funding/implementation plans.

Impact to Budget

Staff may follow up with any requests in a future separate action.

EQUITY PLATFORM

The qualitative criteria upon which the Twenty-Eight by '28 List of projects were selected included:

- Supports high-capacity access to key regional activity centers and corridors;
- Provides a vital link in Los Angeles County's developing high-capacity transit network;
- Supports the integration of land use and transportation to accommodate new mixed income housing opportunities in areas to be served by transit, along with economic development opportunities; and
- Eases congestion at existing bottlenecks and congested corridors.

By revising the Twenty-Eight by '28 list by replacing projects that could not be delivered by the Games with those aligned with Metro's 2028 Mobility Concept Plan, which included additional equity metrics and prioritization, Metro aims to deliver tangible improvements that will resonate for generations beyond the Games' conclusion. This thoughtful recalibration, involving collaboration across departments and strategic evaluations, positions Metro to contribute to the success of transport during the 2028 Games and leave a lasting legacy that promotes a more accessible,

connected, and equitable Los Angeles County. As illustrated in Attachment C, ten of the eleven proposed projects are either fully or partially located in Metro's Equity Focus Communities and will have a long lasting impact for current and future generations.

These projects represent a strategic and forward-thinking approach to ensure the success of the Games while concurrently fostering long-term benefits for the diverse communities of Los Angeles County. This reconstitution is not exclusively about timelines; it is a deliberate effort to foster equity by prioritizing projects that enhance accessibility and connectivity for all residents. The inclusion of projects such as the Rail to Rail ATC Segment A and Mobility Hubs across most of the County's subregions demonstrates a commitment to improving public transportation networks, providing residents with reliable and efficient options for commuting and facilitating greater access to education centers, job opportunities, and essential services. Other potential anticipated equity benefits include a reduction in single occupancy vehicle reliance, improved air quality, and reduced household transportation costs. Any needed mitigation strategies are determined and implemented at the project level. Robust community engagement opportunities will be provided as staff continues to develop programs/projects throughout the next four years until the 2028 Games are delivered.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports Strategic Plan Goal #1 - Provide high-quality mobility options that enable people to spend less time traveling. This will be accomplished by planning and delivering multiple capital projects on time and on budget.

NEXT STEPS

Staff will continue to monitor and report back on a regular basis to the Board's Ad Hoc 2028 Olympic and Paralympic Games Committee on the status of the revised Twenty-eight by '28 project list.

ATTACHMENTS

Attachment A - Revised Twenty-Eight by '28 list

Attachment B - Summary of Progress for Projects to be Delivered Beyond 2028

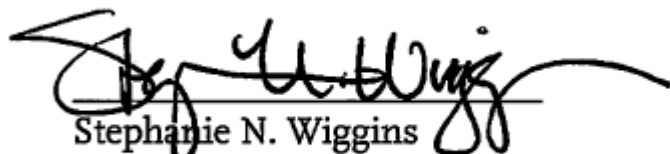
Attachment C - Map of Twenty-Eight by '28 Projects and Proposed Replacements

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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A Revised Twenty-Eight by '28 Project List

Project	Current Stage	Subregion (s)
1. “New Blue” Improvements to the A Line	Operations, opened 2019	GC, CC
2. Silver Line Improvement Program	Operations, opened 2020	SG, CC, SB
3. Crenshaw/LAX Line	Operations, opened 2022	CC, SB
4. Regional Connector	Operations, opened 2023	CC
5. Eastside Access Improvements	Operations, opened 2023	CC
6. Airport Metro Connector Station	Construction, target 2024	WC
7. J Line Electrification	Design, target 2024	SG, CC, SB
8. Rail to Rail, Segment A^a	Construction, target 2024	CC
9. North San Fernando Valley BRT	Planning, target 2025	SFV
10. Purple Line Extension, Section 1 ^b	Construction, target 2025	WC, CC
11. Gold Line Foothill Ext to Pomona	Construction, target 2025	SG
12. Purple Line Extension, Section 2 ^c	Construction, target 2025	WC
13. Rosecrans/Marquardt Grade Sep	Construction, target 2025	GC
14. New Bus Corridors	Design, target 2026	TBD
15. I-5 North Capacity Enhancements ^d	Construction, target 2026	NC
16. Key DTLA Stations^e	Planning, target 2026	CC
17. NoHo to Pasadena BRT	Design, target 2027	SFV, SG
18. LA River Bike Path/Mobility Hub - SFV	Design, target 2027	SFV
19. G Line Travel Time & Safety Features	Design, target 2027	SFV
20. Purple Line Extension, Section 3 ^f	Construction, target 2027	WC
21. Mobility Hubs in SFV^g	Planning, target 2027	SFV
22. Gateway Cities MCP Projects^{eh}	Construction, target 2027	GC
23. LRT Speed & Reliability Improvements^{e,i}	Planning, target 2027	CC
24. Bus Only Lanes (Olympic/Venice)^e	Planning, target 2027	WC
25. I-105 Express Lanes, Segment 1	Design, target 2028	SB, GC
26. SR 57/60 Interchange Improvements	Construction, target 2028	SG
27. Vermont Transit Corridor BRT	Planning, target 2028	CC
28. I-405 Integrated Corridor Management ^j	Design, target 2028	SB

Notes:

Replacement Projects (11 in total) are noted in **bold** letters

a – Active Transportation Corridor

b – Wilshire/Western to Wilshire/La Cienega

c – Wilshire/La Cienega to Century City

d – SR14 Interchange in Santa Clarita to Parker Rd in Castaic

e – Mobility Concept Plan

f – Century City to Westwood/VA Hospital

g – Chatsworth, NoHo, Balboa

h – Willow Station Mobility Hub and Anaheim St. LRT Crossover (A line)/ Bus priority improvements along Florence Avenue, Studebaker Road, and Imperial Highway/First/Lane mile improvements in Long Beach and near Norwalk C Line station.

i – Near Washington/Flower

j – Between Manchester Ave and Rosecrans Blvd

Project Status Summary:

5 or 18% are complete

9 or 32% are in construction

7 or 25% are in design

7 or 25% are in planning

Declaration of Anthony DeFrenza

EXHIBIT F

LA Metro NoHo to Pasadena BRT – 85% Draft Burbank Schedule R1		Draft, 85% Burbank Full Schedule				23-Apr-26 14:52									
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float										
LA Metro NoHo to Pasadena BRT – 85% Draft Burbank Schedule R1		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										
		0	28-May-26*		-38										
		5	28-May-26	01-Jun-26	-18										
		385	04-May-26	24-Jan-28	-16										
		0			25										
		385	04 May 26		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										
				08-Jun-26	4										
		41			0										
BBM.IMHM.F2027	End 2027 Holiday Moratorium	0		03-Jan-27*	0										
		134	05 Mar 26	17 Jul 26	33										
BBM.PSM.00.020	Permit Issued Tree Protection	0		05-Mar-26	101										
BBM.PSM.00.030	Permit Issued General Permit	0		01-Apr-26	74										
BBM.PSM.00.010	Permit Issued Water Board	0		17-Jul-26	-33										
		346	10 Nov 26	22 Oct 27	45										
BBM.IMPH.0050	Phase E Olive & San Fernando	0		10-Nov-26	132										
BBM.IMPH.0010	Phase A Olive & Hollywood Way	0		05-Jan-27	-85										
BBM.IMPH.0060	Phase F Glenoaks & Providencia	0		19-Jan-27	82										
BBM.IMPH.0020	Phase 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										

Remaining Level of Effort

Actual Level of Effort

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

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Data Date: 25-Jan-26

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LA Metro NoHo to Pasadena BRT – 85% Draft Burbank Schedule R1						Draft, 85% Burbank Full Schedule												23-Apr-26 14:52																					
Activity ID		Activity Name				Original Duration	Start	Finish	Total Float	2026												2027												2028					
										Jan	F	M	Apr	M	Jun	Jul	A	S	Oct	N	D	Jan	F	M	Apr	M	Jun	Jul	A	S	Oct	N	D	Jan	F	M	Apr	M	Jun
		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																													

Remaining Level of Effort
Actual Level of Effort
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

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Data Date:
25-Jan-26

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LA Metro NoHo to Pasadena BRT – 85% Draft Burbank Schedule R1				Draft, 85% Burbank Full Schedule																23-Apr-26 14:52																							
Activity ID		Activity Name		Original Duration	Start	Finish	Total Float	2026												2027												2028											
								Jan	F	M	Apr	M	Jun	Jul	A	S	Oct	N	D	Jan	F	M	Apr	M	Jun	Jul	A	S	Oct	N	D	Jan	F	M	Apr	M	Jun	Jul					
	BB.PD020.00340	Form bus pad / install reinforcement Olive and Lake		1	15-Oct-27	15-Oct-27	-31	Form bus pad / install reinforcement Olive and Lake																																			
	BB.PD020.00360	Pour / finish bus pad concrete Olive and Lake		1	18-Oct-27	18-Oct-27	-31	Pour / finish bus pad concrete Olive and Lake																																			
	BB.PD020.00400	Place roadway reconstruction (AC pave) Olive and Lake		1	19-Oct-27	19-Oct-27	-31	Place roadway reconstruction (AC pave) Olive and Lake																																			
	BB.PD020.00080	Cure Time Bus Pad (High/Early)		3	19-Oct-27	21-Oct-27	-45	Cure Time Bus Pad (High/Early)																																			
	BB.PD020.00410	Install signage and striping / open to traffic Olive and Lake		1	22-Oct-27	22-Oct-27	-33	Install signage and striping / open to traffic Olive and Lake																																			
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	Set up Traffic control Olive and Lake																																			
	BB.PE010.00220	Extend curb drain Olive and San Fernando		3	28-Jul-26	30-Jul-26	63	Extend curb drain Olive and San Fernando																																			
	BB.PE010.00380	Demo PCC pavement / curb& gutter / sidewalk / curb ramp / Landscaping Olive and San		3	28-Jul-26	30-Jul-26	57	Demo PCC pavement / curb& gutter / sidewalk / curb ramp / Landscaping Olive and San Fernando																																			
	BB.PE010.00210	Install signal pole foundations Olive and San Fernando		6	31-Jul-26	07-Aug-26	57	Install signal pole foundations Olive and San Fernando																																			
	BB.PE010.00390	Exc / install conduit - Traffic signals Olive and San Fernando		6	31-Jul-26	07-Aug-26	57	Exc / install conduit - Traffic signals Olive and San Fernando																																			
	BB.PE010.00400	Install wiring- Traffic signals Olive and San Fernando		6	31-Jul-26	07-Aug-26	69	Install wiring- Traffic signals Olive and San Fernando																																			
	BB.PE010.00230	Fine grade sidewalk / curb and gutter / platform subgrade / curb ramps Olive and San F		2	10-Aug-26	11-Aug-26	57	Fine grade sidewalk / curb and gutter / platform subgrade / curb ramps Olive and San Fernando																																			
	BB.PE010.00240	Form curb and gutter Olive and San Fernando		1	12-Aug-26	12-Aug-26	57	Form curb and gutter Olive and San Fernando																																			
	BB.PE010.00260	Pour curb and gutter Olive and San Fernando		1	13-Aug-26	13-Aug-26	57	Pour curb and gutter Olive and San Fernando																																			
	BB.PE010.00250	Form curb ramps Olive and San Fernando		1	14-Aug-26	14-Aug-26	62	Form curb ramps Olive and San Fernando																																			
	BB.PE010.00280	Form sidewalk Olive and San Fernando		1	14-Aug-26	14-Aug-26	62	Form sidewalk Olive and San Fernando																																			
	BB.PE010.00300	Form platform Slab / Install reinforcement Olive and San Fernando		1	14-Aug-26	14-Aug-26	57	Form platform Slab / Install reinforcement Olive and San Fernando																																			
	BB.PE010.00270	Pour curb ramps Olive and San Fernando		1	17-Aug-26	17-Aug-26	62	Pour curb ramps Olive and San Fernando																																			
	BB.PE010.00290	Pour / finish sidewalk Olive and San Fernando		1	17-Aug-26	17-Aug-26	62	Pour / finish sidewalk Olive and San Fernando																																			
	BB.PE010.00320	Pour / finish platform concrete Olive and San Fernando		1	17-Aug-26	17-Aug-26	57	Pour / finish platform concrete Olive and San Fernando																																			
	BB.PE010.00370	Switch Traffic Olive and San Fernando		1	18-Aug-26	18-Aug-26	57	Switch Traffic Olive and San Fernando																																			
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	Demo roadway, finegrade & place base Olive and San Fernando																																			
	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	Adjust utility boxes / hand holes / etc. to grade / install signal poles Olive and San Fernando																																			
	BB.PE010.860	Fine grade PCC Olive and San Fernando		1	20-Aug-26	20-Aug-26	57	Fine grade PCC Olive and San Fernando																																			
	BB.PE010.600	Setup West PCC Section Olive and San Fernando		1	21-Aug-26	21-Aug-26	57	Setup West PCC Section Olive and San Fernando																																			
	BB.PE010.610	Place / finish roadway & buspad (PCC) Olive and San Fernando		1	24-Aug-26	24-Aug-26	57	Place / finish roadway & buspad (PCC) Olive and San Fernando																																			
	BB.PE010.620	Cure Time (High/Early)		3	25-Aug-26	27-Aug-26	82	Cure Time (High/Early)																																			
	BB.PE010.00360	Saw and seal PCC joints Olive and San Fernando		1	27-Aug-26	27-Aug-26	56	Saw and seal PCC joints Olive and San Fernando																																			
	BB.PE010.560	Switch Traffic Olive and San Fernando		1	28-Aug-26	28-Aug-26	56	Switch Traffic Olive and San Fernando																																			
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	Demo PCC pavement / curb& gutter / sidewalk / curb ramp Olive and San Fernando																																			
	BB.PE020.00220	Install signal pole foundations Olive and San Fernando		4	01-Sep-26	04-Sep-26	56	Install signal pole foundations Olive and San Fernando																																			
	BB.PE020.00230	Exc / install conduit - Traffic signals Olive and San Fernando		4	01-Sep-26	04-Sep-26	56	Exc / install conduit - Traffic signals Olive and San Fernando																																			
	BB.PE020.00240	Fine grade sidewalk / curb and gutter / curb ramps Olive and San Fernando		1	08-Sep-26	08-Sep-26	56	Fine grade sidewalk / curb and gutter / curb ramps Olive and San Fernando																																			
	BB.PE020.00250	Form curb and gutter Olive and San Fernando		1	09-Sep-26	09-Sep-26	56	Form curb and gutter Olive and San Fernando																																			
	BB.PE020.00260	Pour curb and gutter Olive and San Fernando		1	10-Sep-26	10-Sep-26	56	Pour curb and gutter Olive and San Fernando																																			
	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	Adjust utility boxes / hand holes / etc. to grade / Install signal poles Olive and San Fernando																																			
	BB.PE020.00270	Form curb ramps Olive and San Fernando		1	14-Sep-26	14-Sep-26	56	Form curb ramps Olive and San Fernando																																			
	BB.PE020.00290	Form sidewalk Olive and San Fernando		1	14-Sep-26	14-Sep-26	56	Form sidewalk Olive and San Fernando																																			
	BB.PE020.00280	Pour curb ramps Olive and San Fernando		1	15-Sep-26	15-Sep-26	56	Pour curb ramps Olive and San Fernando																																			

Remaining Level of Effort
Actual Level of Effort
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

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Data Date:
25-Jan-26

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LA Metro NoHo to Pasadena BRT – 85% Draft Burbank Schedule R1			Draft, 85% Burbank Full Schedule				23-Apr-26 14:52																																						
Activity ID		Activity Name		Original Duration	Start	Finish	Total Float	2026														2027														2028									
								Jan	F	M	Apr	M	Jun	Jul	A	S	Oct	N	D	Jan	F	M	Apr	M	Jun	Jul	A	S	Oct	N	D	Jan	F	M	Apr	M	Jun	Jul							
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LA Metro NoHo to Pasadena BRT – 85% Draft Burbank Schedule R1			Draft, 85% Burbank Full Schedule				23-Apr-26 14:52																																										
Activity ID		Activity Name		Original Duration	Start	Finish	Total Float	2026														2027														2028													
								Jan	F	M	Apr	M	Jun	Jul	A	S	Oct	N	D	Jan	F	M	Apr	M	Jun	Jul	A	S	Oct	N	D	Jan	F	M	Apr	M	Jun	Jul											
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LA Metro NoHo to Pasadena BRT – 85% Draft Burbank Schedule R1			Draft, 85% Burbank Longest Path				23-Apr-26 14:53																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
BB.PB010.00360	Demo north east side- pavement / curb& gutter / Landscaping / sidewalk Buena Vista &	6	07-Jan-27	14-Jan-27	-30																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						

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LA Metro NoHo to Pasadena BRT – 85% Draft Burbank Schedule R1			Draft, 85% Burbank Summary Schedule												23-Apr-26 14:58																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float	2024					2025					2026					2027					2028																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
						M	J	J	A	S	O			J	F				J	J	A	S	O			J	F				J	J	A	S			J	F	M	A	M	J	J																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	Burbank Phase G - Stage 5 (Daily Closure)	12	06-May-27	21-May-27	58																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							

NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT

Myers Shimmick, A Joint Venture

Draft, 85% Burbank 23-Apr-26

MYERS

SHIMMICK

A JOINT VENTURE

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Dat Date 25-Jan-26

Declaration of Anthony DeFrenza

EXHIBIT G



Metro

**NOHO to PASADENA BRT PROJECT
CONTRACT NO. PS118736000**

**Early Works Package (EWP) 004 – Construction of Burbank & Glendale BRT
Segments, and Furnish and Install BRT Station Shelters and Amenities**

LACMTA Recommendation to Accept Early Works Package Proposal



Metro

Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

MOD:
CO:
CN:
CM #:

**CONTRACT
MODIFICATION
(EARLY WORKS PACKAGE)
PS118736000-MOD-00004**

19281

CONTRACTOR: Myers-Shimmick, a Joint Venture
CONTRACT/TITLE: PS118736000 / CMGC Services for NOHO BRT Project
CHANGE TITLE: Early Works Package for Construction of Burbank & Glendale BRT Segments, and Furnish & Install BRT Station Shelters and Amenities ("EWP-04")

This Modification to the Contract is entered into as of the last date shown on the signature block (the "Executed Date") by and between the Los Angeles County Metropolitan Transportation Authority ("LACMTA" or "Metro") and the Contractor.

In accordance with the terms of the Contract, the Contractor submitted, and LACMTA evaluated, an Early Works Package Proposal with respect to the Early Works Package described above under "Change Title". Following evaluation and negotiation of the Early Works Package, LACMTA and the Contractor desire to modify the Contract by this bilateral Modification. In consideration of the mutual covenants of the Parties as set out below, the Parties hereby agree as follows:

1. Unless the context otherwise requires, capitalized terms and acronyms used in this Modification have the meanings given in this Modification or in Exhibit 1 (Definitions) of the Contract.
2. Pursuant to Sections 2.3(a) (Early Works Packages) and 41.1 (Amendments) of the Contract and subject to the terms of this Modification, the Parties mutually agree to modify the Contract with effect from the Executed Date as set out in this Modification.
3. In accordance with Section 13.2(b) (Phase 2 Work) of the Contract, concurrently with execution of this Modification, the Contractor shall obtain and deliver to LACMTA, Performance Bonds and Payment Bonds in accordance with Section 13.2 (Performance and Payment Bonds) of the Contract for a modified sum that includes, in addition to the amounts required under Section 13.2(a) (Phase 1 Work), an amount equal to 100% of the Early Works Package Contract Price for the Early Works Package set out in the Attachment(s) to this Modification.
4. In accordance with Section 2.4(c) (Notice to Proceed for the Phase 2 Work), the Contractor shall not perform or permit the performance of the part of the Phase 2 Work included under the Early Works Package until the Commencement Date stated in a Notice to Proceed for that Early Works Package. Issuance of a Notice to Proceed for the Early Works Package by LACMTA is subject to satisfaction by the Contractor of the conditions set out in Section 2.4(c) (Notice to Proceed for the Phase 2 Work).
5. The execution of this Modification by the Parties is deemed to be an unconditional agreement to all adjustments to the Contract to incorporate the Early Works Package as described in this Modification, including any and all adjustments to the Baseline CPM Schedule, Contract Time, and Contract Price. The Contractor agrees that this Modification constitutes full compensation to the Contractor for all costs and time of performance related to the Early Works Package and the adjustments described in this Modification.
6. References to this Modification include all attachments, or other documents attached to or otherwise expressly incorporated in this Modification.
7. Except as expressly modified by this Modification, the Contract, as modified, remains in full force and effect as originally executed. Any future reference to the Contract shall be deemed to be a reference to the Contract as modified by this Modification and as the same may, from time to time, be hereafter further modified in accordance with its terms.
8. This Modification 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.

THE CONTRACT IS MODIFIED TO INCORPORATE THE FOLLOWING CHANGE(S):

EWP NO: 00004/Early Works Package for Construction of Burbank & Glendale BRT Segments, and Furnish & Install BRT Station Shelters and Amenities ("EWP-04")

WORK DESCRIPTION:

1) The Parties mutually agree to the following Changes under this Modification with effect from the Executed Date as follows:

- a. Attachment 1 (Modifications to the Contract Terms and Exhibit 1)
- b. Attachment 2 (Work Completion Schedule for EWP-04)
- c. Attachment 3 (Project Requirements for EWP-04)
- d. Attachment 4 (Regulatory Requirements for EWP-04)
- e. Attachment 5 (Major Subcontractors for EWP-04)
- f. Attachment 6 (Worksite Access for EWP-04)
- g. Attachment 7 (Insurance Requirements for EWP-04)
- h. Attachment 8 (Contract Price and Payment Terms for EWP-04)
- i. Attachment 9 (Contractor Commitments for EWP-04)

2) For the purposes of the Contract:

- a. the Early Works Package Contract Price for this Early Works Package shall be as set out in Attachment 8 to this Modification; and
- b. Delay Compensation with respect to this Early Works Package shall be as set out in Attachment 2 to this Modification.

3) This Modification will not impact the Phase 1 Contract Price nor the Baseline CPM Schedule or Contract Time for the Phase 1 Work. This Modification will not impact the Baseline CPM Schedule or Contract Time for the Phase 2 Work.

4) Other than as set out under the Changes agreed under (1) above, this Modification will not require any other relief from compliance with the Contractor's obligations under the Contract.

LOCATION OF WORK:



Metro

Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

MOD:
CO:
CN:
CM #:

**CONTRACT
MODIFICATION**

PS118736000-MOD-00004

19281

CONTRACTOR: Myers-Shimmick, a Joint Venture
CONTRACT/TITLE: PS118736000 / CMGC Services for NOHO BRT Project
CHANGE TITLE: Early Works Package for Construction of Burbank & Glendale BRT Segments, and Furnish & Install BRT Station Shelters and Amenities ("EWP-04")

The work will be within the Cities of Burbank, Glendale, Pasadena, and Los Angeles.

PERIOD OF PERFORMANCE:

From the Commencement Date until Final Acceptance of the Early Works Package.

CONTRACT DOCUMENTS AFFECTED (LIST):

The work will be within the Cities of Burbank, Glendale, Pasadena, and Los Angeles.

CONTRACT VALUE AND DURATION:

\$138,361,775.14

743 DAYS

PROJECT(S)	TASK NUMBER	AMOUNT
471401: No Ho to Pasadena BRT	3.3.06.04	\$117,607,508.87
871401: North Hollywood to Pasadena BRT Project	3.3.06.04	\$20,754,266.27

TOTAL CONTRACT VALUE AND DURATION CHANGE:

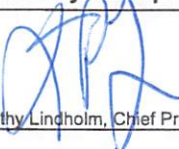
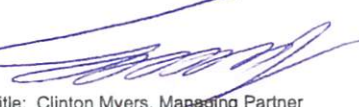
TOTAL MOD VALUE

TOTAL DAYS

\$138,361,775.14

743

END OF CHANGE PS118736000-MOD-00004

Los Angeles County Metropolitan Transportation Authority		Contractor: Myers-Shimmick, a Joint Venture	
Approval			
Signed: 	Date: 6/30/26		
Name/Title: Timothy Lindholm, Chief Program Management Officer			
Approval			
Signed: 	Date: 7/9/2026	Signed: 	Date: 6/19/26
Name/Title: Stephanie Wiggins, Chief Executive Officer		Name/Title: Clinton Myers, Managing Partner	

**MODIFICATION TO THE CM/GC CONTRACT FOR THE NORTH HOLLYWOOD TO
PASADENA BUS RAPID TRANSIT CORRIDOR PROJECT**

CONTRACT NO. PS118736000

Between

**LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA 90012-2952**

and

MYERS-SHIMMICK, A JOINT VENTURE

MODIFICATION NO. EWP-04

Attachment 2

Work Completion Schedule for EWP-04

Exhibit 2 (Work Completion Schedule) of the Contract is hereby modified by adding the following with respect to EWP-04:

Milestone Ref.	Description	Schedule	Liquidated Damages Amount per Day
Early Works Package for City of Burbank & City of Glendale BRT Segments, and Stations ("EWP-04")			
Milestone 2.2	Substantial Completion of the Burbank BRT Segment	486 days after LACMTA provides all AFC Design Documents for the Burbank BRT Segment Work to the Contractor	Not applicable
Milestone 2.3	Substantial Completion of the Glendale BRT Segment	537 days after LACMTA provides all AFC Design Documents for the Glendale BRT Segment Work to the Contractor	Not applicable
The schedule for the Burbank BRT Segment of EWP-04 assumes 15 days in the aggregate for Adverse Weather Days and for Special Event Days. The schedule for the Glendale BRT Segment of EWP-04 assumes 15 days in the aggregate for Adverse Weather Days and for Special Event Days.			
The Parties acknowledge and agree that the proposed schedule for the Phase 2 Work under EWP-04 is set out in Attachment 9, which shall be used to update the CPM Schedule to incorporate EWP-04, is accepted by LACMTA and that the updated CPM Schedule incorporating the Phase 2 Work under EWP-04 shall become the 'Baseline CPM Schedule' for the purposes of the Contract.			
For the purposes of the definition of "Delay Compensation" under <u>Exhibit 1 (Definitions)</u> of this Contract, any Delay Compensation with respect to EWP-04 means the total compensation payable or to be payable, to the Contractor for the period of Delay to EWP-04 that is a Compensable Delay in accordance with <u>Section 24.3 (Compensable Delay)</u> and calculated based on the Contractor's actual Costs (including the Costs of all labor, plant, and equipment			

required to perform the applicable part of the Work for the duration of the Delay but excluding, where applicable, any Mitigation Costs or costs calculated with respect to any Change in the Work caused by the Differing Site Condition pursuant to Section 24.3(c)(ii)(C) (Procedure for grant of relief), which shall be separately addressed pursuant to Section 24.3(c) (Procedure for grant of relief) for the period of Delay to EWP-04 that is a Compensable Delay (after mitigation in accordance with Section 24.4 (Mitigation)) as documented and established by the Contractor to LACMTA's satisfaction. For the purposes of the calculation of the Contractor's actual Costs:

- (a) labor Costs for all Phase 2 Key Personnel may be included provided that such Costs are not otherwise being compensated for under the Contract with respect to the Phase 1 Work or another Modification;
- (b) labor Costs for all other staff to the extent that the Contractor demonstrates such staff continue to perform EWP-04 during the period of Delay may be included;
- (c) labor Costs shall be based on the fully burdened rates (including payroll taxes, cost of living adjustments (COLA's), temporary living expenses and other fringe benefits) agreed for each of the allowable staff under paragraphs (a) and (b) for EWP-04;
- (d) subsistence and travel allowance charges for the allowable staff under paragraphs (a) and (b) shall be based on the actual allowance paid during the period of Delay in accordance with the LACMTA Travel and Expense Guidelines set out in Part C (LACMTA Travel and Expense Guidelines) of Exhibit 16 (Principles for Estimating and Calculation of Cost of Changes);
- (e) the Cost of staff vehicles utilized by the allowable staff under paragraphs (a) and (b) for purposes related to EWP-04 during the period of Delay, shall be calculated based on the rates agreed under EWP-04;
- (f) bond and insurance costs for time surcharges and increased cover arising from the period of Delay will be based on actual additional costs related to the Early Works Package and not already compensated for under the Contract with respect to the Phase 1 Work or another Modification;
- (g) all other direct and indirect Costs (including items such as office lease/rental, office supplies and equipment, computers and IT services) will be based on actual incurred costs during the period of the Delay, as documented and established by the Contractor to LACMTA's reasonable satisfaction;
- (h) the Phase 2 Margin Percentage shall apply to the Construction Costs incurred during the period of the Delay and no Cost may be separately claimed as a direct or indirect Cost that is included in the calculation of the Phase 2 Margin Percentage as set out in the Contractor Commitments;
- (i) Section 41.4 (No double recovery) shall apply such that the Contractor shall not be entitled to recover compensation with respect to any Costs that it has already been

compensated for with respect to the applicable part of the Work pursuant to this Contract or otherwise; and

- (j) any Costs caused by a breach of this Contract, or fault or negligence, or failure to act, of any Contractor-Related Entity shall be excluded.

Declaration of Anthony DeFrenza

EXHIBIT H

From: [Kriske, David](#)
To: [Derian, Natalie \(Consultant\)](#); [Pooya Kadkhoda](#); [Document Control](#); [vivianna@freundmg.com](#); [Roman, Ignacio \(Consultant\)](#); [Kerk, Sandra \(Consultant\)](#); [Price, Kenyon](#); [Quevedo, Giovanni \(Consultant\)](#); [Harris, Charles](#); [Defrenza, Anthony](#)
Cc: [Jack McGregor \(mcgregor@doradocompany.com\)](#); [Christina Jeon](#); [Xu, Lifan](#)
Subject: (EXTERNAL) RE: N2P BRT Submittal & RFI Processing – City of Burbank
Date: Thursday, July 9, 2026 3:04:56 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Team,

I received your email regarding a request to meet to discuss construction submittals and RFI's for the Metro BRT project. Due to our ongoing litigation, the City will not be able to provide input or participate in any activities related to the construction phase of the project until our litigation is resolved.

Thank you,

David

DAVID L. KRISKE, AICP

ASST. COMMUNITY DEVELOPMENT DIRECTOR
TRANSPORTATION DIVISION

818-238-5269 | [BURBANKCA.GOV](#) | [BURBANKBUS.ORG](#)
Working together for a safe, beautiful and thriving community.

From: Derian, Natalie (Consultant) <DerianN@metro.net>
Sent: Thursday, July 9, 2026 9:14 AM
To: Jack McGregor <jmcgregor@doradocompany.com>; Christina Jeon <cjeon@doradocompany.com>; Pooya Kadkhoda <pkadkhoda@a1mi.com>; Document Control <doccontrol@a1mi.com>; [vivianna@freundmg.com](#); Roman, Ignacio (Consultant) <RomanI@metro.net>; Kerk, Sandra (Consultant) <KerkS@metro.net>; Price, Kenyon <PriceKe@metro.net>; Quevedo, Giovanni (Consultant) <QuevedoG@metro.net>; Harris, Charles <HarrisC6@metro.net>
Subject: N2P BRT Submittal & RFI Processing – City of Burbank

Good morning,

We'd like to schedule a meeting to walk through how we're currently processing submittals and RFIs for the City of Pasadena and confirm that this process is acceptable to the City of Burbank and aligns with their expectations. If there's a different approach that would work better on your end, we're happy to discuss that as well.

Please let us know your availability over the next week or two so we can get this on the calendar.

Thank you,

Natalie Derian

LA Metro

North Hollywood to Pasadena BRT

626.624.2113 C

[metro.net/NOHO 2 Pasadena](http://metro.net/NOHO2Pasadena) | facebook.com/N2Pext | @ N2Pext

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Declaration of Anthony DeFrenza

EXHIBIT I



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

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

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

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

***Critical-Place 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	Jchen	Burbank - BWP Electric	4/20/2026	Plans	99	Utility	Plans		2 PULLBOX PER STATION ELECTRICAL PLANS	1		ANguyen	Response Code 1: Will comply	Utility	1	C	7/16/26	AN			
2	Jchen	Burbank - BWP Electric	5/8/2026	Plans	99	Utility	Plans		SHOW NEW PB AND CONDUIT TO RELOCATED SERVICE PEDASTAL PER TRAFFIC SIGNAL MOD. PLANS	3		ANguyen	Response Code 3: Traffic signal proposed work to show on traffic signal plans.	Utility	3	R	7/16/26	AN			
3	Jchen	Burbank - BWP Electric	4/20/2026	Plans	99	Utility	Plans		, MAINTAIN EX	1		ANguyen	Response Code 1: Will comply	Utility	1	C	7/16/26	AN			
4	Jchen	Burbank - BWP Electric	4/20/2026	Plans	103	Utility	Plans		DRAW IN RECTANGLE TO MATCH OTHER BWP MH FIGURES	1		ANguyen	Response Code 1: Will comply	Utility	1	C	7/16/26	AN			
5	Jchen	Burbank - BWP Electric	4/21/2026	Plans	107	Utility	Plans		LABEL EX TRAFFIC CONTROLLER	1		ANguyen	Response Code 1: Will comply	Utility	1	C	7/16/26	AN			
6	Jchen	Burbank - BWP Electric	4/21/2026	Plans	107	Utility	Plans		EX SECONDARY ELECT LINE TO FEED TRAFFIC CONTROLLER	1		ANguyen	Response Code 1: Will comply	Utility	1	C	7/16/26	AN			
7	Jchen	Burbank - BWP Electric	4/21/2026	Plans	107	Utility	Plans		TRAFFIC SIGNAL METER	1		ANguyen	Response Code 1: Will comply	Utility	1	C	7/16/26	AN			
8	Jchen	Burbank - BWP Electric	5/5/2026	Plans	107	Utility	Plans		2 REMOVE AND REPLACE EXISTING 3" STREETLIGHT CONDUIT TO ACHIEVE 24" MINIMUM COVER. WORK MAY NEED TO EXTEND BEYOND STATION LIMITS AS NECESSARY TO PROVIDE A CONTINUOUS INSTALLATION FROM PULL BOX TO PULL BOX.. ALTERNATIVELY, NEW PULLBOX INSTALLATION MAY BE REQUIRED. SEE STREET LIGHTING DWG SL-102	1		ANguyen	Response Code 1: Will comply	Utility	1	C	7/16/26	AN			
9	Jchen	Burbank - BWP Electric	4/21/2026	Plans	118	Utility	Plans		PULL BOX PER STATION ELEC. PLANS	1		ANguyen	Response Code 1: Will comply	Utility	1	C	7/16/26	AN			
10	Jchen	Burbank - BWP Electric	4/21/2026	Plans	125	Utility	Plans		PER EMAIL SENT TO GIO + JILL 3/26/26 - ADD NOTE TO THIS CALLOUT. " If while excavating, contractors run into this 4" comm duct, please contact Robert DeLeon of BWP- Fiber (818-238-3657) // RDeLeon@burbankca.gov so that BWP can investigate further "	1		ANguyen	Response Code 1: Will comply	Utility	1	C	7/16/26	AN			
11	Jchen	Burbank - BWP Electric	4/21/2026	Plans	125	Utility	Plans		LABEL MH-LL	1		ANguyen	Response Code 1: Will comply	Utility	1	C	7/16/26	AN			
12	Jchen	Burbank - BWP Electric	4/21/2026	Plans	125	Utility	Plans		PULL BOX PER STATION ELEC. PLANS	1		ANguyen	Response Code 1: Will comply	Utility	1	C	7/16/26	AN			
13	Jchen	Burbank - BWP Electric	4/21/2026	Plans	129	Utility	Plans		SHOW THIS LINE AS EXISTING UP TO THE PULLBOX	1		ANguyen	Response Code 1: Will comply	Utility	1	C	7/16/26	AN			
14	Jchen	Burbank - BWP Electric	4/21/2026	Plans	129	Utility	Plans		3" ELECTRICAL SERVICE LINE PER STATION ELECTRICAL PLANS	1		ANguyen	Response Code 1: Will comply	Utility	1	C	7/16/26	AN			
15	Jchen	Burbank - BWP Electric	4/21/2026	Plans	129	Utility	Plans		SHOW THIS PB TO PB LINE AS EXISTING (LIGHTER WEIGHT)	1		ANguyen	Response Code 1: Will comply	Utility	1	C	7/16/26	AN			
16	Jchen	Burbank - BWP Electric	4/21/2026	Plans	130	Utility	Plans		Correct callout for electrical service line	1		ANguyen	Response Code 1: Will comply	Utility	1	C	7/16/26	AN			
17	Jchen	Burbank - BWP Electric	4/21/2026	Plans	138	Utility	Plans		PULL BOX PER STATION ELEC. PLANS	1		ANguyen	Response Code 1: Will comply	Utility	1	C	7/16/26	AN			
18	Jchen	Burbank - BWP Electric	5/8/2026	Plans	198	Traffic Signal	Plans		BWP Streetlight Division	1		Alexis	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
19	Jchen	Burbank - BWP Electric	5/8/2026	Plans	198	Traffic Signal	Plans		Update phone number - 3674	1		Alexis	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
20	Jchen	Burbank - BWP Electric	5/8/2026	Plans	198	Traffic Signal	Plans		INTERCEPT EXISTING CONDUIT AND INSTALL NEW 17"x30" PRECAST POLYMER CONCRETE PULLBOX ARMORCAST ASSEMBLY #AG1730AW24WK2. SEE CITY OF BURBANK SPECIFICATION DWG BSL-403-5 FOR MORE DETAILS. THE WORDS "BURBANK ELECTRIC" SHALL BE CAST INTO THE COVER	1		Alexis	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
21	Jchen	Burbank - BWP Electric	5/8/2026	Plans	198	Traffic Signal	Plans		ADD: (MODEL #MEUG3A-2048)	1		Alexis	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
22	Jchen	Burbank - BWP Electric	5/8/2026	Plans	198	Traffic Signal	Plans		INSTALL NEW 3-INCH PVC CONDUIT TO SERVICE METER CABINET. PER CITY OF BURBANK SPECIFICATION DWG S-733D.	1		Alexis	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
23	Jchen	Burbank - BWP Electric	5/8/2026	Plans	198, 199	Traffic Signal	Plans		BWP TO REMOVE AND INSTALL SERVICE CONDUCTORS	1		Alexis	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
24	Jchen	Burbank - BWP Electric	5/8/2026	Plans	205	Traffic Signal	Plans		ADD TO NOTE: BWP TO REMOVE AND INSTALL STREETLIGHT CONDUCTOR	1		Alexis	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			

REVIEWER: City of Burbank

TECHNICAL DISCIPLINE: Various

% DESIGN STAGE: AFC

Date: 07/16/26

Disposition:



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

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

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

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

REVIEWER: City of Burbank

TECHNICAL

DISCIPLINE: Various

% DESIGN STAGE: AFC

Date: 07/16/26

Disposition:

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
	25	Jchen	Burbank - BWP Electric	5/8/2026	Plans	206	Traffic Signal	Plans		REMOVE EXISTING UNDERGROUND CONDUCTOR	1		Alexis	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP	
	26	Jchen	Burbank - BWP Electric	5/8/2026	Plans	206	Traffic Signal	Plans		SINCE OUR STREETLIGHT BSL STANDARDS ARE NOT ON BWP WEBSITE, SHOULD ALL BSL-DWGS THAT ARE REFERENCED IN STLT PLANS BE PART OF THIS PLANSET? SIMILAR TO EP-501 TO EP-502 WHERE BWP STANDARDS ARE PASTED IN.	1		Alexis	Response Code 1: Following submittal will include BWP details as part of "SL Details" and "TS Details" as needed. Construction notes can be reworked to provide clear reference of the details.	Traffic Signal	1	C	7/16/26	AP	
	27	Jchen	Burbank - BWP Electric	5/8/2026	Plans	206	Traffic Signal	Plans		CAN INTERCEPT DIRECTLY TO THIS PULLBOX, NO NEED TO INSTALL A NEW ONE.	1		Alexis	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP	
	28	Jchen	Burbank - BWP Electric	5/8/2026	Plans	206	Traffic Signal	Plans		ADD 3, 5, NOTE HERE SO IT'S CLEAR FOR CONTRACTOR THAT BWP WILL PERFORM REMOVE AND INSTALL OF CONDUCTOR FOR INTERCEPTED CONDUIT EX 2"C TO EDISON RD	1		Alexis	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP	
	29	Jchen	Burbank - BWP Electric	5/8/2026	Plans	207	Traffic Signal	Plans			1		Alexis	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP	
	30	Jchen	Burbank - BWP Electric	5/8/2026	Plans	207	Traffic Signal	Plans		PER 5/5/26 EMAIL & NOTES ON SHEET 107, ADD CALLOUTS ACCORDINGLY TO: REMOVE AND REPLACE EXISTING 3" STREETLIGHT CONDUIT TO ACHIEVE 24" MINIMUM COVER. FOR THE INSTALL CONDUIT CALLOUT, ADD TO NOTE: WORK MAY NEED TO EXTEND BEYOND STATION LIMITS AS NECESSARY TO PROVIDE A CONTINUOUS INSTALLATION FROM PULL BOX TO PULL BOX. ADDITIONAL PULLBOXES MAY BE REQUIRED. FOR THE REMOVE CONDUIT CALLOUT, ADD TO NOTE TO: ONCE NEW CONDUIT AND CABLE INSTALLED, REMOVE ALL OLD CONDUIT PER P.W. INSPECTOR REQUIREMENTS. FOR WORK BY BWP CALLOUTS, ADD ONE FOR BWP TO REMOVE EXISTING CONDUCTOR, AND ONE FOR BWP TO DRAW IN ADJACENT STLT CONDUIT, LIGHT, PB PER EE-3425	1		Alexis	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP	
	31	Jchen	Burbank - BWP Electric	5/8/2026	Plans	207	Traffic Signal	Plans			1		Alexis	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP	
	32	Jchen	Burbank - BWP Electric	5/8/2026	Plans	236	Electrical Power	Plans		ADD TO THIS NOTE: "BWP TO WIRE AND INSTALL METER.	1		Lflores	Response Code 1: Will comply	Electrical Power	1	C	7/16/26	LF	
	33	Jchen	Burbank - BWP Electric	5/8/2026	Plans	237	Electrical Power	Plans		ADD TO THIS NOTE: "BWP TO WIRE AND INSTALL METER.	1		Lflores	Response Code 1: Will comply	Electrical Power	1	C	7/16/26	LF	
	34	Jchen	Burbank - BWP Electric	5/8/2026	Plans	238	Electrical Power	Plans		ADD TO THIS NOTE: "BWP TO WIRE AND INSTALL METER.	1		Lflores	Response Code 1: Will comply	Electrical Power	1	C	7/16/26	LF	
	35	Jchen	Burbank - BWP Electric	5/8/2026	Plans	239	Electrical Power	Plans		PB-678 IS IN SIDEWALK TOWARDS CURB	1		Lflores	Response Code 1: Will comply	Electrical Power	1	C	7/16/26	LF	
	36	Jchen	Burbank - BWP Electric	5/8/2026	Plans	239	Electrical Power	Plans		ADD TO THIS NOTE: "BWP TO WIRE AND INSTALL METER.	1		Lflores	Response Code 1: Will comply	Electrical Power	1	C	7/16/26	LF	
	37	Jchen	Burbank - BWP Electric	5/8/2026	Plans	240	Electrical Power	Plans		6. INSTALL NEW 100A 120/240 V ELECTRICAL SERVICE PEDASTAL AND FOUNDATION. LABEL BREAKER "BUS SHELTER". REFER TO BWP STANDARD DETAIL S-0459 IN DRAWING EP-501	1		Lflores	Response Code 1: Will comply	Electrical Power	1	C	7/16/26	LF	
	38	Jchen	Burbank - BWP Electric	5/8/2026	Plans	240	Electrical Power	Plans		ADD TO THIS NOTE: "BWP TO WIRE AND INSTALL METER.	1		Lflores	Response Code 1: Will comply	Electrical Power	1	C	7/16/26	LF	
	39	Jchen	Burbank - BWP Electric	5/8/2026	Plans	241	Electrical Power	Plans		ADD TO THIS NOTE: "BWP TO WIRE AND INSTALL METER.	1		Lflores	Response Code 1: Will comply	Electrical Power	1	C	7/16/26	LF	
	40	Jchen	Burbank - BWP Electric	5/8/2026	Plans	254	Electrical Power	Plans		MEUG3A-1250 (100A) OR MEUG3A-2048 (200A)	1		Lflores	Response Code 1: Will comply	Electrical Power	1	C	7/16/26	LF	
	41	Jchen	Burbank - BWP Electric	5/8/2026	Plans	261	Electrical Power	Plans		Voltage 240/120	1		Lflores	Response Code 1: Will comply	Electrical Power	1	C	7/16/26	LF	
	42	YAdib	Burbank - BWP Water	5/18/2026	Plans	6	Utility	Plans		VALVE IS NOT BEING ADJUSTED BY BWP	6		ANguyen	Response Code 6: This is already marked to be done by the contractor. No change.	Utility	6	R	7/16/26	AN	



CONTRACTOR SUB NO.: AE112357000 PS&E DESIGNER
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Comments related to Contract Compliance

To be completed by Reviewer										To be completed by Design Lead												
Review Comment										Initial Response			Comment Resolution Meeting						Final Disposition			
SEGMENT																						
No.	Reviewer	Metro/WSP/ CMSSC/ 3rd Party/ Agency	Comment Date	Doc Type (Dwg./ Spec/ Report)	Page No./ DWG No.	Discipline	Contract Document Reference	TC (Initial- Date) *****	Comment	Initial Response Code *	Critical ***	Responder	Comment Review Meeting Actions/Response	Discipline	CRM Response Code **	Status Code ****	Status Date	Initial	Additional Notes			
43	YAdib	Burbank - BWP Water	5/18/2026	Plans	19	Utility	Plans		INCORRECT FH ID # BUR IT SHOULD BE (2261)	1		ANguyen	Response Code 1: Will update to (ID# BUR 2261)	Utility	1	C	7/16/26	AN				
44	YAdib	Burbank - BWP Water	5/18/2026	Plans	19	Utility	Plans		VALVE ISN'T BEING ADJUST IT BY BWP	1		ANguyen	Response Code 1: Will comply	Utility	1	C	7/16/26	AN				
45	YAdib	Burbank - BWP Water	5/18/2026	Plans	20	Utility	Plans		INSTALL SUPER FIRE HYDRANT PAINTED PURPLE	1		ANguyen	Response Code 1: Will have leader from callout point to this proposed fire hydrant	Utility	1	C	7/16/26	AN				
46	YAdib	Burbank - BWP Water	5/18/2026	Plans	20	Utility	Plans		RELOCATE HYDRANT AFTER VALVE "B"	3		ANguyen	Response Code 3: Please see Recycled Water plans for the details in this area.	Utility	3	R	7/16/26	AN				
47	YAdib	Burbank - BWP Water	5/18/2026	Plans	20	Utility	Plans		PROTECT IN PLACE	3		ANguyen	Response Code 3: Please see Recycled Water plans for the details in this area.	Utility	3	R	7/16/26	AN				
48	YAdib	Burbank - BWP Water	5/18/2026	Plans	20	Utility	Plans		NEW HYDRANT LOCATION	1		ANguyen	Response Code 1: Will have leader from callout point to this proposed fire hydrant	Utility	1	C	7/16/26	AN				
49	YAdib	Burbank - BWP Water	5/18/2026	Matrix	2	Utility	Utility Conflict Matrix		PLAN SHOWS BUR 2259	1		ANguyen	(Final Status Code R - Resolved: The conflict ID# here will stay unchanged and will be updated in the plans.)	Utility	3	R	7/16/26	AN				
50	Dkriske	Burbank - CDD	5/18/2026	Memo	1	General	General		Confirm all locations where queue jump will be implemented	2		Htong	Response Code 2: No queue jumps in Burbank	General	2	R	7/16/26	HT				
51	Mfuentes	Burbank - CDD	5/18/2026	Plans	1	Title	Plans		CDD Transportation - In accordance with the letters delivered by the City to Metro, the City will not approve or provide construction permits for this project unless Metro (dated January 30, 2026, February 17, 2026, and May 18, 2026), in its capacity as lead agency for the North Hollywood to Pasadena BRT completes subsequent environmental review to determine potentially significant impacts around any SB 79 "Transit Oriented Development Stops" located in the City of Burbank. All comments and red lines contained in this document and any corresponding attachments are contingent upon Metro's completion of subsequent environmental analysis.	4		ADeFrenza	CEQA does not give the City the authority it claims. The City's position assumes that SB 79 allows the City to withhold Project approvals or construction permits unless Metro undertakes subsequent environmental review. It does not. Metro does not agree that SB 79 constitutes a changed circumstance requiring subsequent review for this Project. SB 79 does not change the Project itself, approve any housing, or identify any specific housing development, site, design, timing, unit count, infrastructure demand, or approval path to analyze. Any future housing near a TOD stop would depend on future decisions by property owners, market conditions, financing, infrastructure capacity, and applicable local or state processing requirements. If future housing is proposed under SB 79, the City may address that housing through the authority available to it under the laws governing that specific project. It may not use its limited, contract-based permitting authority to redesign Metro's approved transit project. In any event, even if SB 79 could be asserted as a changed circumstance in some later context, that would not give the City authority to use Metro's Project approvals to address potential future housing impacts. A responsible agency may not direct the lead agency to prepare additional CEQA analysis simply because the responsible agency disagrees with the lead agency's conclusions. Nor may an agency impose mitigation measures unless they are within its own authority to carry out. The City's limited role in this Project does not include authority to require Metro to remove dedicated bus lanes, amend the Project Description or Project Site, or prepare subsequent CEQA review for an approved transit Project.	General	4	U	7/16/26	AD				
52	Mfuentes	Burbank - CDD	5/18/2026	Plans	34	Demolition	Plans		Metro to demo and pay value of replacement structure to City for replacement	4		Htong	Response Code 4: Metro to coordinate repayment	Civil	4	R	7/16/26	HT				
53	Mfuentes	Burbank - CDD	5/18/2026	Plans	56	BRT Station	Plans		Missing sheets BRT-SF1 and BRT-SF4 from this package.	2		Htong	Response Code 2: They are included in the Station Canopy Kit of Part Plans	Civil	2	R	7/16/26	HT				
54	Dkriske	Burbank - CDD	5/18/2026	Plans	160	Landscape	Plans		Install three geijera parviflora trees nearest platform to provide shade to passengers. PREVIOUS REQUEST Or Transplant existing tree #459	2		Htong	Response Code 2: An existing gas line conflicts with the proposed tree location. Tree planting at this location is not feasible due to the underground utility conflict.	Civil	2	R	7/16/26	HT				

REVIEWER: City of Burbank

TECHNICAL DISCIPLINE: Various

% DESIGN STAGE: AFC

Date: 07/16/26

Disposition:



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

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

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

REVIEWER: City of Burbank

TECHNICAL DISCIPLINE: Various

% DESIGN STAGE: AFC

Date: 07/16/26

Disposition:

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	
	55	Mfuentes	Burbank - CDD	5/18/2026	Plans	174	Signing and Striping	Plans		Remove bus lane striping	4		ADeFrenza	The City does not have authority to condition Project approvals on mixed-flow operation or other changes to the Project. Metro's authority to construct and operate regional transit facilities derives from state law. (Pub. Util. Code, §§ 30001, 30002, 30630, 30633, 130051.13, 130051.14; Rapid Transit Advocates, Inc. v. Southern California Rapid Transit Dist. (1986) 185 Cal.App.3d 996, 1000–1002.) The Cooperative Agreement gives the City a defined role in conformance review, permit processing, and construction coordination; it does not expand the City's authority to control Project scope, features, or lane configuration. The Agreement reserves those decisions to Metro exclusively. (Coop. Agmt., §§ 1.1(e), 3.3(c).) The Agreement also does not support the City's premise that dedicated lanes on Olive Avenue (or any other changes to the Project) remain open for continued negotiation through plan review. The parties entered the Agreement to acknowledge the Project scope, schedule, and site as set out in Exhibits 1, 2, and 3. (Id., § 1.1(b)(i).) Exhibit 1 describes a BRT project operating with mixed-flow and dedicated bus lanes, and Exhibit 3 shows the Project's lane configurations in the City, including dedicated bus lanes on portions of Olive Avenue. The City cannot read Exhibit 1 in isolation while disregarding Exhibit 3. The City cannot use its limited plan review authority delegated to it by the Agreement to compel a mixed-flow condition the Agreement does not contain. Even if the City believes lane configuration remains a subject for further discussion, that would not give the City authority to condition approvals on Metro's agreement to remove dedicated lanes or amend the Project Description or Project Site. The Project is a regional transit project undertaken by Metro, the public agency charged with planning, constructing, and operating transit facilities for Los Angeles County. The Agreement does not transfer that authority to the City. It gives the City a defined implementation role to support delivery of the Project through conformance review, permit processing, and construction coordination. The City cannot withhold permits or otherwise refuse to comply with its contractual obligations to impose mixed-flow operation, remove dedicated bus lanes, or otherwise revise Metro's Project. Any City review or approval role must remain within its lawful scope and cannot be used to control matters outside that scope.	Signing and Striping	4	U	7/16/26	AD		
	56	Mfuentes	Burbank - CDD	5/18/2026	Plans	174	Signing and Striping	Plans		Remove bus lanes within 200 ft. of any BRT Station pedestrian access point.	4		ADeFrenza	See Metro's response to Comment #55	Signing and Striping	4	U	7/16/26	AD		
	57	Mfuentes	Burbank - CDD	5/18/2026	Plans	178	Signing and Striping	Plans		Remove bus lane striping on Olive between Buena Vista Street and Lake Street.	4		ADeFrenza	See Metro's response to Comment #55	Signing and Striping	4	U	7/16/26	AD		
	58	Mfuentes	Burbank - CDD	5/18/2026	Plans	178	Signing and Striping	Plans		No striping changes here due to removal of bus lane on Olive between BV and Lake	4		ADeFrenza	See Metro's response to Comment #55	Signing and Striping	4	U	7/16/26	AD		
	59	Mfuentes	Burbank - CDD	5/18/2026	Plans	179	Signing and Striping	Plans		Remove bus lane striping on Olive between Buena Vista Street and Lake Street.	4		ADeFrenza	See Metro's response to Comment #55	Signing and Striping	4	U	7/16/26	AD		
	60	Mfuentes	Burbank - CDD	5/18/2026	Plans	180	Signing and Striping	Plans		Remove bus lane striping on Olive between Buena Vista Street and Lake Street.	4		ADeFrenza	See Metro's response to Comment #55	Signing and Striping	4	U	7/16/26	AD		
	61	Mfuentes	Burbank - CDD	5/18/2026	Plans	180	Signing and Striping	Plans		Supplement with D11-1	1		Htong	Response Code 1: Will add	Signing and Striping	1	C	7/16/26	HT		
	62	Mfuentes	Burbank - CDD	5/18/2026	Plans	185	Signing and Striping	Plans		10' outside lane on Glenoaks east of Alameda	2		Htong	Response Code 2: Only 35' from median curb to side curb is available. Proposed lane dimensions are 10' inner lane 11' outer lane 5' bike lane 9' parking/bus	Signing and Striping	2	R	7/16/26	HT		
	63	Mfuentes	Burbank - CDD	5/18/2026	Plans	186	Signing and Striping	Plans		Remove overhead sign due to no bus lanes on Olive Avenue between Buena Vista and Lake	4		ADeFrenza	See Metro's response to Comment #55	Signing and Striping	4	U	7/16/26	AD		
	64	Mfuentes	Burbank - CDD	5/18/2026	Plans	190	Signing and Striping	Plans		Metro previously agreed to BUS BIKE ONLY striping and signage. Address change in plan. Revise striping plan accordingly.	2		Htong	Response Code 2: It was agreed that bikes can use the bus lane but marking will stay as is.	Signing and Striping	2	R	7/16/26	HT		
	65	Mfuentes	Burbank - CDD	5/18/2026	Plans	211	Architecture	Plans		Provide 5' min. clearance by shifting bus shelters closer to curb.	1		Nscribner	Response code 1: Will comply	Architecture	1	C	7/16/26	NS		
	66	Mfuentes	Burbank - CDD	5/18/2026	Plans	228	Architecture	Plans		Locate ad panel closer to bus shelter if feasible.	1		Nscribner	Response code 1: Will comply	Architecture	1	C	7/16/26	NS		
	67	Mfuentes	Burbank - CDD	5/18/2026	Plans	229	Architecture	Plans		The slopes on this sheet for EB and WB are opposite. EB is uphill and WB is downhill. Correct.	1		Nscribner	Response code 1: Will comply	Architecture	1	C	7/16/26	NS		
	68	Jrodriguez	Burbank - PW Engineering	5/15/2026	Plans	3	Index Sheet	Plans		2nd Comment Attempt: Set of plans is missing the BRT Station Canopy Kit Plans. They must be added to this set and Index Sheet"	2		Njohnston	Response code 2: Per Metro direction, Canopy Kit Plans are separate Plan Set and not to be included.	General	2	R	7/16/26	HT		



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

REVIEWER: City of Burbank

TECHNICAL

DISCIPLINE: Various

% DESIGN STAGE: AFC

Date: 07/16/26

Disposition:

Comments related to Contract Compliance																								
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69	Jrodriguez	Burbank - PW Engineering	5/15/2026	Plans	56	BRT Station	Plans		Note below must be applicable to all BRT Station plan sheets number 57-68. Note 5 above references to see Architectural plans for Bus Shelter Stations details but those sheet lack information. "d"All BRT station plans must reference the BRT Station Canopy Kit Plans and identify the applicable plan sheet number(s) for each station."	3		Njohnston	Response Code 3: Individual Stations are different designs and each station in this plan set references the applicable Canopy Kit plan sheets individually. Adding the compiled list to the General Notes here would serve no purpose.	General	3	R	7/16/26	HT						
70	Jrodriguez	Burbank - PW Engineering	5/18/2026	Plans	142	Drainage	Plans		Note below applies to all Drainage sheets. "Contractor to verify all Profiles are accurate when no As Built and Pothole information is available. MAY BE SUBJECT TO VERIFICATION AND APPROVAL BY THE CITY ENGINEER OR PUBLIC WORKS INSPECTOR. "	3		Msparks	Response Code 3: All drainage profiles are based on available potholes/survey information. Note not required.	Drainage	3	R	7/16/26	MS						
71	Jrodriguez	Burbank - PW Engineering	5/18/2026	Plans	152	Drainage	Plans		Curb Screens on the face of the catch basin curb inlet must cover the length of the entire opening. The curb screen shall be 16 Gauge 304 stainless steel, or City approved equal, perforated with 5/8-inch holes and with over 50 percent open area. The perimeter of the curb screen shall include a smooth structural frame for stiffness and structural integrity. The sides of the screen shall be fabricated to conform tightly to the curb opening with a maximum gap of 0.2 inches. City approved felt shall be mounted at the bottom of the screen to provide a tight fit to the curb opening. The curb screen is designed to only cover approximately 75% of the curb opening height as to create an overflow to reduce the possibility of flooding if the screen becomes blocked. Curb screens should be furnished in two standard heights, 4-inch and 6-inch. The 4-inch curb screen shall be used for a curb opening height less than or equal to 8 inches. The 6-inch curb screen shall be used for a curb opening height greater than 8 inches. The contractor is responsible to verify the dimensions of the curb openings in order to produce curb screens that meet the abovementioned criteria.	2		Msparks	Revised Response Code 1: Will add to notes.	Drainage	1	C	7/16/26	MS						
72	Jrodriguez	Burbank - PW Engineering	5/18/2026	Plans	152	Drainage	Plans		Add "City Standard"	1		Msparks	Response Code 1: Will update note.	Drainage	1	C	7/16/26	MS						
73	Jrodriguez	Burbank - PW Engineering	5/18/2026	Plans	210	Architecture	Plans		Note below must be applicable to all Architectural sheets number 210 - 235. "Station information must reference the BRT Station Canopy Kit Plans and identify the applicable plan sheet number(s) for each station."	2		Nscribner	Response code 2: Per Metro direction, Canopy Kit Plans are separate Plan Set and not to be included.	General	2	R	7/16/26	HT						
74	EChen	Burbank - PW Street	5/15/2026	Plans	1	Title	Plans		Plan No. 5143 Update on all sheets	1		Htong	Response code 1: Will comply	General	1	C	7/16/26	HT						



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Comments related to Contract Compliance

REVIEWER: City of Burbank

TECHNICAL

DISCIPLINE: Various

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Date: 07/16/26

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75	EChen	Burbank - PW Street	5/15/2026	Plans	1	Title	Plans		APPLICANT/CONTRACTOR SHALL APPLY FOR THE CITY EXCAVATION PERMIT, WHICH WILL INCLUDE CONDITIONS SUCH AS THE FOLLOWING: ASPHALT DENSITY AND IN-PLACE COMPACTION TESTS SHALL BE PERFORMED WHEN RE-PAVING ONE LANE OR MORE FOR A TOTAL LENGTH OF 500 LF OR MORE (COMPACTION AFTER ROLLING SHALL BE A MINIMUM OF 95 PERCENT, USING A PROPERLY CALIBRATED NUCLEAR ASPHALT TESTING DEVICE IN THE FIELD). THE TESTS SHALL BE PERFORMED BY A MATERIALS LABORATORY UNDER THE RESPONSIBLE MANAGEMENT OF A CALIFORNIA REGISTERED ENGINEER WITH EXPERIENCE IN SAMPLING, INSPECTION AND TESTING OF CONSTRUCTION MATERIALS. IF INFRASTRUCTURE IS PROPOSED TO BE PLACED WITHIN THE PARKWAY AREA OF THE PUBLIC RIGHT-OF-WAY, THE DESIGN MUST COMPLY WITH ADA REQUIREMENTS. AN ACCESSIBLE PATH OF TRAVEL MUST BE MAINTAINED ACROSS THE SIDEWALK, ENSURING THE MINIMUM REQUIRED ADA WIDTH IS PRESERVED AFTER INSTALLATION	6		Htong	Response Code 6: Metro would coordinate with contractor to ensure compliance. No updates to plans	General	6	R	7/16/26	HT			
76	EChen	Burbank - PW Street	5/15/2026	Plans	2	Index Sheet	Plans		Remove City signature blocks from Sheets 2-263. Only show on the Title Sheet.	1		Htong	Response code 1: Will comply	General	1	C	7/16/26	HT			
77	SAbnoui	Burbank - PW Street	5/15/2026	Plans	8	Cross Sections	Plans		ARHM/AC	1		Htong	Response code 1: Will Update	Civil	1	C	7/16/26	HT			
78	SAbnoui	Burbank - PW Street	5/15/2026	Plans	8	Cross Sections	Plans		Top 2.5" Must be ARHM (Update on all pages)	1		Htong	Response code 1: Will Update	Civil	1	C	7/16/26	HT			
79	SAbnoui	Burbank - PW Street	5/15/2026	Plans	8	Cross Sections	Plans		Section E is not consistent with section E specified on the layout sheets (shown as 8" PCC / 6" CMB). Confirm section and ensure consistency.	1		Htong	Response Code 1: Will correct layout sheets	Civil	1	C	7/16/26	HT			
80	SAbnoui	Burbank - PW Street	5/15/2026	Plans	9	Cross Sections	Plans		Max 5% (multiple locations)	1		Htong	Response Code 1: Will correct and note where not applicable	Civil	1	C	7/16/26	HT			
81	SAbnoui	Burbank - PW Street	5/15/2026	Plans	9	Cross Sections	Plans		Show slope at grade breaks (at mill and overlay locations)	2		Htong	Response Code 2: No grade change for mill and overlay	Civil	2	R	7/16/26	HT			
82	SAbnoui	Burbank - PW Street	5/15/2026	Plans	9	Cross Sections	Plans		Slope does not match what is shown on CP-201	1		Htong	Response code 1: Will Update	Civil	1	C	7/16/26	HT			
83	SAbnoui	Burbank - PW Street	5/15/2026	Plans	10	Cross Sections	Plans		Width of work does not match plan CP-103, where work limits extend to the right side of Olive CL	1		Htong	Response code 1: Will Update	Civil	1	C	7/16/26	HT			
84	SAbnoui	Burbank - PW Street	5/15/2026	Plans	10	Cross Sections	Plans		Verify direction of slope (various locations)	1		Htong	Response code 1: Will Update	Civil	1	C	7/16/26	HT			
85	SAbnoui	Burbank - PW Street	5/15/2026	Plans	11	Cross Sections	Plans		For consistency with other sections, add construction note 15	1		Htong	Response code 1: Will Update	Civil	1	C	7/16/26	HT			
86	SAbnoui	Burbank - PW Street	5/15/2026	Plans	12	Cross Sections	Plans		What is the variance? Sheet CP-204 shows 10' width	2		Htong	Response code 2: Variance is accounted for in the bus pad flare region. Will leave as is.	Civil	2	R	7/16/26	HT			
87	SAbnoui	Burbank - PW Street	5/15/2026	Plans	14	Cross Sections	Plans		Previous pages show 1.5% max slope for sidewalk. (various locations)	1		Htong	Response Code 1: Will correct and note where not applicable	Civil	1	C	7/16/26	HT			
88	SAbnoui	Burbank - PW Street	5/15/2026	Plans	16	Cross Sections	Plans		Shown as 13E on Sheet CP-207. Verify and match	1		Htong	Response code 1: Will Update	Civil	1	C	7/16/26	HT			
89	SAbnoui	Burbank - PW Street	5/15/2026	Plans	17	Cross Sections	Plans		Where is this section in the plans?	6		Htong	Response Code 6: CP-111	Civil	6	R	7/16/26	HT			
90	EChen	Burbank - PW Street	5/15/2026	Plans	18	Cross Sections	Plans		Not Accepted Potential Trip Hazard	2		Htong	Response Code 2: This is at the back of the BRT station (station furniture not shown) where either the station backwall or railing shields pedestrians from the raised curb face	Civil	2	R	7/16/26	HT			
91	EChen	Burbank - PW Street	5/15/2026	Plans	18	Cross Sections	Plans		Labeled as note 4 on Sheet CP-113. Verify and match to ensure consistency	1		Htong	Response code 1: Will Update	Civil	1	C	7/16/26	HT			
92	EChen	Burbank - PW Street	5/15/2026	Plans	18	Cross Sections	Plans		Confirm depth of vertical curb, normally set below bottom of pavement	1		Htong	Response code 1: Will Update	Civil	1	C	7/16/26	HT			
93	EChen	Burbank - PW Street	5/15/2026	Plans	19	Cross Sections	Plans		Bus stop shown on Sheet CP-301	1		Htong	Response code 1: Will Update	Civil	1	C	7/16/26	HT			



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

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

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

REVIEWER: City of Burbank

TECHNICAL

DISCIPLINE: Various

% DESIGN STAGE: AFC

Date: 07/16/26

Disposition:

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	
	94	EChen	Burbank - PW Street	5/15/2026	Plans	22	Demolition	Plans		Update per comment on Layout sheets (various locations)	1		Htong	Revised Response Code 1: Will update pavement limits.	Civil	1	C	7/16/26	HT		
	95	EChen	Burbank - PW Street	5/15/2026	Plans	23	Demolition	Plans		Add street name	1		Htong	Response code 1: Will Update	Civil	1	C	7/16/26	HT		
	96	EChen	Burbank - PW Street	5/15/2026	Plans	24	Demolition	Plans		Demo for OLIVE AVE STA 6+40 TO 9+45?	6		Htong	Response Code 6: See CD-102	Civil	6	R	7/16/26	HT		
	97	EChen	Burbank - PW Street	5/15/2026	Plans	37	Layout	Plans		Grade elevations on curb ramp detail sheet CP-401 show 7" curb height and Note on CP-201 show 7" curb height. Curb profile here shows 6"? Ensure consistency.	1		Htong	Response code 1: Will Update	Civil	1	C	7/16/26	HT		
	98	EChen	Burbank - PW Street	5/15/2026	Plans	37	Layout	Plans		Elevations at CL suggest that it is draining away from Olive Ave. Clarify	1		Htong	Response code 1: Will Update	Civil	1	C	7/16/26	HT		
	99	EChen	Burbank - PW Street	5/15/2026	Plans	37	Layout	Plans		PCC Reconstruction up to the Joint With Dowels to Existing (various locations)	1		Htong	Response code 1: Will Update	Civil	1	C	7/16/26	HT		
	100	EChen	Burbank - PW Street	5/15/2026	Plans	37	Layout	Plans		Clarify where STD C&G per note 3 ends and MOD C&G per note 5 begins, on both sides of bus pad	1		Htong	Response code 1: Will Update	Civil	1	C	7/16/26	HT		
	101	EChen	Burbank - PW Street	5/15/2026	Plans	37	Layout	Plans		Section E is not consistent with Section E specified on the Typ. Section Sheets (shown as only 8" PCC, no CMB). Confirm section and ensure consistency	1		Htong	Response code 1: Will Update	Civil	1	C	7/16/26	HT		
	102	EChen	Burbank - PW Street	5/15/2026	Plans	40	Layout	Plans		Note 15 Pavement Type F One Full Lane	1		Htong	Response code 1: Will Update	Civil	1	C	7/16/26	HT		
	103	EChen	Burbank - PW Street	5/15/2026	Plans	40	Layout	Plans		Width of work limits does not match typ section CS-103	1		Htong	Response code 1: Will Update	Civil	1	C	7/16/26	HT		
	104	EChen	Burbank - PW Street	5/15/2026	Plans	43	Layout	Plans		Verify STA	1		Htong	Response code 1: Will Verify	Civil	1	C	7/16/26	HT		
	105	EChen	Burbank - PW Street	5/15/2026	Plans	44	Layout	Plans		CP-406?	1		Htong	Response code 1: Will Verify	Civil	1	C	7/16/26	HT		
	106	EChen	Burbank - PW Street	5/15/2026	Plans	44	Layout	Plans		Provide prop. Slopes (verious locations)	1		Htong	Response code 1: Will Verify and update	Civil	1	C	7/16/26	HT		
	107	EChen	Burbank - PW Street	5/15/2026	Plans	44	Layout	Plans		Verify elevations	1		Htong	Response code 1: Will Verify and update	Civil	1	C	7/16/26	HT		
	108	EChen	Burbank - PW Street	5/15/2026	Plans	44	Layout	Plans		Grade does not match what is shown on CP-405. Verify and match to ensure consistency	1		Htong	Response code 1: Will Verify and update	Civil	1	C	7/16/26	HT		
	109	EChen	Burbank - PW Street	5/15/2026	Plans	44	Layout	Plans		Low point in FL but where would it drain to? Potential ponding issue	1		Htong	Response code 1: Will Verify and update	Civil	1	C	7/16/26	HT		
	110	SAbnoui	Burbank - PW Street	5/15/2026	Plans	45	Layout	Plans		Pavment Limit start at BCR	1		Htong	Response code 1: Will add	Civil	1	C	7/16/26	HT		
	111	SAbnoui	Burbank - PW Street	5/15/2026	Plans	45	Layout	Plans		Add missing construction notes, E.G., 8E typ. all sheets	1		Htong	Response code 1: Will add	Civil	1	C	7/16/26	HT		
	112	SAbnoui	Burbank - PW Street	5/15/2026	Plans	45	Layout	Plans		Inconsistency in stationing compared to pan view. Reconcile differences and avoid duplicate labels for same point as is the case in this profile view	1		Htong	Response code 1: Will add	Civil	1	C	7/16/26	HT		
	113	SAbnoui	Burbank - PW Street	5/15/2026	Plans	46	Layout	Plans		Any cut in PCC panels require reconstruction of panels entirely with dowel to existing	1		Htong	Response code 1: Will add area	Civil	1	C	7/16/26	HT		
	114	SAbnoui	Burbank - PW Street	5/15/2026	Plans	47	Layout	Plans		Check cross slopes, comply with Burbank's sidewalk standards	1		Htong	Response code 1: Will Update	Civil	1	C	7/16/26	HT		
	115	SAbnoui	Burbank - PW Street	5/15/2026	Plans	49	Layout	Plans		Not seeing continuation on next sheet. Is this where WB work ends? Verify	1		Htong	Response Code 1: Will change to CP-113 and CP-114	Civil	1	C	7/16/26	HT		
	116	EChen	Burbank - PW Street	5/15/2026	Plans	50	Layout	Plans		Labeled as Note 6 on typ. section CX-111. Verify and match to ensure consistency	1		Htong	Response code 1: Will Verify	Civil	1	C	7/16/26	HT		
	117	EChen	Burbank - PW Street	5/15/2026	Plans	52	Layout	Plans		Specify street or alley (various locations)	1		Htong	Response code 1: Will add	Civil	1	C	7/16/26	HT		
	118	EChen	Burbank - PW Street	5/15/2026	Plans	56	BRT Station	Plans		Curb at BOW?	1		Htong	Response code 1: Will correct	Civil	1	C	7/16/26	HT		
	119	EChen	Burbank - PW Street	5/15/2026	Plans	56	BRT Station	Plans		Where are these sheets located in this plan set?	6		Htong	Response Code 6: These are included in the Kit of Parts Plans	Civil	6	R	7/16/26	HT		
	120	EChen	Burbank - PW Street	5/15/2026	Plans	56	BRT Station	Plans		Slope? Almost flat, potential ponding along C&G flowline	6		Htong	Response Code 6: Existing longitudinal FL slope is approximately 0.2% which is close to proposed.	Civil	6	R	7/16/26	HT		
	121	SAbnoui	Burbank - PW Street	5/15/2026	Plans	56	BRT Station	Plans		Sidewalk exceeds 2% cross slope (various locations)	1		Htong	Revised response code 3: Existing cross slope on sidewalk exceeds 2%. Street longitudinal slope is too flat. Will maintain longitudinal and cross slopes	Civil	3	R	7/16/26	HT		
	122	SAbnoui	Burbank - PW Street	5/15/2026	Plans	56	BRT Station	Plans		Roadway exceeds 5% cross slope (various locations)	1		Htong	Response Code 1: Will correct and note where not applicable	Civil	1	C	7/16/26	HT		



CONTRACTOR SUB NO.: AE112357000 PS&E DESIGNER

METRO SUB NO.: SBMTR-000

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	123	SAbnoui	Burbank - PW Street	5/15/2026	Plans	56	BRT Station	Plans		Unclear if this space is meant to be accessible to pedestrians. If yes, minimum clear accessible path width needs to be 4', typ. <u>This comment applies to all plan sheets, where applicable.</u>	6		Htong	Response Code 6: See architecture plans for pedestrian access adjacent to stations	Civil	6	R	7/16/26	HT		
	124	EChen	Burbank - PW Street	5/15/2026	Plans	57	BRT Station	Plans		Add additional TC/FL points (various locations)	1		Htong	Response code 1: Will add	Civil	1	C	7/16/26	HT		
	125	EChen	Burbank - PW Street	5/15/2026	Plans	57	BRT Station	Plans		Slope? <u>Almost flat, potential ponding along C&G flowline</u>	6		Htong	Response Code 6: Existing longitudinal FL slope is approximately 0.2% which is close to proposed.	Civil	6	R	7/16/26	HT		
	126	EChen	Burbank - PW Street	5/15/2026	Plans	57	BRT Station	Plans		Provide elevations to clarify how the slopes are determined and verify that all slopes are correct and do not exceed max slope. (various locations)	1		Htong	Response code 1: Will add	Civil	1	C	7/16/26	HT		
	127	EChen	Burbank - PW Street	5/15/2026	Plans	57	BRT Station	Plans		Comply with Burbank's sidewalk standards (various locations)	1		Htong	Response code 1: Will confirm	Civil	1	C	7/16/26	HT		
	128	EChen	Burbank - PW Street	5/15/2026	Plans	58	BRT Station	Plans		Comply with Burbank's sidewalk standards (various locations)	1		Htong	Revised Response Code 3: Existing cross slope is nonstandard. The project does not reconstruct the bus pads. Therefore, will maintain existing nonstandard cross slope	Civil	3	R	7/16/26	HT		
	129	EChen	Burbank - PW Street	5/15/2026	Plans	59	BRT Station	Plans		Draining away from C&G? Provide LOG elev and verify slopes and direction of drainage	1		Htong	Response code 1: Will add	Civil	1	C	7/16/26	HT		
	130	EChen	Burbank - PW Street	5/15/2026	Plans	59	BRT Station	Plans		Slope? <u>Almost flat, potential ponding along C&G flowline</u>	1		Htong	Revised Response Code 6: Response Code 6: Existing FL slope is approximately 0.14%.	Civil	6	R	7/16/26	HT		
	131	EChen	Burbank - PW Street	5/15/2026	Plans	60	BRT Station	Plans		Show proposed grading/elevations within this paved area	1		Htong	Response code 1: Will add	Civil	1	C	7/16/26	HT		
	132	EChen	Burbank - PW Street	5/15/2026	Plans	60	BRT Station	Plans		Proposed driveway shall follow Burbank standard plans BS-102. <u>Update STA, elevations, etc. as necessary.</u>	1		Htong	Response code 1: Will update	Civil	1	C	7/16/26	HT		
	133	EChen	Burbank - PW Street	5/15/2026	Plans	60	BRT Station	Plans		Low point in FL but where would it drain to? Potential ponding issue	1		Htong	Response code 1: Will update	Civil	1	C	7/16/26	HT		
	134	EChen	Burbank - PW Street	5/15/2026	Plans	60	BRT Station	Plans		Verify FL elevations and direction of drainage. Clarify slope? <u>Almost flat, potential ponding along C&G flowline</u>	1		Htong	Response code 1: Will update	Civil	1	C	7/16/26	HT		
	135	EChen	Burbank - PW Street	5/15/2026	Plans	60	BRT Station	Plans		Resurfacing should not leave pavement at 0% grade. Verify	2		Htong	Response Code 2: Mill and Overlay does not change existing grade	Civil	2	R	7/16/26	HT		
	136	EChen	Burbank - PW Street	5/15/2026	Plans	60	BRT Station	Plans		Show proposed push button locations on plans (various locations)	3		Htong	Response Code 3: Push buttons shown on TS plans	Civil	3	R	7/16/26	HT		
	137	EChen	Burbank - PW Street	5/15/2026	Plans	61	BRT Station	Plans		What is the purpose of TC & FL shown at these locations? Provide TC, FL & LOG at locations indicated as such with a red circle. Ensure consistency with CP-408.	1		Htong	Response Code 1: Will provide TC/FL/LOG info at red circle locations. No changes to CP-408 since information included in this sheet.	Civil	1	C	7/16/26	HT		
	138	EChen	Burbank - PW Street	5/15/2026	Plans	61	BRT Station	Plans		FL slope along C&G seems to be almost flat. Potential ponding concerns. Address on all plan sheets, where applicable.	1		Htong	Revised Response Code 6: Response Code 6: Existing FL is approximately 0.20% matches proposed.	Civil	6	R	7/16/26	HT		
	139	EChen	Burbank - PW Street	5/15/2026	Plans	61	BRT Station	Plans		Almost flat, potential ponding along C&G flowline. Verify direction of drainage along C&G flowline. High point is 554.31 at STA 126+00.00?	1		Htong	Revised Response Code 6: Correct high point STA is at 126+31.88 at 553.75'.	Civil	6	R	7/16/26	HT		
	140	EChen	Burbank - PW Street	5/15/2026	Plans	61	BRT Station	Plans		What is construction note 16?	1		Htong	Response Code 1: Will correct	Civil	1	C	7/16/26	HT		
	141	EChen	Burbank - PW Street	5/15/2026	Plans	61	BRT Station	Plans		Verify direction of drainage. High point at STA126+31.88 at 553.75'?	1		Htong	Response Code 1: Will confirm	Civil	1	C	7/16/26	HT		
	142	EChen	Burbank - PW Street	5/15/2026	Plans	61	BRT Station	Plans		Add additional slope callouts (Various locations)	1		Htong	Response Code 1: Will add	Civil	1	C	7/16/26	HT		
	143	EChen	Burbank - PW Street	5/15/2026	Plans	62	BRT Station	Plans		Draining to BOW?	1		Htong	Response code 1: Will update	Civil	1	C	7/16/26	HT		
	144	EChen	Burbank - PW Street	5/15/2026	Plans	62	BRT Station	Plans		Verify slope	1		Htong	Response code 1: Will verify	Civil	1	C	7/16/26	HT		
	145	EChen	Burbank - PW Street	5/15/2026	Plans	63	BRT Station	Plans		Draining to BOW?	6		Htong	Response Code 6: This is an existing condition. Elevations at the BOW are existing thus cannot be changed.	Civil	6	R	7/16/26	HT		
	146	EChen	Burbank - PW Street	5/15/2026	Plans	63	BRT Station	Plans		TC higher than FG?	1		Htong	Response code 1: Will verify	Civil	1	C	7/16/26	HT		
	147	EChen	Burbank - PW Street	5/15/2026	Plans	64	BRT Station	Plans		Provide elevations to clarify how the slopes are determined and verify that all slopes are correct.	1		Htong	Response Code 1: Will add	Civil	1	C	7/16/26	HT		
	148	EChen	Burbank - PW Street	5/15/2026	Plans	64	BRT Station	Plans		Clarify curb types / construction notes. They are either missing or not matching what is shown in typ. sections CX-	1		Htong	Response Code 1: Will confirm	Civil	1	C	7/16/26	HT		

REVIEWER: City of Burbank

TECHNICAL

DISCIPLINE: Various

% DESIGN STAGE: AFC

Date: 07/16/26

Disposition:



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

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	149	EChen	Burbank - PW Street	5/15/2026	Plans	64	BRT Station	Plans		Ramp deserves a zoomed in detail for better clarity and definition of proposed grades, breaks, curbs, dimensions, etc. Comply with Caltrans standards A88A and A88B as applicable.	1		Htong	Response Code 1: Will add detail sheet	Civil	1	C	7/16/26	HT		
	150	EChen	Burbank - PW Street	5/15/2026	Plans	64	BRT Station	Plans		Where does curb note 9 end and note 4 begin?	1		Htong	Response Code 1: Will update	Civil	1	C	7/16/26	HT		
	151	EChen	Burbank - PW Street	5/15/2026	Plans	65	BRT Station	Plans		Is there a section view for this street segment? Design is unclear. Will 7"-18" curb transition be flush with sidewalk/walkway? If not, then it will not be acceptable as it is a tripping hazard.	2		Htong	Response Code 2: See sheet CX-112. This is at the back of the BRT station (station furniture not shown) where either the station backwall or railing shields pedestrians from the raised curb face	Civil	2	R	7/16/26	HT		
	152	EChen	Burbank - PW Street	5/15/2026	Plans	66	BRT Station	Plans		Provide elevations to clarify how the slopes are determined and verify that all slopes are correct and do not exceed max slope.	2		Htong	Response Code 2: Location is based on existing where bus pad slopes exceed 5%.	Civil	2	R	7/16/26	HT		
	153	EChen	Burbank - PW Street	5/15/2026	Plans	66	BRT Station	Plans		Dim should be from CF per standard plans, not from LOG	1		Htong	Response Code 1: Will correct	Civil	1	C	7/16/26	HT		
	154	EChen	Burbank - PW Street	5/15/2026	Plans	66	BRT Station	Plans		Work not shown on typ. section CX-112. Verify and ensure consistency	1		Htong	Response Code 1: Will correct	Civil	1	C	7/16/26	HT		
	155	EChen	Burbank - PW Street	5/15/2026	Plans	66	BRT Station	Plans		Add missing construction notes, E.G., 8E typ. all sheets	1		Htong	Response Code 1: Will correct	Civil	1	C	7/16/26	HT		
	156	EChen	Burbank - PW Street	5/15/2026	Plans	67	Curb Ramps	Plans		Identify BCR	1		Htong	Response Code 1: Will add	Civil	1	C	7/16/26	HT		
	157	EChen	Burbank - PW Street	5/15/2026	Plans	67	Curb Ramps	Plans		Add various slope labels (various locations)	1		Htong	Response Code 1: Will add	Civil	1	C	7/16/26	HT		
	158	EChen	Burbank - PW Street	5/15/2026	Plans	67	Curb Ramps	Plans		This calculates to 0.1% for this short segment based on grades and lengths provided. Almost flat, potential ponding along C&G flowline. Verify slope and avoid potential ponding at ramp.	1		Htong	Response Code 1: Will confirm. This area is very flat	Civil	1	C	7/16/26	HT		
	159	EChen	Burbank - PW Street	5/15/2026	Plans	67	Curb Ramps	Plans		Verify direction of drainage. Reverse flow shown, check slope labels/arrows. This implies a low point at ramp. Ensure positive drainage away from ramps. Almost flat. potential ponding along C&G flowline	1		Htong	Response Code 1: Will confirm. This area is very flat	Civil	1	C	7/16/26	HT		
	160	EChen	Burbank - PW Street	5/15/2026	Plans	67	Curb Ramps	Plans		Leader points to FL but labeled as LOG. Verify	1		Htong	Response Code 1: Will correct	Civil	1	C	7/16/26	HT		
	161	EChen	Burbank - PW Street	5/15/2026	Plans	68	Curb Ramps	Plans		For consistency with other plans, suggest adding pvmt section to this note typ.	1		Htong	Response Code 1: Will add	Civil	1	C	7/16/26	HT		
	162	EChen	Burbank - PW Street	5/15/2026	Plans	68	Curb Ramps	Plans		Same elevation for TC and FL?	3		Htong	Response Code 3: This area has a zero height curb.	Civil	3	R	7/16/26	HT		
	163	EChen	Burbank - PW Street	5/15/2026	Plans	68	Curb Ramps	Plans		Draining backwards on sidewalk?	3		Htong	Response Code 6: existing condition to be tied into	Civil	3	R	7/16/26	HT		
	164	EChen	Burbank - PW Street	5/15/2026	Plans	68	Curb Ramps	Plans		Almost flat, potential ponding along C&G flowline at ramp (various locations)	1		Htong	Response Code 1: Will confirm and revise	Civil	1	C	7/16/26	HT		
	165	EChen	Burbank - PW Street	5/15/2026	Plans	68	Curb Ramps	Plans		Leader points to FL but labeled as LOG. Verify	1		Htong	Response Code 1: Will confirm and revise	Civil	1	C	7/16/26	HT		
	166	EChen	Burbank - PW Street	5/15/2026	Plans	69	Curb Ramps	Plans		This calculates to 0.1% for this segment based on grades and lengths provided. Almost flat, potential ponding along C&G flowline. Verify slope and avoid potential ponding	1		Htong	Response Code 1: Will confirm and revise	Civil	1	C	7/16/26	HT		
	167	EChen	Burbank - PW Street	5/15/2026	Plans	70	Curb Ramps	Plans		Why three different slopes? Can it be continuous?	1		Htong	Response Code 1: Will confirm	Civil	1	C	7/16/26	HT		
	168	EChen	Burbank - PW Street	5/15/2026	Plans	71	Curb Ramps	Plans		3' minimum detectable warning surfaces	1		Htong	Response Code 1: Will correct	Civil	1	C	7/16/26	HT		
	169	EChen	Burbank - PW Street	5/15/2026	Plans	71	Curb Ramps	Plans		Slope direction changed. TC & FL?	1		Htong	Response Code 1: Will confirm	Civil	1	C	7/16/26	HT		
	170	EChen	Burbank - PW Street	5/15/2026	Plans	72	Curb Ramps	Plans		Verify min height of curb per A88A	1		Htong	Response Code 1: Will confirm	Civil	1	C	7/16/26	HT		
	171	EChen	Burbank - PW Street	5/15/2026	Plans	73	Curb Ramps	Plans		Provide elevations where slope changes. Why so many grade breaks along the curb return? Can it be continuous?	1		Htong	Response Code 1: Will add	Civil	1	C	7/16/26	HT		

REVIEWER: City of Burbank

TECHNICAL

DISCIPLINE: Various

% DESIGN STAGE: AFC

Date: 07/16/26

Disposition:



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

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

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

REVIEWER: City of Burbank

TECHNICAL DISCIPLINE: Various

% DESIGN STAGE: AFC

Date: 07/16/26

Disposition:

Comments related to Contract Compliance																					
To be completed by Reviewer										To be completed by Design Lead											
Review Comment										Initial Response			Comment Resolution Meeting					Final Disposition			
SEGMENT	No.	Reviewer	Metro/WSP/ CMSSC/ 3rd Party/ Agency	Comment Date	Doc Type (Dwg./ Spec/ Report)	Page No./ DWG No.	Discipline	Contract Document Reference	TC (Initial- Date) *****	Comment	Initial Response Code *	Critical ***	Responder	Comment Review Meeting Actions/Response	Discipline	CRM Response Code **	Status Code ****	Status Date	Initial	Additional Notes	
	172	EChen	Burbank - PW Street	5/15/2026	Plans	73	Curb Ramps	Plans		Slopes from BOW to curb ramps? Clarify BOW elevations.	1		Htong	Response Code 1: Will add	Civil	1	C	7/16/26	HT		
	173	EChen	Burbank - PW Street	5/15/2026	Plans	74	Curb Ramps	Plans		Sidewalk reconstruction limits should follow existing score lines / be replaced in rectangular blocks. Update limits to show true extents of existing sidewalk removal and reconstruction.	3		Htong	Response Code 3: Proposed sawcut lines designed to protect existing monument bench	Civil	3	R	7/16/26	HT		
	174	EChen	Burbank - PW Street	5/15/2026	Plans	74	Curb Ramps	Plans		Many point labels appear on several different sheets for the same point [e.g., on the layout sheet, ramp detail sheet, and bus station detail sheet]. Confirm if these are coming from a single reference file or independently added to each sheet, typ. for all similar labels. Primary concern is consistency across sheets.	6		Htong	Response Code 1: Independently added. Will verify consistency and correct as needed	Civil	1	C	7/16/26	HT		
	175	EChen	Burbank - PW Street	5/15/2026	Plans	76	Curb Ramps	Plans		Ramp conflicts with valley gutter, non-compliant per PROWAG, 4'x4' clear space shall be provided beyond the bottom grade break of the perpendicular curb ramp run and within the width of the crosswalk. see image above	1		Htong	Response Code 1: Will confirm and revise	Civil	1	C	7/16/26	HT		
	176	EChen	Burbank - PW Street	5/15/2026	Plans	77	Curb Ramps	Plans		Low point in gutter. Where will it drain to? Ponding issue	6		Htong	Response Code 6: Existing condition drains across street.	Civil	6	R	7/16/26	HT		
	177	EChen	Burbank - PW Street	5/15/2026	Plans	78	Curb Ramps	Plans		What are existing grades behind Retain Curb?	1		Htong	Response Code 1: Will add existing grades behind curb ramp	Civil	1	C	7/16/26	HT		
	178	EChen	Burbank - PW Street	5/15/2026	Plans	80	Construction Details	Plans		Not acceptable Potential tripping hazard	2		Htong	Response Code 2: This is at the back of the BRT station (station furniture not shown) where either the station backwall or railing shields pedestrians from the raised curb face	Civil	2	R	7/16/26	HT		
	179	EChen	Burbank - PW Street	5/15/2026	Plans	80	Construction Details	Plans		Comply with Burbank's sidewalk standards Specify max slope	2		Htong	Response Code 2: Cross slope can be higher than 2% where the existing cross slope exceeds 2%	Civil	2	R	7/16/26	HT		
	180	EChen	Burbank - PW Street	5/15/2026	Plans	80	Construction Details	Plans		Specify depth of vertical curb, normally set below bottom of pavement	1		Htong	Response Code 1: Will add	Civil	1	C	7/16/26	HT		
	181	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	1	Cross Sections	Plans		Correct Lane width on WB Glenoaks	1		Htong	Response Code 1: Will correct	Civil	1	C	7/16/26	HT		
	182	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	1	Cross Sections	Plans		Change WB/EB to NB/SB (various locations)	1		Htong	Response Code 1: Will update	Civil	1	C	7/16/26	HT		
	183	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	1	Cross Sections	Plans		Missing lane configurations (various locations)	1		Htong	Response Code 1: Will update	Civil	1	C	7/16/26	HT		
	184	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	1	Cross Sections	Plans		Dimension BRT station width (various locations)	3		Htong	Response Code 3: Not added to be consistent with other station locations	Civil	3	R	7/16/26	HT		
	185	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	1	Cross Sections	Plans		Update lane configuration per striping plan (various locations)	1		Htong	Response Code 1: Will update	Civil	1	C	7/16/26	HT		
	186	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	5	Signing and Striping	Plans		Indicate sign size for all proposed signs	1		Htong	Response Code 1: Will add	Signing and Striping	1	C	7/16/26	HT		
	187	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	5	Signing and Striping	Plans		(General) Indicate where transitions & tapers start and end	1		Htong	Response Code 1: Will review and add as applicable	Signing and Striping	1	C	7/16/26	HT		
	188	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	5	Signing and Striping	Plans		(General) remove/replace any text overlapping or covering the striping shown on plan	1		Htong	Response Code 1: Will review and add as applicable	Signing and Striping	1	C	7/16/26	HT		
	189	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	5	Signing and Striping	Plans		(General) Survey station text are covering the striping. Make line thickness of station lines similar to the 60% plan	1		Htong	Response Code 1: Will review and add as applicable	Signing and Striping	1	C	7/16/26	HT		
	190	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	5	Signing and Striping	Plans		(General) Show existing striping accurately with the correct linetype. Refer to legend for clarification	1		Htong	Response Code 1: Will review and add as applicable	Signing and Striping	1	C	7/16/26	HT		
	191	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	5	Signing and Striping	Plans		(General) Put text and arrow dimensions "forward" to clearly see which plan elements are being referred to	1		Htong	Response Code 1: Will review and add as applicable	Signing and Striping	1	C	7/16/26	HT		
	192	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	5	Signing and Striping	Plans		(General) Call out to install black contrast striping on PCC pavement	1		Htong	Response Code 1: Will review and add as applicable	Signing and Striping	1	C	7/16/26	HT		
	193	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	5	Signing and Striping	Plans		(General) Rotate the text for lane widths measurements 90 degrees	1		Htong	Response Code 1: Will review and add as applicable	Signing and Striping	1	C	7/16/26	HT		
	194	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	6	Signing and Striping	Plans		50' not to scale in multiple locations. Show striping length accurately to scale (various locations)	1		Htong	Response Code 1: Display due to linetype overlap. Will adjust	Signing and Striping	1	C	7/16/26	HT		
	195	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	6	Signing and Striping	Plans		Reduce LT Channelizing line from 60' to 50'. Shift LT pocket south to align with private driveway entrance	1		Htong	Response Code 1: Will comply	Signing and Striping	1	C	7/16/26	HT		



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

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

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

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REVIEWER: City of Burbank

TECHNICAL

DISCIPLINE: Various

% DESIGN STAGE: AFC

Date: 07/16/26

Disposition:

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	
	196	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	6	Signing and Striping	Plans		Maintain 5' wide Ped path of travel	2		Htong	Response Code 3: 5' wide ped path of travel is maintained. See AR sheets	Signing and Striping	3	R	7/16/26	HT		
	197	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	6	Signing and Striping	Plans		Provide detail for delineator posts	2		Htong	Response Code 3: Post detail is per manufacturer	Signing and Striping	3	R	7/16/26	HT		
	198	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	Various	Signing and Striping	Plans		Various sheet comments on signing and striping sheets	1		Htong	Response Code 1: Will comply with various sheet comments unless noted here otherwise	Signing and Striping	1	C	7/16/26	HT		
	199	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	7	Signing and Striping	Plans		Indicate taper and arrows similar to SS-101	1		Htong	Response Code 1: Will comply	Signing and Striping	1	C	7/16/26	HT		
	200	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	7	Signing and Striping	Plans		Existing median will not be removed per 5/7/26 monthly design meeting. Show existing median. Maintain 12' lane adjacent to median. Adjust taper length if needed	1		Htong	Response Code 1: Will comply	Signing and Striping	1	C	7/16/26	HT		
	201	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	8	Signing and Striping	Plans		Correct striping lengths	1		Htong	Response Code 1: Will comply	Signing and Striping	1	C	7/16/26	HT		
	202	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	8	Signing and Striping	Plans		Show parking signs to be removed (apply to all sheets in bus lane)	3		Htong	Response Code 3: Construction key note 25 already specifies that conflicting existing signs to be removed	Signing and Striping	3	R	7/16/26	HT		
	203	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	9	Signing and Striping	Plans		Make size of construction note consistent	1		Htong	Response Code 1: Will comply	Signing and Striping	1	C	7/16/26	HT		
	204	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	9	Signing and Striping	Plans		Make existing red curb length	3		Htong	Response Code 3: Existing allows parking but after adding the BRT lane, parking is no longer allowed. Keeping the BRT red curb until the end of BRT lane as shown	Signing and Striping	3	R	7/16/26	HT		
	205	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	9	Signing and Striping	Plans		Show lnegths	2		Htong	Response Code 3: Detail should be referenced for length.	Signing and Striping	3	R	7/16/26	HT		
	206	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	9	Signing and Striping	Plans		Remove green dropped lane boxes on this block and keep existing striping	2		Htong	Revised Response Code 1: Will comply	Signing and Striping	1	C	7/16/26	HT		
	207	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	10	Signing and Striping	Plans		Move W74 (CA)(LT) 250' before W73A(CA)(RT)	1		Htong	Response Code 1: Will comply	Signing and Striping	1	C	7/16/26	HT		
	208	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	10	Signing and Striping	Plans		Do not install sign on street light	1		Htong	Response Code 1: Will comply	Signing and Striping	1	C	7/16/26	HT		
	209	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	10	Signing and Striping	Plans		The sum of lane widths do not add up to 68'. Check lane widths. If lane widths are the same as existing, put lane width in parenthesis. Apply to all sheets.	1		Htong	Response Code 1: Will comply	Signing and Striping	1	C	7/16/26	HT		
	210	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	10	Signing and Striping	Plans		Extension lines on olive at not needed anymore due to reduced lane shift. Remove	1		Htong	Response Code 1: Will comply	Signing and Striping	1	C	7/16/26	HT		
	211	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	10	Signing and Striping	Plans		Show alley	1		Htong	Response Code 1: Will comply	Signing and Striping	1	C	7/16/26	HT		
	212	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	10	Signing and Striping	Plans		Reduce from 110' to 80' to stop right before driveway	1		Htong	Response Code 1: Will comply	Signing and Striping	1	C	7/16/26	HT		
	213	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	11	Signing and Striping	Plans		Remove radius of edge line. Typical. Apply to all locations	3		Htong	Revised Response Code 1: Will comply	Signing and Striping	1	C	7/16/26	HT		
	214	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	11	Signing and Striping	Plans		Show lane drop line	1		Htong	Response Code 1: Will comply	Signing and Striping	1	C	7/16/26	HT		
	215	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	13	Signing and Striping	Plans		Move overhead sign support post here. Add construction note to install overhead sign	4		Htong	Response Code 4: Agreement needed between Metro and Burbank	Signing and Striping	4	U	7/16/26	HT		
	216	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	14	Signing and Striping	Plans		Show a distinction between "striping to be removed" and "proposed striping". It is unclear what work is required within this intersection	1		Htong	Revised Response Code 3: Conflict striping removed. Striping and striping removal are per legend	Signing and Striping	3	R	7/16/26	HT		
	217	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	14	Signing and Striping	Plans		See next sheet for placement of advance warning signage on bridge	1		Htong	Response Code 1: Will add	Signing and Striping	1	C	7/16/26	HT		
	218	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	17	Signing and Striping	Plans		Add detail for bike buffer	1		Htong	Response Code 1: Will add	Signing and Striping	1	C	7/16/26	HT		
	219	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	17	Signing and Striping	Plans		Revise stripng design per City's design at Glenoaks/Providencia	1		Htong	Response Code 1: Will comply	Signing and Striping	1	C	7/16/26	HT		



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

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

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

REVIEWER: City of Burbank

TECHNICAL DISCIPLINE: Various

% DESIGN STAGE: AFC

Date: 07/16/26

Disposition:

To be completed by Reviewer										To be completed by Design Lead											
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	220	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	18	Signing and Striping	Plans		Paint median nose yellow	1		Htong	Response Code 1: Will comply	Signing and Striping	1	C	7/16/26	HT		
	221	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	18	Signing and Striping	Plans		The lane width and lane line segment dimensions are unclear and difficult to distinguish. Revise the dimension callouts for clarify and clearly identify which dimensions apply to lane widths and which apply to lane line lengths. This comment applies to all similar dimensions on Glenoaks.	1		Htong	Response Code 1: Will comply	Signing and Striping	1	C	7/16/26	HT		
	222	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	20	Sign Details	Plans		Adjust so that top and bottom spacing are the same	1		Htong	Response Code 1: Will comply	Signing and Striping	1	C	7/16/26	HT		
	223	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	21	Sign Details	Plans		Provide a label for each detail	1		Htong	Response Code 1: Will comply	Signing and Striping	1	C	7/16/26	HT		
	224	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	24	Sign Details	Plans		Add dimensions as indicated	1		Htong	Response Code 1: Will comply	Signing and Striping	1	C	7/16/26	HT		
	225	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	30	Traffic Signal	Plans		Add sign R10-12(Mod) to sign legend	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP		
	226	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	31	Traffic Signal	Plans		(Revise loop information per plan markup)	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP		
	227	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	31	Traffic Signal	Plans		Update pullbox location	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP		
	228	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	31	Traffic Signal	Plans		BWP to remove & install service conductors	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP		
	229	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	31	Traffic Signal	Plans		Update BWP electric phone number	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP		
	230	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	31	Traffic Signal	Plans		Cabinet model - Myers Model #MEUG3A-2048	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP		
	231	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	31	Traffic Signal	Plans		Note 10 Install new 17"x30" precast polymer concrete pullbox (armorcast assembly #AG1730AW24WK2). See City of Burbank Specification DWG S-733D for more details. The words "BURBANK ELECTRIC" shall be cast into the cover	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP		
	232	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	31	Traffic Signal	Plans		Note 11 install new 3-inch PVC conduit to service Meter cabinet. Per city of Burbank specification DWG S-733D	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP		
	233	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	32	Traffic Signal	Plans		Update pole schedule PPB Types	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP		
	234	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	32	Traffic Signal	Plans		Update existing phase diagram as noted	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP		
	235	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	32	Traffic Signal	Plans		Cabinet model - Myers Model #MEUG3A-2048	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP		
	236	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	32	Traffic Signal	Plans		Correct note 3 to remove and dispose of existing pull box	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP		
	237	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	32	Traffic Signal	Plans		Note 6 Install new 17"x30" precast polymer concrete pullbox (armorcast assembly #AG1730AW24WK2). See City of Burbank Specification DWG S-733D for more details. The words "BURBANK ELECTRIC" shall be cast into the cover	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP		
	238	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	32	Traffic Signal	Plans		Note 7 install new 3-inch PVC conduit to service Meter cabinet. Per city of Burbank specification DWG S-733D	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP		
	239	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	32	Traffic Signal	Plans		Add existing system detectors on Buena Vista	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP		
	240	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	32	Traffic Signal	Plans		Show and label the existing service feed point (EX PP #1807313-Z). Show the conduit and boxes between the power pole to the existing service cabinet	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP		
	241	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	32	Traffic Signal	Plans		EX 3"C, 8-DLC TO SD LOOPS (APPROX 500' FROM LIMIT LINE)	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP		
	242	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	32	Traffic Signal	Plans		TO BUENA VISTA ST/OLIVE AVE	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP		
	243	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	32	Traffic Signal	Plans		Show existing service cabinet/pedestal to be removed. Provide construction note to remove and dispose of existing type III-B service cabinet	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP		



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

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

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

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

***Critical-Place 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		
244	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	32	Traffic Signal	Plans		Show existing pavement markings (left and right turn arrows)	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
245	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	32	Traffic Signal	Plans		(add miscellaneous callouts to conduits)	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
246	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	33	Traffic Signal	Plans		(Revise loop information per plan markup)	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
247	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	33	Traffic Signal	Plans		This is not an existing sign	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
248	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	33	Traffic Signal	Plans		Delete note 3	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
249	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	33	Traffic Signal	Plans		Remove existing sign R5-1	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
250	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	33	Traffic Signal	Plans		Detail B	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
251	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	34	Traffic Signal	Plans		(Revise loop information per plan markup)	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
252	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	35	Traffic Signal	Plans		(Revise loop information per plan markup)	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
253	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	35	Traffic Signal	Plans		Show utilities under the sidewalk	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
254	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	35	Traffic Signal	Plans		(Update conductor schedule as noted)	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
255	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	36	Traffic Signal	Plans		(Revise loop information per plan markup)	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
256	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	36	Traffic Signal	Plans		Note 9 - REMOVE AND SALVAGE EXISTING SIGNAL POLES...ADD "DELIVER ALL REMOVED SIGNAL POLES TO PUBLIC WORKS YARD. RELOCATED EXISTING SIGNS TO NEW SIGNAL POLE AT SAME LOCATION"	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
257	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	37	Traffic Signal	Plans		Signal foundation details should not be included with civil construction details. Move all pole foundation details to traffic signal sheets	1		APlancarte	Revised response code 3: Not applicable. Special foundation no longer required	Traffic Signal	3	R	7/16/26	AP			
258	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	37	Traffic Signal	Plans		Update pole F to 2-15'(N)	1		APlancarte	Revised response code 3: Cannot provide 15D standard due to 30" gas line clearance concerns.	Traffic Signal	3	R	7/16/26	AP			
259	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	37	Traffic Signal	Plans		(Revise loop information per plan markup)	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
260	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	37	Traffic Signal	Plans		What happened to the existing BWP pull box?	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
261	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	37	Traffic Signal	Plans		label this pull box. New or existing? Who owns it?	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
262	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	37	Traffic Signal	Plans		Update note 3. Add "RELOCATE EXISTING SIGNS TO NEW SIGNAL POLE AT SAME LOCATION"	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
263	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	37	Traffic Signal	Plans		BRT Station plan shows TOC slope greater than 2% in this area. Move pole to flat surface (<2% slope in all directions) for ADA access	1		APlancarte	Response Code 1: Will comply	Traffic Signal	1	C	7/16/26	AP			
264	Djeffrey	Burbank - PW Traffic	5/19/2026	Plans	37	Traffic Signal	Plans		Move signal pole and pull box to inside of median nose to provide more space for signal maintenance and protect signal pole from getting hit by left turn cars. BRT Station plan shows TOC slope greater than 2% in this area. Move pole to flat surface (<2% slope in all directions) for ADA access	2		APlancarte	Updated Response Code 1: Updated pole locations	Traffic Signal	1	C	7/16/26	AP			

REVIEWER: City of Burbank

TECHNICAL

DISCIPLINE: Various

% DESIGN STAGE: AFC

Date: 07/16/26

Disposition:

Declaration of Anthony DeFrenza

EXHIBIT J

FOR RO : E112357-B01-SUB- FC.03-260716 - FC.03 Burb nk ck ge Submitt l

From Kerk, Sandra (Consultant) <KerkS@metro.net>
D te Fri 7/17/2026 9:32 AM
To Jack McGregor <jmcgregor@doradocompany.com>
Cc Christina Jeon <cjeon@doradocompany.com>; Defrenza, Anthony <DefrenzaA@metro.net>; Roman, Ignacio (Consultant) <RomanI@metro.net>; Price, Kenyon <PriceKe@metro.net>; Quevedo, Giovanni (Consultant) <QuevedoG@metro.net>; Garrett.Kaya <Garrett.Kaya@hdrinc.com>; mark.christoffels <mark.christoffels@hdrinc.com>; Harris, Charles <HarrisC6@metro.net>

 1 attachment (98 KB)
XMTL-AE112357-B01-SUB-AFC.03 PSE_260717.pdf;

Good Morning, Mr. McGregor,
Enclosed within please find Metro transmittal of the **AFC-03 PS&E Burbank Submittal** package for approval by the City of Burbank.

For the complete submittal package, please follow the link below:

<https://www.dropbox.com/scl/fo/t0zlrn1zu65zodiijs5f/AMfrLU4z85n19fsTHGzBQbM?rlkey=si8kwxnv7jyne21icxu4p4h8j&dl=0>

Any questions or concerns may be directed to Mr. Anthony Defrenza, here copied.

Thank you,

Sandra Kerk
LA Metro
North Hollywood to Pasadena BRT
818.632.2787 C
//metro.net/NOHO 2 Pasadena | facebook.com/N2Pext | @ N2Pext
Our mission is to provide world-class transportation for all.

CONFIDENTI LITY NOTICE: The con en o h e al e age and any a ach en are n ended olely or he addre ee() and ay con a n con den al and/or pr v leged n or a on and ay be legally pro ec ed ro d clo ure. I you are no he n ended rec pen o h e age or he r agen , or h e age ha been addre ed o you n error, plea e ed a ely aler he ender by reply e al and hen dele e h e age and any a ach en . I you are no he n ended rec pen , you are hereby no ed ha any u e, d e na on, copy ng, or orage o h e age or a ach en r c ly proh b ed.

Declaration of Anthony DeFrenza

EXHIBIT K



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

July 24, 2026

SENT VIA ELECTRONIC AND U.S. MAIL

City of Burbank, City Manager's Office
275 E. Olive Avenue
Burbank, California 91502
Attention: Mr. Justin Hess, City Manager

Subject: North Hollywood to Pasadena Bus Rapid Transit Corridor Project (Project)
Project Schedule

Dear Mr. Hess,

In the Cooperative Agreement for the Design and Construction of the North Hollywood to Pasadena Rapid Transit Corridor Project (Agreement) between Metro and the City of Burbank, paragraph 11.1 defines the "Project Schedule" to mean 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." Further at Exhibit 2 Part B: Project Schedule it states "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."

As set forth above the use of the word "notice" in lowercase does not trigger the requirements of paragraph 10.4 for formal notice as section 11.1 states that "capitalized terms ... in this Agreement have the meanings given in this Section 11.1." As the areas in the Agreement which allow Metro to change the schedule do not use a capitalized form of "notice", Metro maintains that no formal notice is required for Burbank to be informed of the schedule or any changes thereto.

Attached please find a copy of the detailed construction schedule for the Burbank segment of the Project. (26-04-30 PS118736000-B01-SUB-012981.16.01-BURBANK). You are notified hereby that this schedule replaces what attached to the Agreement as Exhibit 2 Part B. In so providing, Metro does not concede that formal notice under section 10.4 was required to update the Project Schedule under section 11.1 and Exhibit 2. Nevertheless, to eliminate any question and without waiving its position, Metro now provides notice in the manner specified by section 10.4. This Notice is provided without waiving Metro's position that formal notice under section 10.4 was not required to update the Project Schedule under section 11.1 and Exhibit 2.

The schedule attached to this notice is the same as the schedule provided via email to City's designated Project point-of-contact Jack McGregor of Dorado company on April 30, 2026, and acknowledged by David Kriske to have been received on that date in a written declaration. All references within the Agreement to a Project Schedule now refer to the schedule attached and named "26-04-30 PS118736000-B01-SUB-012981.16.01-BURBANK" in electronic format.

Metro executed a contract modification with the Project Contractor on July 7, 2026 titled *Early Works Package for Construction of Burbank & Glendale BRT Segments, and Furnish & Install BRT Station Shelters and Amenities ("EWP-04")*. EWP-04 incorporated and memorialized information from the attached schedule in *EWP-04 Attachment 2 – Work Completion Schedule* (also attached to this notice). Metro's contractor prepared the schedule attached, and both Metro and the Contractor have accepted the schedule.

The dates of start of construction are not new. Prior schedules sent to the City on July 28, 2025 indicated a Burbank Construction start date of July 27, 2026 and Burbank Construction end date of November 18, 2027. A detailed final design development schedule was provided to the City at the initial Monthly Project Development Team (PDT) Meeting on July 9, 2024. This initial design development schedule supported a July 2026 Construction start date and we have updated any design submittal dates as necessary at each subsequent PDT meeting.

You are also given Notice that per section 2.4(b) of the Agreement, the City of Burbank's refusal to process plan approvals, including the final construction plans is clearly causing delay to the Project and interfering with Metro's ability to proceed within the Project Schedule time frames.

As of the date of this letter, the City has not processed or approved Metro Submittals, including the Approved for Construction Plans within the review periods established by the Agreement. The City has instead continued to condition its action on Metro's removal or modification of dedicated bus lanes and/or preparation of additional environmental review concerning SB 79. The City's continued nonperformance is delaying and threatens to delay Project milestones, including the July 27, 2026 construction start date for the Burbank phase of the Project, as shown on the attached Project Schedule. In Metro's lawsuit against the City filed on May 19, 2026 (Los Angeles County Superior Court, Case No. 262TCP01904), Metro alleges that those conditions are unauthorized under the existing Agreement and law. In its July 17, 2026 interlocutory order, the Superior Court found that Metro demonstrated a strong likelihood of success on its first, second, and fifth causes of actions, and reasoned, on the record before it and for the purposes of the preliminary-injunction analysis, that the challenged conditions imposed by the City exceeded the authority identified by the City under the Agreement and CEQA. The court stated at B.1.b:

A demand to remove dedicated bus lanes is not a "Compliance Comment" as that term is defined in Article 11. It identifies no deficiency in a submittal's compliance with the Agreement, but instead demands a different Project. The City's argument that its General Plan operates as a "City Standard" authorizing the condition is not well taken on this record: "City Standards" is a defined term keyed to Exhibit 6's technical design and utility standards, and the City separately agreed not to reinterpret its standards "for the sole or primary purpose of affecting" the Project (§3.5(a)). The City has therefore not identified an Agreement provision authorizing any of the four challenged conditions.

Second, on CEQA's threshold requirement: CEQA review attaches only to a discretionary approval the agency holds, and only to the extent that approval authorizes the agency to address the environmental concern asserted. (*San Diego Navy Broadway Complex Coalition v. City of San Diego* (2010) 185 Cal.App.4th 924, 938-940; *Mountain Lion Foundation v. Fish & Game Com.* (1997) 16 Cal.4th 105, 117.). The City's Agreement-based review authority concerns implementation of an already-approved regional transit Project; it does not extend to the land use, density, or General Plan consequences of prospective third-party housing that SB 79 might someday permit near certain stops. The City's own causation theory that "Metro claims to control the frequency of bus stops which trigger a TOD determination" (Opp. at p. 13) confirms the point. On the City's own account, SB 79 qualification flows from the Project's already approved features and SCAG's independent statutory mapping process, not from any City approval. Absent a City approval to which subsequent review could attach, the City's demand fails at the threshold, regardless of whether the City is styled a "responsible agency." (CEQA Guidelines, §§15096, subd. (e), 15162, subd. (c).)

Third, the City has not shown the kind of changed circumstance that Public Resources Code section 21166 and CEQA Guidelines section 15162, subdivision (a)(2), require before a certified EIR may be reopened. SB 79 approves no housing, identifies no development site, and establishes no unit count. The City's own showing depends on speculation about what a private property owner might someday propose near up to two additional qualifying stops. That is not substantial evidence of a new or substantially more severe Project-caused environmental effect. (See *Aptos Council v. County of Santa Cruz* (2017) 10 Cal.App.5th 266, 293-295; *Committee for*

Tiburon LLC v. Town of Tiburon (2026) 118 Cal.App.5th 259, 280; *Save Round Valley Alliance v. County of Inyo* (2007) 157 Cal.App.4th 1437, 1450-1451.) The City's reliance on *Diamond Alternative Energy, LLC v. EPA* (2025) 606 U.S. 100 is misplaced; that case addressed Article III standing to sue, not the substantial evidence showing CEQA requires before an already certified EIR may be reopened.

Finally, the Court stated at B.1.d. that "the four conditions the proposed order would enjoin are independently unauthorized under the Agreement and CEQA for the reasons discussed above."

The City's continued refusals, and current stance to provide no input or participate in any way in the Construction Phase of the Project are in direct breach of the Agreement. Metro agrees with and relies on the Court's preliminary merits analysis quoted above and continues to maintain that the challenged conditions were unauthorized under the Agreement and CEQA when imposed and remain unauthorized. As a result the ongoing refusals by the City since January 2026 violate section 2.10 of the Agreement as they are unreasonable, and conditioned upon changes which are not allowed under the Agreement or law. Metro's position during the prior escalation of this dispute is now supported by the Court's interlocutory order.

Metro reserves all rights and remedies, including its right under section 2.4(b) to seek reimbursement of all actual and documented costs and expenses incurred by Metro arising from the delay of the Project attributable to the City; this includes amounts due to Metro's contractor arising from the delays caused by the City's express blockade of the Project. If the Project is not completed in time for the 2028 games, the costs could also include all costs incurred by Metro in setting up and operating temporary bus only lanes, and bus service for the entire Project Corridor to replace the function of the Project. Nothing in this letter waives Metro's position that the parties have already completed the Agreement's issue-resolution process concerning the conditions described above.

Sincerely,



Michael McKenna
Deputy Chief Program Management Officer

Encls:
26-04-30 PS118736000-B01-SUB-012981.16.01-BURBANK
EWP-004 Attachment 2

Cc via e-mail:

Tim Lindholm, Chief Program Management Officer (Metro)
Ray Sosa, Chief Planning Officer (Metro)
Anthony DeFrenza, Deputy Executive Officer (Metro)
Patrick Prescott, Community Development Director City (City of Burbank)
David Kriske, Assistant Community Development Director, Transportation (City of Burbank)
Fred Ramirez, Assistant Community Development Director (City of Burbank)
Damien Skinner, Public Works Director (City of Burbank)
Lifan Xu, Chief Assistant Public Works Director – City Engineer (City of Burbank)
Joseph McDougall, City Attorney
Document Control File

Mr. Justin Hess
July 24, 2026
Page 4 of 4

CC via US Mail:

Attn: Joseph McDougall
City Attorney's Office
275 E. Olive Avenue
Burbank, CA 91502

Attn: Damien Skinner, Director of Public Works
275 E. Olive Avenue
Burbank, CA 91502

Attn: David Kriske, Assistant Community Development Director
Community Development
Community Services Building
150 N. Third Street
Burbank, CA 91502

Declaration of Anthony DeFrenza

EXHIBIT L

1 **Proposed Ordinance #16-01**

2 **Measure M**

3 **Los Angeles County Traffic Improvement Plan**

4
5 **PREAMBLE**

6 Los Angeles County's comprehensive plan to improve transportation and ease traffic
7 congestion through the following core goals:

8
9 **Improve freeway traffic flow**; reduce bottlenecks and ease traffic congestion.

10
11 **Expand the rail and rapid transit system**; accelerate rail construction and build new rail lines;
12 enhance local, regional, and express bus service; and improve system connectivity.

13
14 **Repave local streets, repair potholes, synchronize signals**; improve neighborhood streets
15 and intersections, and enhance bike and pedestrian connections.

16
17 **Keep the transit and highway system safe**; earthquake-retrofit bridges, enhance freeway and
18 transit system safety, and keep the transportation system in good working condition.

19
20 **Make public transportation more accessible, convenient, and affordable** for seniors,
21 students, and the disabled and provide better mobility options for our aging population.

22
23 **Embrace technology and innovation**; incorporate modern technology, new advancements,
24 and emerging innovations into the local transportation system.

25
26 **Create jobs, reduce pollution, and generate local economic benefits**; increase personal
27 quality time and overall quality of life.

28
29 **Provide accountability and transparency**; protect and monitor the public's investments
30 through independent audits and oversight.

31
32
33 **SECTION 1. TITLE**

34 This Ordinance shall be known and may be cited as the "Los Angeles County Traffic
35 Improvement Plan" ("Ordinance"). The Ordinance shall include Attachment A entitled
36 "Expenditure Plan" and Attachment B entitled "Subregional Maps" which are attached hereto
37 and incorporated by reference as if fully set forth herein.

38
39 **SECTION 2. SUMMARY**

40 This Ordinance imposes a retail transactions and use tax at the rate of one-half of one
41 percent (.5%) within Los Angeles County to be operative on the first day of the first calendar
42 quarter commencing not less than 180 days after the adoption of this Ordinance by the voters.
43 The rate of this tax shall increase to one percent (1.0%) on July 1, 2039 immediately upon the

1 expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County
2 Metropolitan Transportation Authority (Measure R).

3 4 SECTION 3. DEFINITIONS

5 The following terms, whenever used in this Ordinance, shall have the meanings set forth below:

6 "Active Transportation" means projects that encourage, promote, or facilitate
7 environments that promote walking, bicycling, rolling modes, or transit use.

8 "ADA Paratransit" means paratransit service for the disabled as provided for by the
9 Americans with Disabilities Act (42 U.S.C. § 12101 et seq.).

10 "Board of Equalization" means the California State Board of Equalization.

11 "Capital" means any project or program described in Attachment A that qualifies as a
12 capital improvement expenditure.

13 "Capital Improvement Expenditures" means expenditures for the purpose of acquiring,
14 upgrading, or maintaining transportation physical assets such as property, transportation
15 facilities, rail improvements, highways, or equipment, so long as any such expenditures for
16 maintenance substantially extend the useful life of the project. This also includes any physical
17 improvement and any preliminary studies, design, or surveys relative thereto, including, but
18 not limited to, any property of a permanent nature and equipment needed in connection with
19 such improvements.

20 "Complete Streets" means a comprehensive, integrated transportation network with
21 infrastructure and design that allows safe and convenient travel along and across streets for
22 all users, including pedestrians, users and operators of public transit, bicyclists, persons with
23 disabilities, seniors, children, motorists, users of green modes, and movers of commercial
24 goods.

25 "Expected Opening Date" means the date that a project is expected to be open for use
26 by the public, which is expressed as the first year of a three-year range. With respect to
27 programs, the expected opening date is the last year in which funds are anticipated to be
28 made available for use on the projects that comprise the program.

29 "Expenditure Plan" means that expenditure plan which is attached hereto as
30 Attachment A.

31 "First/Last Mile" means infrastructure, systems, and modes of travel used by transit
32 riders to start or end their transit trips. This includes but is not limited to infrastructure for
33 walking, rolling, and biking (e.g. bike lanes, bike parking, sidewalks, and crosswalks), shared
34 use services (e.g. bike share and car share), facilities for making modal connections (e.g. kiss

1 and ride and bus/rail interface), signage and way-finding, and information and technology that
2 eases travel (e.g. information kiosks and mobile apps).

3 “Green Streets” means urban transportation rights-of-way integrated with storm water
4 treatment techniques that use natural processes and landscaping and quantitatively
5 demonstrate that they capture and treat storm water runoff from their tributary watershed
6 through infiltration or other means and are included within the respective Enhanced
7 Watershed Management Plan.

8 “Gross Sales Tax” means the amount of Sales Tax collected by the Board of
9 Equalization pursuant to this Ordinance.

10 “Groundbreaking Start Date” means the first year of a three-year period by which the
11 applicable project sponsor is expected to award a construction contract enabling the
12 beginning of construction. In alternative project delivery methods, such as design-build and
13 public-private partnership contracts, it means the start of the actual construction phase or
14 phases of the project.

15 “Highway Construction” means a capital only project or program that includes all
16 environmental, design, and construction work in public highway and street rights-of-way. This
17 includes Complete Streets, Green Streets, and active transportation improvements such as
18 bikeways and pedestrian improvements.

19 “Interest” means interest and other earnings on cash balances.

20 “Local Return” means funds returned to the cities within Los Angeles and Los Angeles
21 County, based on population, for eligible transportation-related uses as defined by the Local
22 Return Guidelines to be developed in coordination with such cities and Los Angeles County
23 and adopted by the Metro Board of Directors. Funds will be eligible for communities’
24 transportation needs, including transit, streets and roads, storm drains, Green Streets, Active
25 Transportation Projects, Complete Streets, public transit access to recreational facilities,
26 Transit Oriented Community Investments, and other unmet transit needs.

27 “Measure R” means Ordinance No. 08-01, including the attached expenditure plan, of
28 the Los Angeles County Metropolitan Transportation Authority, as adopted by the Metro Board
29 of Directors on July 24, 2008.

30 “Measure R Projects” means those projects and programs identified in the expenditure
31 plan attached to Ordinance No. 08-01.

32 “Metro” means the Los Angeles County Metropolitan Transportation Authority or any
33 successor entity.

“Metro Rail Operations” means service delivery for operating and regular and preventative maintenance for Metro Rail Lines as defined in guidelines adopted by the Metro Board of Directors, as well as Metro State of Good Repair.

“Metro State of Good Repair” means the repair, rehabilitation, and replacement required to maintain reliable, safe, effective, and efficient rail transit services.

“Multi-Year Subregional Programs” means multiple capital projects defined by guidelines adopted pursuant to Section 7(c).

“Net Revenues” means Sales Tax Revenues minus any amount expended on administrative costs pursuant to Section 10.

“Regional Rail” means regional commuter rail service within Los Angeles County, including operating, maintenance, expansion, and state of good repair.

“Sales Tax” means a retail transactions and use tax.

“Sales Tax Revenues” means the Gross Sales Tax minus any refunds and any fees imposed by the Board of Equalization for the performance of functions incident to the administration and operation of this Ordinance.

“Schedule of Funds Available” means the anticipated schedule for releasing funds to complete projects included in the Expenditure Plan.

“Subregion” means “subregional planning area” as shown by the boundaries in “Subregional Maps” attached hereto as Attachment B.

“Transit Construction” means a capital only project or program including environmental, design, and construction work in public transit rights-of-way or in support of the capital needs of the public transit system, such as rolling stock, transit stations, or transit stop improvements. Transit construction can also include first/last mile improvements.

“Transit Operations” means countywide transit service operated by Metro and the Included and Eligible Municipal Operators receiving funds allocated through a Board-adopted Formula Allocation Procedure (FAP).

SECTION 4. STATUTORY AUTHORITY

This Ordinance is enacted, in part, pursuant to:

a. Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code; and

b. Division 12 (commencing with Section 130000) of the California Public Utilities Code.

1 SECTION 5. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX

2 a. Subject to the limits imposed by this Ordinance, Metro hereby imposes, in the
3 incorporated and unincorporated territory of Los Angeles County, a Transactions and Use tax
4 at the rate of one-half of one percent (.5%) beginning on the first day of the first calendar
5 quarter commencing not less than 180 days after the adoption of this Ordinance by the voters.
6 The rate of this tax shall increase to one percent (1.0%) on July 1, 2039 immediately upon the
7 expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County
8 Metropolitan Transportation Authority (Measure R).

9 b. This Transactions and Use tax shall be in addition to any other taxes
10 authorized by law, including any existing or future state or local Transactions and Use tax.
11 The imposition, administration, and collection of the tax shall be in accordance with all
12 applicable statutes, laws, and rules and regulations prescribed and adopted by the Board of
13 Equalization.

14 c. Pursuant to Section 130350.7(h) of the Public Utilities Code, the tax rate
15 authorized by this section shall not be considered for purposes of the combined rate limit
16 established by Section 7251.1 of the Revenue and Taxation Code.

17 d. Pursuant to the provisions of Section 7262.2 of the Revenue and Taxation
18 Code, the required provisions of Sections 7261 and 7262 of that Code as now in effect or as
19 later amended are adopted by reference in this Ordinance.

20 e. This Ordinance incorporates provisions identical to those of the Sales and Use
21 Tax Law of the State of California insofar as those provisions are not inconsistent with the
22 requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation
23 Code.

24 f. The Transactions and Use tax shall be administered and collected by the
25 Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the
26 least possible deviation from, the existing statutory and administrative procedures followed by
27 the Board of Equalization in administering and collecting the California State Sales and Use
28 Taxes.

29 g. This Transactions and Use tax shall be administered in a manner that will be,
30 to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the
31 Revenue and Taxation Code, minimizes the cost of collecting the transactions and use taxes,
32 and at the same time, minimizes the burden of record keeping upon persons subject to
33 taxation under the provisions of this Ordinance.

1 SECTION 6. ADMINISTRATION BY BOARD OF EQUALIZATION

2 a. CONTRACT WITH STATE. Prior to the operative date, Metro shall contract with
3 the Board of Equalization to perform all functions incident to the administration and operation of
4 this Ordinance; provided, that if Metro shall not have contracted with the Board of Equalization
5 prior to the operative date, it shall nevertheless so contract and in such a case the operative
6 date shall be the first day of the first calendar quarter following the execution of such a contract.

7 b. TRANSACTIONS TAX RATE. For the privilege of selling tangible personal
8 property at retail, a tax is hereby imposed upon all retailers in the incorporated and
9 unincorporated territory of Los Angeles County at the rate of one half of one percent (.5%) of the
10 gross receipts of any retailer from the sale of all tangible personal property sold at retail in said
11 territory on and after the operative date of this Ordinance. The rate of this tax shall increase to
12 one percent (1.0%) of the gross receipts on July 1, 2039 immediately upon the expiration of the
13 .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County Metropolitan
14 Transportation Authority (Measure R).

15 c. PLACE OF SALE. For the purposes of this Ordinance, all retail sales are
16 consummated at the place of business of the retailer unless the tangible personal property sold
17 is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for
18 delivery to an out-of-state destination. The gross receipts from such sales shall include delivery
19 charges, when such charges are subject to the state sales and use tax, regardless of the place
20 to which delivery is made. In the event a retailer has no permanent place of business in the
21 State or has more than one place of business, the place or places at which the retail sales are
22 consummated shall be determined under rules and regulations to be prescribed and adopted by
23 the Board of Equalization.

24 d. USE TAX RATE. An excise tax is hereby imposed on the storage, use, or other
25 consumption in Los Angeles County of tangible personal property purchased from any retailer
26 on and after the operative date of this Ordinance for storage, use, or other consumption in Los
27 Angeles County at the rate of one half of one percent (.5%) of the sales price of the property.
28 The rate of this tax shall increase to one percent (1.0%) of the sales price of the property on
29 July 1, 2039 immediately upon the expiration of the .5% tax imposed by Ordinance No. 08-01 of
30 the Los Angeles County Metropolitan Transportation Authority (Measure R). The sales price
31 shall include delivery charges when such charges are subject to state sales or use tax
32 regardless of the place to which delivery is made.

33 e. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise provided in
34 this Ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of

1 Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with
2 Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a
3 part of this Ordinance as though fully set forth herein.

4 f. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE
5 TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

6 1. Wherever the State of California is named or referred to as the taxing
7 agency, the name of Metro shall be substituted therefor. However, the substitution shall not be
8 made when:

9 A. The word "State" is used as a part of the title of the State
10 Controller, State Treasurer, Victim Compensation and Government Claims Board, State Board
11 of Equalization, State Treasury, or the Constitution of the State of California;

12 B. The result of that substitution would require action to be taken by
13 or against Metro or any agency, officer, or employee thereof rather than by or against the Board
14 of Equalization, in performing the functions incident to the administration or operation of this
15 Ordinance.

16 C. In those sections, including, but not necessarily limited to sections
17 referring to the exterior boundaries of the State of California, where the result of the substitution
18 would be to:

19 i. Provide an exemption from this Sales Tax with respect to
20 certain sales, storage, use, or other consumption of tangible personal property which would not
21 otherwise be exempt from this Sales Tax while such sales, storage, use, or other consumption
22 remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue
23 and Taxation Code; or

24 ii. Impose this Sales Tax with respect to certain sales,
25 storage, use, or other consumption of tangible personal property that would not be subject to
26 this Sales Tax by the state under the said provision of that code.

27 D. In Sections 6701, 6702 (except in the last sentence thereof),
28 6711, 6715, 6737, 6797, or 6828 of the Revenue and Taxation Code.

29 2. The phrase "Los Angeles County" shall be substituted for the words "this
30 state" in the phrase "retailer engaged in business in this state" in Section 6203 and in the
31 definition of that phrase in Section 6203 of the Revenue and Taxation Code.

32 g. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer
33 under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall
34 not be required by this Ordinance.

1 h. EXEMPTIONS AND EXCLUSIONS.

2 1. There shall be excluded from the measure of the transactions tax and the
3 use tax the amount of any sales tax or use tax imposed by the State of California or by any city,
4 city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law
5 or the amount of any state-administered transactions or use tax.

6 2. There are exempted from the computation of the amount of transactions
7 tax the gross receipts from:

8 A. Sales of tangible personal property, other than fuel or petroleum
9 products, to operators of aircraft to be used or consumed principally outside the County in which
10 the sale is made and directly and exclusively in the use of such aircraft as common carriers of
11 persons or property under the authority of the laws of this State, the United States, or any
12 foreign government.

13 B. Sales of property to be used outside Los Angeles County which is
14 shipped to a point outside Los Angeles County, pursuant to the contract of sale, by delivery to
15 such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a
16 consignee at such point. For the purposes of this paragraph, delivery to a point outside Los
17 Angeles County shall be satisfied:

18 i. With respect to vehicles (other than commercial vehicles)
19 subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of
20 the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code,
21 and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of
22 the Vehicle Code by registration to an address outside Los Angeles County and by a declaration
23 under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her
24 principal place of residence; and

25 ii. With respect to commercial vehicles, by registration to a
26 place of business outside Los Angeles County and declaration under penalty of perjury, signed
27 by the buyer, that the vehicle will be operated from that address.

28 C. The sale of tangible personal property if the seller is obligated to
29 furnish the property for a fixed price pursuant to a contract entered into prior to the operative
30 date of this Ordinance.

31 D. A lease of tangible personal property which is a continuing sale of
32 such property, for any period of time for which the lessor is obligated to lease the property for an
33 amount fixed by the lease prior to the operative date of this Ordinance.

1 E. For the purposes of subparagraphs (C) and (D) of this section, the
2 sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a
3 contract or lease for any period of time for which any party to the contract or lease has the
4 unconditional right to terminate the contract or lease upon notice, whether or not such right is
5 exercised.

6 3. There are exempted from the use tax imposed by this Ordinance, the
7 storage, use, or other consumption in Los Angeles County of tangible personal property:

8 A. The gross receipts from the sale of which have been subject to a
9 transactions tax under any state-administered transactions and use tax ordinance.

10 B. Other than fuel or petroleum products purchased by operators of
11 aircraft and used or consumed by such operators directly and exclusively in the use of such
12 aircraft as common carriers of persons or property for hire or compensation under a certificate
13 of public convenience and necessity issued pursuant to the laws of this State, the United States,
14 or any foreign government. This exemption is in addition to the exemptions provided in
15 Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

16 C. If the purchaser is obligated to purchase the property for a fixed
17 price pursuant to a contract entered into prior to the operative date of this Ordinance.

18 D. If the possession of, or the exercise of any right or power over, the
19 tangible personal property arises under a lease which is a continuing purchase of such property
20 for any period of time for which the lessee is obligated to lease the property for an amount fixed
21 by a lease prior to the operative date of this Ordinance.

22 E. For the purposes of subparagraphs (C) and (D) of this section,
23 storage, use, or other consumption, or possession of, or exercise of any right or power over,
24 tangible personal property shall be deemed not to be obligated pursuant to a contract or lease
25 for any period of time for which any party to the contract or lease has the unconditional right to
26 terminate the contract or lease upon notice, whether or not such right is exercised.

27 F. Except as provided in subparagraph (G), a retailer engaged in
28 business in Los Angeles County shall not be required to collect use tax from the purchaser of
29 tangible personal property, unless the retailer ships or delivers the property into the County or
30 participates within the County in making the sale of the property, including, but not limited to,
31 soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer
32 in County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the
33 County under the authority of the retailer.

1 G. “A retailer engaged in business in Los Angeles County” shall also
2 include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1
3 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in
4 compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered
5 under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be
6 required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or
7 aircraft at an address in Los Angeles County.

8 4. Any person subject to use tax under this Ordinance may credit against
9 that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or
10 retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and
11 Taxation Code with respect to the sale to the person of the property the storage, use, or other
12 consumption of which is subject to the use tax.

13 i. AMENDMENTS. All amendments subsequent to the effective date of this
14 Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use
15 taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and
16 Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and
17 Taxation Code, shall automatically become a part of this Ordinance, provided however, that no
18 such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

19 j. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of mandate or
20 other legal or equitable process shall issue in any suit, action, or proceeding in any court
21 against the State or Metro, or against any officer of the State or Metro, to prevent or enjoin the
22 collection under this Ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code,
23 of any tax or any amount of tax required to be collected.

24 25 SECTION 7. USE OF REVENUES

26 a. All Net Revenues generated from the Sales Tax imposed pursuant to this
27 Ordinance plus any Interest, less any funds necessary for satisfaction of debt service and
28 related requirements of all bonds issued and obligations incurred pursuant to this Ordinance
29 that are not satisfied out of separate allocations, shall be allocated solely for the transportation
30 purposes described in this Ordinance.

31 b. Metro shall establish and administer a sales tax revenue fund and such
32 subfunds as established in this Ordinance. All Net Revenues and Interest on Sales Tax
33 Revenues shall be credited into the sales tax revenue fund and credited to the appropriate
34 subfunds and programs in accordance with the percentages in the column entitled “% of Sales

1 Tax (net of Admin)” on page 1 of Attachment A. All sums in the sales tax revenue fund shall
2 be expended by Metro for the projects and programs described in Attachment A. Metro may
3 expend additional funds from sources other than the Sales Tax imposed pursuant to this
4 Ordinance on the projects and programs described in Attachment A.

5 1. Metro shall establish the following subfunds of the sales tax revenue
6 fund:

7 A. Transit Operating and Maintenance Subfund, for Metro Rail
8 Operations program funds, Transit Operations (Metro and Municipal Providers) program funds,
9 ADA Paratransit for the disabled and Metro discounts for seniors and students program funds.

10 i. Metro Rail Operations program funds are eligible to be
11 used for Metro Rail State of Good Repair.

12 ii. Transit Operations program funds are eligible to be used
13 for Metro State of Good Repair.

14 B. Transit, First/Last Mile (Capital) Subfund, for Transit Construction
15 (including System Connectivity Projects – Airports, Union Station, and Countywide BRT)
16 program funds and Metro State of Good Repair program funds. This subfund shall include a
17 Transit Contingency Subfund.

18 i. Transit Contingency Subfund. All Net Revenues allocated
19 to the Transit, First/Last Mile (Capital) Subfund, except those allocated to Metro State of Good
20 Repair, that are not assigned to a specific project or program coded “T” in the “modal code”
21 column of Attachment A shall be credited to the Transit Contingency Subfund.

22 C. Highway, Active Transportation, Complete Streets (Capital)
23 Subfund, for Highway Construction (including System Connectivity Projects – Ports, Highway
24 Congestion Programs and Goods Movement) program funds and Metro Active Transportation
25 (Bicycle, Pedestrian, Complete Streets) program funds. This subfund shall include a Highway
26 Contingency Subfund.

27 i. Highway Contingency Subfund. All Net Revenues
28 allocated to the Highway, Active Transportation, Complete Streets (Capital) Subfund, except
29 those allocated to Metro Active Transportation Program, that are not assigned to a specific
30 highway capital project or program coded “H” in the “modal code” column of Attachment A shall
31 be credited to the Highway Contingency Subfund.

32 D. Local Return/Regional Rail Subfund, for Local Return program
33 funds and Regional Rail program funds.

34 2. For each project identified in the “Expenditure Plan Major Projects”

1 section of Attachment A, Metro shall expend the amount of Net Revenues specified in the
2 column entitled "Measure M Funding 2015\$" for each project. Such expenditures shall
3 commence in the fiscal year identified in the column "Groundbreaking Start Date," or in the
4 subsequent two fiscal years, except that expenditures for preconstruction costs may commence
5 sooner.

6 A. Metro may expend funds from the Contingency Subfunds for
7 inflation adjustments for any project identified in the "Expenditure Plan Major Projects" section
8 of Attachment A if less than two-thirds (2/3) of the amount allocated in the "Measure M
9 Funding 2015\$" column has been expended prior to the first day of Fiscal Year 2027. Such
10 expenditures shall be deducted from the Highway Contingency Subfund if the project is coded
11 "H" in the "modal code" column of Attachment A or from the Transit Contingency Subfund if
12 the project is coded "T" in the "modal code" column of Attachment A. Such expenditures shall
13 not exceed the actual amount of inflation since 2015 as determined by an index selected by
14 the Metro Board of Directors.

15 3. For each program identified in the "Multi-Year Subregional Programs"
16 section of Attachment A, Metro shall expend the amount of Net Revenues specified in the
17 column entitled "Measure M Funding 2015\$" for each program. Such expenditures shall
18 commence in the fiscal year identified in the column "Groundbreaking Start Date," or in the
19 subsequent two fiscal years, except that expenditures for preconstruction costs may
20 commence sooner.

21 A. Metro may expend funds from the Contingency Subfunds for
22 inflation adjustments for any project identified in the "Multi-Year Subregional Programs"
23 section of Attachment A beginning in Fiscal Year 2027. Such expenditures shall be deducted
24 from the Highway Contingency Subfund if the project is coded "H" in the "modal code" column
25 of Attachment A or from the Transit Contingency Subfund if the project is coded "T" in the
26 "modal code" column of Attachment A. Such expenditures shall not exceed the actual amount
27 of inflation since 2015 as determined by an index selected by the Metro Board of Directors.

28 4. Metro shall expend funds allocated to the Contingency Subfunds, to the
29 extent necessary, to service the debt of any bonds issued or other obligations incurred
30 pursuant to Section 12 of this Ordinance.

31 5. Metro may expend funds from the Contingency Subfunds for
32 Expenditure Plan Major Projects or Multi-Year Subregional Programs in any fiscal year in
33 which Net Revenues received are not sufficient to meet Metro's funding obligations for that
34 year for such projects.

1 6. No earlier than July 1, 2039, the Metro Board of Directors shall increase
2 the percentage of Net Revenues allocated to the Regional Rail program of the Local Return
3 and Regional Rail Subfund from one percent (1%) to two percent (2%) provided that the
4 recipient(s) satisfy certain performance criteria, which shall be adopted by the Metro Board of
5 Directors. Any such increase in Net Revenues allocated to Regional Rail shall be offset by
6 corresponding reductions in Net Revenues allocated to either the Transit, First/Last Mile
7 (Capital) Subfund or Highway, Active Transportation, Complete Streets (Capital) Subfund, or
8 both. No reduction shall delay any projects in Attachment A.

9 7. On July 1, 2039, the percentage of Net Revenues allocated to the Local
10 Return program shall increase by three percent of Net Revenues. The Metro Board of
11 Directors shall make corresponding reductions to either the Transit Construction or Highway
12 Construction programs, or both. No reduction shall delay any projects in Attachment A.

13 c. The Metro Board of Directors shall adopt guidelines regarding Multi-Year
14 Subregional Programs identified in Attachment A. The guidelines shall, at minimum, specify
15 definitions of active transportation, first/last mile, visionary seed project studies, street car and
16 circulator projects, greenway projects, mobility hubs, highway efficiency and operational
17 improvement projects, bus system improvements, highway demand-based programs (such as
18 high occupancy vehicle extensions and connections), transit capital projects, transportation
19 system and mobility improvements, bus rapid transit capital improvements, safe route to
20 schools, multi-modal connectivity projects, arterial street improvements, freeway interchange
21 improvements, goods movement improvements, highway and transit noise mitigations,
22 intelligent transportation systems, transportation technology improvements, streetscape
23 enhancements and Great Streets, public transit state of good repair, and traffic congestion
24 relief improvements.

25 d. Metro may enter into an agreement with the Board of Equalization to transfer
26 Sales Tax Revenues directly to a bond trustee or similar fiduciary, in order to provide for the
27 timely payment of debt service and related obligations, prior to Metro's receipt and deposit of
28 such Sales Tax Revenues into the sales tax revenue fund; provided, however, that such
29 payments of debt service and related obligations shall be allocated to the appropriate subfund
30 consistent with the expenditure of the proceeds of the corresponding debt.

31 e. Metro shall include the projects and programs in Attachment A in the Long
32 Range Transportation Plan within one year of the date the Ordinance takes effect. The revised
33 and updated Long Range Transportation Plan shall also include capital projects and capital
34 programs that are adopted by each subregion that are submitted to Metro for inclusion in the

1 revised and updated Long Range Transportation Plan, if the cost and schedule details are
2 provided by the subregions, in a manner consistent with the requirements of the plan.

3 f. Three percent (3%) of the total project cost of any Expenditure Plan Major
4 Project coded "T" in Attachment A shall be paid by each incorporated city within Los Angeles
5 County, and Los Angeles County for those projects in unincorporated areas, based upon the
6 percent of project total centerline track miles to be constructed within that jurisdiction's borders if
7 one (1) or more stations are to be constructed within the borders of said jurisdiction. An
8 agreement approved by both Metro and the governing board of the jurisdiction shall specify the
9 total project cost determined at the conclusion of thirty percent (30%) completion of final design
10 (which shall not be subject to future cost increases), the amount to be paid, and a schedule of
11 payments. If the total project cost estimate is reduced after the conclusion of thirty percent
12 (30%) completion of final design, the proportionate cost to the jurisdiction shall be reduced
13 accordingly. The jurisdiction may request a betterment for a project. The jurisdiction, however,
14 shall incur the full cost of any such betterment. Such agreements shall be in accordance with
15 guidelines adopted by the Metro Board of Directors.

16 1. If no agreement is entered into and approved prior to the award of
17 any contract authorizing the construction of the project within the borders of the jurisdiction, or if
18 at any time the local jurisdiction is in default of any sums due pursuant to the approved
19 agreement, all funds contained in the Local Return/Regional Rail Subfund allocated to that
20 jurisdiction may, at Metro's sole discretion, be withheld for not longer than fifteen (15) years and
21 used to pay for the project until the three percent (3%) threshold is met.

22 g. Once every ten (10) years, beginning in Fiscal Year 2027, Metro shall conduct
23 a comprehensive assessment of each project and program identified in Attachment A as an
24 "Expenditure Plan Major Project" or "Multi-Year Subregional Program." This assessment shall
25 determine which projects or programs are either completed, or anticipated to be completed
26 during the next ten-year period. The Measure M Independent Taxpayer Oversight Committee
27 of Metro, established pursuant to Section 8, shall review and comment on the assessment.
28 Metro shall also conduct a public review prior to the assessment's approval. Upon approval of
29 this assessment by a two-thirds vote, the Metro Board of Directors may:

30 1. Add "Expenditure Plan Major Projects" and "Multi-Year Subregional
31 Programs" to the Expenditure Plan by a two-thirds (2/3) vote so long as such additions do not
32 delay the Groundbreaking Start Date, Expected Opening Date, or amount of "Measure M
33 Funding 2015\$" of any other "Expenditure Plan Major Project" or "Multi-Year Subregional

1 Program.” No “Expenditure Plan Major Projects” or “Multi-Year Subregional Programs” may
2 be added to the Expenditure Plan except through the decennial process described herein.

3 A. Should an “Expenditure Plan Major Project” or “Multi-Year
4 Subregional Program”, except for those coded “sc” in the “subregion” column of Attachment A,
5 be completed without the expenditure of all Net Revenues allocated to that project or program
6 in Attachment A, the surplus Net Revenues shall be expended on projects or programs in the
7 same subregion as the project or program so completed. The Metro Board of Directors shall
8 determine by a two-thirds (2/3) vote whether a project or program is complete.

9 B. Should an “Expenditure Plan Major Project” or “Multi-Year
10 Subregional Program” coded “sc” in the “subregion” column of Attachment A be completed
11 without the expenditure of all Net Revenues allocated to that project or program in Attachment
12 A, the surplus Net Revenues shall be expended on another “Expenditure Plan Major Project”
13 or “Multi-Year Subregional Program” coded “sc” in the “subregion” column of Attachment A.
14 The Metro Board of Directors shall determine by a two-thirds (2/3) vote whether a project or
15 program is complete.

16 2. Adopt an amendment to transfer Net Revenues between the Transit,
17 First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets
18 (Capital) Subfund pursuant to Section 11(c). No such amendment shall be adopted except
19 through the decennial process described herein.

20 3. Adopt an amendment to Attachment B pursuant to Section 11(a). No
21 such amendment shall be adopted except through the decennial process described herein
22 provided, however, the Metro Board of Directors shall not adopt an amendment to Attachment
23 B prior to the comprehensive assessment in Fiscal Year 2047.

24 h. No Net Revenues generated from the Sales Tax shall be expended on the
25 State Route 710 North Gap Closure Project.

26 i. Notwithstanding any other provision of this Ordinance, no recipient of Local
27 Return program funds may expend more than thirty-three and one-third percent (33⅓ %) of
28 total funds received in any fiscal year on Green Streets.

29 SECTION 8. OVERSIGHT

30 a. There is hereby established a Measure M Independent Taxpayer Oversight
31 Committee of Metro (“Committee”) to provide an enhanced level of accountability for
32 expenditures of sales tax revenues made under the Expenditure Plan. The Committee shall
33

1 meet at least four (4) times each year to carry out the purposes of this Ordinance. The
2 Committee reports directly to the Metro Board of Directors and the public.

3 b. It is the intent that the Committee will assist Metro and take advantage of
4 changing situations in the future with regard to technologies and transportation developments.
5 Therefore, the provisions contained in this Ordinance are based on a 2016 perspective and are
6 not meant to be unduly restrictive on the Committee's and Metro's roles and responsibilities.

7 c. Committee Membership. The Committee Members established for oversight
8 shall carry out the responsibilities laid out in this Ordinance and play a valuable and constructive
9 role in the ongoing improvement and enhancement of this Ordinance.

10 1. As such, the Committee Members shall be comprised of seven (7)
11 voting members representing the following professions or areas of expertise:

12 A. A retired Federal or State judge

13 B. A professional from the field of municipal/public finance and/or
14 budgeting with a minimum of ten (10) years of relevant experience

15 C. A transit professional with a minimum of ten (10) years of
16 experience in senior-level decision making in transit operations and labor practices

17 D. A professional with a minimum of ten (10) years of experience in
18 management and administration of financial policies, performance measurements, and reviews

19 E. A professional with demonstrated experience of ten (10) years or
20 more in the management of large-scale construction projects

21 F. A licensed architect or engineer with appropriate credentials in the
22 field of transportation project design or construction and a minimum of ten (10) years of relevant
23 experience

24 G. A regional association of businesses representative with at least
25 ten (10) years of senior-level decision making experience in the private sector

26 2. The intent is to have one member representing each of the specified
27 areas of expertise. If, however, after a good faith effort, qualified individuals have not been
28 identified for one (1) or more of the areas of expertise, then no more than two (2) members from
29 one (1) or more of the remaining areas of expertise may be selected.

30 3. The members of the Committee must reside in Los Angeles County and
31 be subject to conflict of interest provisions. No person currently serving as an elected or
32 appointed city, county, special district, state, or federal public officeholder shall be eligible to
33 serve as a member of the Committee.

34 d. Conflict of Interest. The Committee members shall be subject to Metro's conflict

1 of interest policies. The members shall have no legal action pending against Metro and are
2 prohibited from acting in any commercial activity directly or indirectly involving Metro, such as
3 being a consultant to Metro or to any party with pending legal actions against Metro during their
4 tenure on this Committee. Committee members shall not have direct commercial interest or
5 employment with any public or private entity, which receives sales tax funds authorized by this
6 Ordinance.

7 e. Committee Membership Selection Panel. The Selection Panel ("Panel") shall
8 select for approval the Oversight Committee Members, who will be responsible for performing
9 the responsibilities under this Ordinance. The Panel will be comprised of three (3) persons,
10 each of whom shall be members of the Metro Board of Directors, or their designee.

11 1. The Panel shall be selected as follows, and will represent the existing
12 leadership of Metro's Board (Chair, Vice Chair, and second Vice Chair):

13 A. One representative from the Los Angeles County Board of
14 Supervisors; and

15 B. One representative selected by the Mayor of the City of Los
16 Angeles; and

17 C. One representative from the Los Angeles County Cities

18 2. The Panel shall screen and recommend potential candidates for
19 Committee Membership. The Panel will develop guidelines to solicit, collect, and review
20 applications of potential candidates for membership on the Committee. The filling of
21 membership vacancies, due to removals and reappointments will follow these same guidelines.

22 3. The recommended candidates for Committee Membership
23 shall be approved by the Metro Board by a simple majority.

24 f. Term. Each member of the Committee shall serve for a term of five (5) years,
25 and until a successor is appointed, except that initial appointments may be staggered with terms
26 of three (3) years. A Committee member may be removed at any time by the appointing
27 authority. Term limits for Committee members will be staggered to prevent significant turnover
28 at any one time. There is no limit as to the number of terms that a Committee member may
29 serve. Members will be compensated through a stipend and they may choose to waive.

30 g. Resignation. Any member may, at any time, resign from the Committee upon
31 written notice delivered to the Metro Board. Acceptance of any public office, the filing of intent
32 to seek public office, including a filing under California Government Code Section 85200, or
33 change of residence to outside the County shall constitute a Member's automatic resignation.

34 h. Committee Responsibilities. The Committee shall, at a minimum, meet on a

1 quarterly basis to carry out its responsibilities and is hereby charged with the following
2 responsibilities:

3 1. *General Responsibilities*

4 A. The Committee will have the responsibility for approving the scope
5 of work and direct the work of the auditors, to include at minimum the above mentioned areas.
6 Selection of the auditors will follow the Board approved procurement and solicitation policies.
7 The Committee will be involved in the solicitation and selection process of the auditors.

8 B. The Committee shall prepare an annual report on the results of the
9 annual audit per Section 8(h)(3)(B), any findings made, and report the comments to the Metro
10 Board of Directors.

11 C. The Committee shall review all proposed debt financing and make
12 a finding as to whether the benefits of the proposed financing for accelerating project delivery,
13 avoiding future cost escalation, and related factors exceed issuance and interest costs.

14 D. The Committee shall review any proposed amendments to the
15 Ordinance, including the Expenditure Plan, and make a finding as to whether the proposed
16 amendments further the purpose of the Ordinance.

17 2. *Quarterly Responsibilities.* The Committee shall at minimum review the
18 following:

19 A. For each Subfund, make findings on the effective and efficient use
20 of funds.

21 B. For Local Return funds, review the programmed revenues and
22 uses for each of the local jurisdictions.

23 C. For Transit and Highway (Capital), review comparison of budget
24 expended to project milestone completion, comparison of contingency spent to project
25 completion, and review of soft costs expended.

26 D. For Active Transportation Program, review programmed revenues
27 and uses.

28 E. For State of Good Repair, review budget and expenses.

29 F. For Transit Operating and Maintenance (which includes Metro Rail
30 Operations, Transit Operations, ADA Paratransit for the disabled/Metro discounts for seniors
31 and students, and Regional Rail), review budget and expenses.

32 3. *Annual Responsibilities*

33 A. The Committee shall review the results of the audit performed

1 and make findings as to whether Metro is in compliance with the terms of the Ordinance. Such
2 findings shall include a determination as to whether recipients of Net Revenues allocated and
3 funds were expended for all the Subfunds (listed in Attachment A) and have complied with this
4 Ordinance and any additional guidelines developed by Metro.

5 B. *Annual Financial and Compliance Audit.* Metro shall contract for
6 an annual audit, to be completed within six (6) months after the end of the fiscal year being
7 audited, for the purpose of determining compliance by Metro with the provisions of this
8 Ordinance relating to the receipt and expenditure of Sales Tax Revenues during such fiscal
9 year. The audit should include a determination as to whether recipients of Net Revenues
10 allocated from these Subfunds have complied with this Ordinance and any additional guidelines
11 developed by Metro for these Subfunds.

12 C. For major corridor projects, included in the Expenditure Plan, the
13 Committee shall review at least once a year:

14 i. Project costs, established LOP budgets, and any
15 significant cost increases and/or major scope changes of the major corridor projects identified in
16 the Expenditure Plan.

17 ii. The funding available and programmed for the projects
18 included in the Expenditure Plan, as well as any funding gaps for each of these projects. The
19 Committee shall provide recommendations on possible improvements and modifications to
20 deliver the Plan.

21 iii. Performance in terms of project delivery, cost controls,
22 schedule adherence, and related activities.

23 4. *Five-Year Responsibilities*

24 A. The Committee shall review the Comprehensive Program
25 Assessment of the Expenditure Plan every five (5) years or every ten (10) years in accordance
26 with Section 7(g) and make findings and/or provide recommendations for improving the
27 program. The results of this assessment will be presented to the Metro Board of Directors.

28 B. *Comprehensive Program Assessment.* Metro shall conduct every
29 five (5) years a comprehensive review of all projects and programs implemented under the Plan
30 to evaluate the performance of the overall program and make recommendations to improve its
31 performance on current practices, best practices, and organizational changes to improve
32 coordination.

33 i. Accountability to the Public and the Metro Board. All audit reports, findings, and
34 recommendations will be available and accessible to the public (through various types of media)

1 prior to the public hearing and upon request. Metro will establish a website dedicated to the
2 Oversight of this Measure and include all pertinent Ordinance information for the public. The
3 Committee shall review all audits and hold an annual public hearing to report on the results of
4 the audits.

6 SECTION 9. MAINTENANCE OF EFFORT REQUIREMENTS

7 a. It is the intent of Metro that any Sales Tax Revenues provided to local
8 jurisdictions in Los Angeles County under the program described in Attachment A as "Local
9 Return" be used to augment, not supplant, existing local revenues being used for
10 transportation purposes.

11 b. Metro shall develop guidelines that, at a minimum, specify maintenance of
12 effort requirements for the local return program, matching funds, and administrative
13 requirements for the recipients of revenue derived from the Sales Tax.

15 SECTION 10. COSTS OF ADMINISTRATION

16 Metro shall establish an Administration/Local Return fund and one and one-half
17 percent (1.5%) of Gross Sales Tax revenues shall be credited into this fund. As funds are
18 received by Metro and credited to this fund, one percent (1%) of Net Revenues shall be
19 immediately transferred to the Local Return/Regional Rail Subfund of the sales tax revenue
20 fund to be used solely for the Local Return program. All other amounts in the
21 Administration/Local Return fund shall be available to Metro for administrative costs, including
22 contractual services.

24 SECTION 11. AMENDMENTS

25 a. The Metro Board of Directors may amend this Ordinance, including Attachment
26 A and Attachment B, with the exception of Section 11, for any purpose subject to the
27 limitations contained in Section 7(g), including as necessary to account for the results of any
28 environmental review required under the California Environmental Quality Act or the National
29 Environmental Policy Act and any related federal statute of the projects listed in Attachment A.
30 Any such amendments shall be approved by a vote of not less than two-thirds (2/3) of the
31 Metro Board of Directors. Metro shall hold a public meeting on proposed amendments prior to
32 adoption. Metro shall provide notice of the public meeting to the Los Angeles County Board of
33 Supervisors, the city council of each city in Los Angeles County, and the public, and shall

1 provide them with a copy of the proposed amendments, at least 60 days prior to the public
2 meeting.

3 b. By two-thirds (2/3) vote, the Metro Board of Directors may amend the
4 "Schedule of Funds Available" columns listed in Attachment A to accelerate a project,
5 provided that any such amendments shall not reduce the amount of funds assigned to any
6 other project or program as shown in the "Measure M Funding 2015\$" column of Attachment
7 A or delay the Schedule of Funds Available for any other project or program. Metro shall hold
8 a public meeting on proposed amendments prior to adoption. Metro shall provide notice of the
9 public meeting to the Los Angeles County Board of Supervisors, the city council of each city in
10 Los Angeles County, and the public, and shall provide them with a copy of the proposed
11 amendments, at least 30 days prior to the public meeting.

12 c. The Metro Board of Directors shall not adopt any amendment to this
13 Ordinance, including Attachment A, that reduces total Net Revenues allocated to the sum of
14 the Transit, First/Last Mile (Capital) Subfund and the Highway, Active Transportation,
15 Complete Streets (Capital) Subfund. Not more than once in any ten (10) year period
16 commencing in FY2027, Metro may adopt an amendment transferring Net Revenues between
17 the Transit, First/Last Mile (Capital) Subfund and the Highway, Active Transportation,
18 Complete Streets (Capital) Subfund. This subparagraph shall not apply to adjustments to the
19 Net Revenues allocated to the Transit, First/Last Mile (Capital) Subfund and the Highway,
20 Active Transportation, Complete Streets (Capital) Subfund pursuant to Section 7(b)(6) or
21 Section 7(b)(7). Such adjustments shall not require an amendment to this Ordinance or
22 Attachment A.

23 d. Notwithstanding Section 11(a) of this Ordinance, the Metro Board of Directors
24 shall not adopt any amendment to this Ordinance, including Attachment A, that reduces Net
25 Revenues allocated to the Transit Operating & Maintenance Subfund or the Local
26 Return/Regional Rail Subfund.

27 e. The Metro Board of Directors may amend Section 11 of this Ordinance if such
28 amendments are approved by a vote of not less than two-thirds (2/3) of the Metro Board of
29 Directors and are approved by a majority of the voters voting on a measure to approve the
30 amendment. Metro shall hold a public meeting on proposed amendments prior to adoption.
31 Metro shall provide notice of the public meeting to the Los Angeles County Board of
32 Supervisors, the city council of each city in Los Angeles County, and the public, and shall
33 provide them with a copy of the proposed amendments, at least 60 days prior to the public
34 meeting. Amendments shall become effective immediately upon approval by the voters.

1 SECTION 12. ESTABLISHMENT OF BONDING AUTHORITY

2 a. Metro is authorized to issue limited tax bonds and incur other obligations, from
3 time to time, payable from and secured by all or any portion of the Sales Tax Revenues to
4 finance any program or project in the Expenditure Plan, pursuant to Sections 130500 et seq. of
5 the Public Utilities Code, and any successor act, or pursuant to any other applicable sections of
6 the Public Utilities Code or the Government Code. As additional security, such bonds and other
7 obligations may be further payable from and secured by farebox revenues or general revenues
8 of Metro, on a basis subordinate to Metro's existing General Revenue Bonds, or any other
9 available source of Metro's revenues, in each case as specified in a resolution adopted by a
10 majority of Metro's Board of Directors. The maximum bonded indebtedness, including issuance
11 costs, interest, reserve requirements and bond insurance, shall not exceed the total amount of
12 the Gross Sales Tax. Nothing herein shall limit or restrict in any way the power and authority of
13 Metro to issue bonds, notes or other obligations, to enter into loan agreements, leases,
14 reimbursement agreements, standby bond purchase agreements, interest rate swap
15 agreements or other derivative contracts or to engage in any other transaction under the
16 Government Code, the Public Utilities Code or any other law.

17 b. The Metro Board of Directors shall adopt guidelines regarding the issuance of
18 bonds and the incurrence of other obligations pursuant to this Section 12. The guidelines shall,
19 at a minimum, establish methods for taking into account (a) the expenditure of proceeds of such
20 bonds and other obligations and (b) the payment of debt service and other amounts with respect
21 to such bonds and other obligations, for purposes of meeting the program expenditure
22 requirements of Section 7 hereof.

23
24 SECTION 13. APPROPRIATIONS LIMIT

25 Article XIIB of the California Constitution requires certain governmental entities to
26 establish an annual appropriations limit. This appropriations limit is subject to adjustment as
27 provided by law. To the extent required by law, Metro shall establish an annual appropriations
28 limit and expenditures of the retail transactions and use tax shall be subject to such limit.

29
30 SECTION 14. ELECTION

31 Pursuant to California Public Utilities Code Section 130350.7(d), Metro hereby calls a
32 special election to place this Ordinance before the voters. The ballot language shall read as
33 follows:
34

1 **Los Angeles County Traffic Improvement Plan.**

2 To improve freeway traffic flow/safety; repair potholes/sidewalks; repave local streets;
3 earthquake retrofit bridges; synchronize signals; keep senior/disabled/student fares
4 affordable; expand rail/subway/bus systems; improve job/school/airport connections; and
5 create jobs; shall voters authorize a Los Angeles County Traffic Improvement Plan
6 through a ½ ¢ sales tax and continue the existing ½ ¢ traffic relief tax until voters decide
7 to end it, with independent audits/oversight and funds controlled locally?

8
9 SECTION 15. EFFECTIVE DATE

10 a. This Ordinance shall be effective on January 1, 2017, if:

11 1. Two-thirds (2/3) of the voters voting on the measure vote to approve
12 this Ordinance at the statewide general election scheduled for November 8, 2016; and

13 2. No California state statute that requires Metro to provide funding from
14 revenues derived from the Sales Tax imposed pursuant to this Ordinance for any project or
15 program other than those in the Expenditure Plan, or provide a level of funding greater than
16 described in the Expenditure Plan, or on a different schedule than described in the Expenditure
17 Plan, is adopted by the California Legislature subsequent to the adoption of this Ordinance by
18 the Metro Board of Directors and becomes law.

19
20 SECTION 16. SEVERABILITY

21 If any tax or provision of this Ordinance is for any reason held invalid or unenforceable
22 by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of
23 the remaining taxes or provisions, and Metro declares that it would have passed each part of
24 this Ordinance irrespective of the validity of any other part.

Los Angeles County Transportation Expenditure Plan
Outline of Expenditure Categories
Fiscal Year (FY) 2018 - 2057, Escalated Dollars
(millions)

ATTACHMENT A

Subfund	Program	% of Sales Tax (net of Admin)	First Year Amount (FY 2018)	FY 2018 - FY 2032 (15 Years)	FY 2033 - FY 2047 (15 Years)	FY 2048 - FY 2057 (10 Years)	FY 2018 - FY 2057 (40 Years)
Transit Operating & Maintenance	Metro Rail Operations ¹	5%	\$ 42	\$ 850	\$ 2,320	\$ 2,810	\$ 5,980
	Transit Operations ² (Metro & Municipal Providers)	20%	\$ 169	\$ 3,400	\$ 9,280	\$ 11,240	\$ 23,920
	ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Transit, First/Last Mile (Capital)	Transit Construction (Includes System Connectivity Projects - Airports, Union Station, and Countywide BRT)	35%	\$ 296	\$ 5,960	\$ 16,230	\$ 19,670	\$ 41,860
	Metro State of Good Repair ⁵	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Highway, Active Transportation, Complete Streets (Capital)	Highway Construction (includes System Connectivity Projects - Ports, Highway Congestion Programs, Goods Movement)	17%	\$ 144	\$ 2,890	\$ 7,880	\$ 9,560	\$ 20,330
	Metro Active Transportation Program (Bicycle, Pedestrian, Complete Streets)	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Local Return / Regional Rail	Local Return - Base ³ (Local Projects and Transit Services)	16%	\$ 136	\$ 2,720	\$ 7,420	\$ 8,990	\$ 19,130
	<i>Local Return / Regional Rail (Beginning FY 2040) ⁴</i>				\$ 690	\$ 2,240	\$ 2,930
	Regional Rail	1%	\$ 8	\$ 170	\$ 460	\$ 560	\$ 1,200
TOTAL PROGRAMS			\$ 847	\$ 17,010	\$ 46,380	\$ 56,190	\$ 119,590
Administration /Local Return	0.5% for Administration	0.5%	\$ 4	\$ 85	\$ 230	\$ 280	\$ 600
	1.0% Local Return ³	1.0%	\$ 8	\$ 170	\$ 460	\$ 560	\$ 1,200
GRAND TOTAL			\$ 860	\$ 17,265	\$ 47,070	\$ 57,030	\$ 121,390

- Funds are eligible to be used for Metro Rail State of Good Repair.
- Funds are eligible to be used for Metro State of Good Repair.
- 1% Administration to supplement Local Return, **increasing the Local Return-Base to 17% of net revenues.**
- To be funded by Highway/Transit Capital Subfunds in FY 2040 and beyond.
- The Metro Board of Directors will prioritize the Wardlow Grade Separation project to receive new funding and/or grants and assign this project to be included in Metro's State of Good Repair program.

All totals are rounded; numbers presented in this document may not always add up to the totals provided.
Based on January 2016 revenue projections.

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date†	Expected Opening Date (3 year range)					
	Expenditure Plan Major Projects		1 st yr of Range						
1	Airport Metro Connect 96th St. Station/Green Line Ext LAX ®	a,p	FY 2018	CY 2021	sc	\$233,984	\$347,016	\$581,000	T
2	Westside Purple Line Extension Section 3 ®	b	FY 2018	FY 2024	w	\$986,139	\$994,251	\$1,980,390	T
3	High Desert Multi-Purpose Corridor (HDMC)®	q	FY 2019	FY 2021	nc	\$100,000	\$170,000	\$270,000	H
4	I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ®		FY 2019	FY 2023	nc	\$544,080	\$240,000	\$784,080	H
5	Gold Line Foothill Extension to Claremont ®	c	FY 2019	FY 2025	sg	\$78,000	\$1,019,000	\$1,097,000	T
6	Orange Line BRT Improvements	n	FY 2019	FY 2025	sf	\$0	\$286,000	\$286,000	T
7	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	av	\$0	\$240,300	\$240,300	T
8	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	sf	\$0	\$26,700	\$26,700	T
9	East SF Valley Transit Corridor Project ®	d	FY 2021	FY 2027	sf	\$520,500	\$810,500	\$1,331,000	T
10	West Santa Ana Transit Corridor LRT ®	b,d	FY 2022	FY 2028	gc	\$500,000	\$535,000	\$1,035,000	T
11	Crenshaw/LAX Track Enhancement Project	e,p	FY 2022	FY 2026	sc	\$0	\$49,599	\$49,599	T
12	SR-71 Gap from I-10 to Rio Rancho Rd.		FY 2022	FY 2026	sg	\$26,443	\$248,557	\$275,000	H
13	LA River Waterway & System Bikepath		FY 2023	FY 2025	cc	\$0	\$365,000	\$365,000	H
14	Complete LA River Bikepath		FY 2023	FY 2025	sf	\$0	\$60,000	\$60,000	H
15	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	sf	\$0	\$130,000	\$130,000	H
16	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	w	\$0	\$130,000	\$130,000	H
17	Vermont Transit Corridor	o	FY 2024	FY 2028	cc	\$400,000	\$25,000	\$425,000	T
18	SR-57/SR-60 Interchange Improvements	d	FY 2025	FY 2031	sg	\$565,000	\$205,000	\$770,000	H
19	Green Line Extension to Crenshaw Blvd in Torrance ®	d,g	FY 2026	FY 2030	sb	\$272,000	\$619,000	\$891,000	T
20	I-710 South Corridor Project (Ph 1) ®	d,h	FY 2026	FY 2032	gc	\$150,000	\$250,000	\$400,000	H
21	I-105 Express Lane from I-405 to I-605	p	FY 2027	FY 2029	sc	\$0	\$175,000	\$175,000	H
22	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	sf	\$1,567,000	\$1,270,000	\$2,837,000	T
23	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	w	\$1,567,000	\$1,270,000	\$2,837,000	T
24	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	gc	\$957,000	\$543,000	\$1,500,000	T
25	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	sg	\$957,000	\$543,000	\$1,500,000	T
26	West Santa Ana Transit Corridor LRT ®	r	FY 2022	FY 2041	cc	\$1,082,500	\$400,000	\$1,482,500	T
27	West Santa Ana Transit Corridor LRT ®	r	FY 2022	FY 2041	gc	\$982,500	\$500,000	\$1,482,500	T
28	I-710 South Corridor Project (Ph 2) ®		FY 2032	FY 2041	gc	\$658,500	\$250,000	\$908,500	H
29	I-5 Corridor Improvements (I-605 to I-710)		FY 2036	FY 2042	gc	\$46,060	\$1,059,000	\$1,105,060	H
30	Crenshaw Northern Extension	i	FY 2041	FY 2047	cc	\$495,000	\$1,185,000	\$1,680,000	T
31	Crenshaw Northern Extension	i	FY 2041	FY 2047	w	\$0	\$560,000	\$560,000	T
32	I-405/I-110 Int. HOV Connect Ramps & Intrchnng Improv ®		FY 2042	FY 2044	sb	\$0	\$250,000	\$250,000	H
33	I-605/I-10 Interchange		FY 2043	FY 2047	sg	\$472,400	\$126,000	\$598,400	H
34	SR 60/I-605 Interchange HOV Direct Connectors		FY 2043	FY 2047	sg	\$360,600	\$130,000	\$490,600	H
35	Lincoln Blvd BRT	i,o	FY 2043	FY 2047	w	\$0	\$102,000	\$102,000	T
36	I-110 Express Lane Ext South to I-405/I-110 Interchange		FY 2044	FY 2046	sb	\$228,500	\$51,500	\$280,000	H
37	I-405 South Bay Curve Improvements		FY 2045	FY 2047	sb	\$250,840	\$150,000	\$400,840	H
38	Green Line Eastern Extension (Norwalk)	p	FY 2046	FY 2052	sc	\$570,000	\$200,000	\$770,000	T
39	SF Valley Transportation Improvements	m	FY 2048	FY 2050	sf	\$0	\$106,800	\$106,800	T
40	Sepulveda Pass Westwood to LAX (Ph 3)	p	FY 2048	FY 2057	sc	\$3,800,000	\$65,000	\$3,865,000	T
41	Orange Line Conversion to Light Rail		FY 2051	FY 2057	sf	\$1,067,000	\$362,000	\$1,429,000	T
42	City of San Fernando Bike Master Plan		FY 2052	FY 2054	sf	\$0	\$5,000	\$5,000	H
43	Historic Downtown Streetcar		FY 2053	FY 2057	cc	\$0	\$200,000	\$200,000	T
44	Gold Line Eastside Ext. Second Alignment	p	FY 2053	FY 2057	sc	\$110,000	\$2,890,000	\$3,000,000	T
45	High Desert Multi-Purpose Corridor - LA County Segment	p	FY 2063	FY 2067	sc	\$32,982	\$1,845,718	\$1,878,700	H
46	Expenditure Plan Major Projects Subtotal					\$19,581,027	\$20,989,941	\$40,570,969	

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date [†]	Expected Opening Date (3 year range)					
	Multi-Year Subregional Programs			1 st yr of Range					
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	\$0	\$857,500	\$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	\$0	\$20,000	\$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	\$0	\$35,000	\$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	\$0	\$293,500	\$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	\$0	\$361,000	\$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	\$0	\$264,000	\$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	\$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	\$0	\$215,000	\$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm	\$0	\$32,000	\$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvm	\$0	\$133,000	\$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	\$0	\$55,000	\$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	\$0	\$198,000	\$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements ®		FY 2018	FY 2057	gc	\$240,000	\$1,000,000	\$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	\$0	\$202,000	\$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	\$600,000	\$500,000	\$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	\$500,000	\$88,000	\$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	\$0	\$257,100	\$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	\$0	\$350,000	\$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	\$0	\$180,000	\$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	\$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	\$0	\$50,000	\$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	\$0	\$50,000	\$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	\$0	\$136,500	\$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	\$0	\$250,000	\$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	\$0	\$239,000	\$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	\$0	\$50,000	\$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	\$0	\$726,130	\$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	\$0	\$250,000	\$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	\$0	\$195,000	\$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	\$0	\$33,000	\$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	\$0	\$104,000	\$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	\$0	\$81,700	\$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	\$0	\$128,870	\$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	\$0	\$534,000	\$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	\$0	\$602,800	\$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	\$0	\$66,000	\$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	\$0	\$450,000	\$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvm	\$0	\$68,000	\$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	\$0	\$402,000	\$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvm	\$0	\$63,000	\$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	\$0	\$50,000	\$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	\$0	\$110,600	\$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	\$90,000	\$10,000	\$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	\$0	\$100,000	\$100,000	T
93	Multi-Year Subregional Programs Subtotal					\$1,430,000	\$10,253,700	\$12,879,700	
94	GRAND TOTAL					\$21,011,027	\$31,243,641	\$53,450,669	

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

Footnotes:

- a. Interface station to LAX sponsored Automated People Mover includes an extended Green Line terminus and a consolidated bus interface for 13 Metro and Municipal bus lines. Bicycle, passenger, and other amenities are also included.
- b. Project acceleration based on high performance.
- c. Identified as a priority per the Metro Board Motion in October 2009.
- d. Project funded on LRTP schedule, per Dec. 2015 Board Policy.
- e. Consistent with the Orange Line, no sooner than 15 years after the revenue operation date of the Crenshaw/LAX project, Metro will consider, as transportation system performance conditions warrant, grade separation and/or undergrounding of the Crenshaw/LAX Line (including the Park Mesa Heights section & Inglewood section of the project). These additional track enhancements, when warranted, will be eligible for funding through the decennial comprehensive review process in the Ordinance.
- f. Sepulveda Pass Ph. 1 from Orange Line/Van Nuys to Westwood includes early delivery of highway ExpressLane.
- g. Studies will be completed to evaluate a future Green Line connection to the Blue Line (city of Long Beach).
No capital funds from the Green Line to Torrance Project will be used for the studies.
- h. I-710 South Project assumes an additional \$2.8 billion of alternative revenue sources; not shown here with the cost or revenues for the project. The Shoemaker Bridge "Early Action" project is a priority project for these funds.
- i. Council of Government descriptions vary for the "Crenshaw Northern Extension" project.
- k. Lump sum would be provided in the first 5 years for initial capital costs only. Project sponsors responsible for ongoing operations & maintenance.
- l. Acceleration of Lincoln BRT project eligible as Countywide BRT Program. Any funds freed up from accelerations returns to Countywide BRT Program.
- m. SF Valley Transportation Improvements may include, but are not limited to, Transit Improvements, and I-210 soundwalls in Tujunga, Sunland, Shadow Hills and Lakeview Terrace.
- n. Critical grade separation(s) will be implemented early through Operation Shovel Ready.
- o. Conversion to LRT or HRT after FY 2067 included in expenditure plan based on ridership demand.
- p. Funds for projects identified as "sc" that are not expended are only available for other System Connectivity Capital Projects.
- q. Funding calculated based on estimated right-of-way acquisition costs; but can be repurposed for appropriate project uses, as approved by the MTA Board of Directors.
- r. This project could start as early as FY 2028 and open as early as FY 2037 with Public-Private Partnership delivery methods.
- s. This project will increase system connectivity in the North San Fernando Valley and the Metro Transit System. Environmental plan work shall begin no later than six months after passage of Measure M. To provide equivalent funding to each subregion other than the San Fernando Valley, the subregional equity program will be provided as early as possible to the following subregions in the amounts (in thousands) specified here: AV* \$96,000; W* \$160,000; CC* \$235,000; NC* \$115,000; LVM* \$17,000; GC* \$244,000; SG* \$199,000; and SB* \$130,000.

* Subregion Abbreviations:

sc = System Connectivity Projects (no subregion)
 av = Arroyo Verdugo
 lvm = Las Virgenes Malibu
 cc = Central City Area
 sg = San Gabriel Valley

nc = North County

sb = South Bay

w = Westside

gc = Gateway Cities

sf = San Fernando Valley

® Indicates Measure R-related Projects

CY = Calendar Year

FY = Fiscal Year

YOE = Year of Expenditure