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Metropolitan Transportation Authority

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March 18, 2026

David Kriske
Assistant Community Development Director, Transportation
City of Burbank

Dear Mr. Kriske,

Metro is in receipt of your February 17, 2026 letter regarding the City of Burbank's review of the 100 percent plans for the North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor (Project). We appreciate the City's continued engagement and the completion of this phase of review. At the same time, aspects of the City's letter raise concerns regarding alignment with the Cooperative Agreement for the Design and Construction of the BRT Project (MCA). As you know, the MCA reflects a shared commitment between Metro and the City to advance a high-priority regional project, including the City's agreement to provide expedited review and approvals in support of timely delivery.

Specifically, the City executed the MCA in October 2024, promising to cooperate with Metro's NoHo to Pasadena BRT Project and at 1.1(a) "The City acknowledges the NoHo to Pasadena Project is a high priority public works project and will provide LACMTA with expedited review and approval procedures in connection with design, design reviews, permitting, and other authority to be exercised by the City relating to the NoHo to Pasadena Project in accordance with the terms of this Agreement." The City further understood the Project Definition in Exhibit 1 that the Project was to be a new BRT system, which would operate "with various configurations of mixed-flow and dedicated bus lanes" with the diagram on Exhibit 3 depicting the Project Site including side running, curb running, and median-running lanes in Burbank, including on Olive Ave., Glenoaks Blvd., and Alameda Ave. The Project Definition specifically indicated that "the Project will greatly enhance service reliability by separating buses from the fluctuating traffic congestions."

Instead of providing Metro with expedited review and approval, your letter indicates that Burbank will entirely refuse to issue any permits so long as the Project contains the elements that would qualify the Project as a BRT project. This is entirely inconsistent with the MCA. Predicating issuing permits or project approvals on removal of dedicated bus lanes puts the City in breach of the MCA.

Additionally, Metro notes that the current set of comments includes new concerns regarding dedicated bus lanes that were not raised in earlier phases of design. While the City previously commented on bus lanes on Olive Ave. (between Buena Vista and Lake Ave), at no time did any objections to dedicated bus lanes appear in any prior comments as to the remainder of the streets on the BRT Project alignment. Inclusion of this new issue violates the MCA at Exhibit 7 section 3.3 which provides: "The City agrees that during the Final Design stage, it shall not raise any new issues, or make any comments, which are inconsistent with its comments on earlier submittals, or with any changes already agreed to by the City." These new objections at the 100% design phase directly violate the terms of the MCA. The newly raised

objections to eliminate dedicated bus lanes within the City of Burbank are inconsistent with fundamental characteristics of the BRT project as approved by the Metro Board and negatively impacts the ability to deliver on the speed, reliability and premium transit objectives defined in the Board approved project. These characteristics were fully described in the MCA and agreed upon by the City.

The MCA contemplates consistency across review stages. Metro has advanced design and procurement activities in the amount of \$43.7 million in reliance on the MCA and the shared objective of delivering meaningful transit improvements on an established schedule, including in advance of the 2028 Olympic and Paralympic Games. The City's new stance in breach of the contract will likely delay the completion of the BRT Project. Any significant changes to the agreed-upon BRT project elements or delays in approvals will result in delay damages incurred by Metro's contractors, support consultants, and will exponentially increase Metro's costs incurred.

Metro's agreement to obtain permits from the City through the MCA was only given because of the City's agreement to collaborate, expedite and prioritize such permit approvals, since Metro is generally not required to obtain permits to construct and operate public transportation projects. According to your letter, the City's decision to breach the MCA is an attempt to stop the growth of affordable housing under SB79. As detailed in our letter dated March 5, 2026 to the City's Transportation Department, no additional environmental reviews are required, nor planned by Metro. The prior approvals of the BRT Project, long before the MCA was executed, have placed the planned and approved BRT alignment into the maps maintained by Southern California Association of Governments (SCAG). Regardless of whether the City breaches the MCA and attempts to block the Project, by-right approvals of housing developments must be allowed by the City pursuant to the terms of SB 79 per Government Code section 65912.160(f) based on the designation by SCAG.

Given the importance of this corridor, Metro remains committed to working collaboratively with the City to resolve these issues and maintain progress. We respectfully request confirmation in writing, within seven days, that the City will continue to implement the MCA in a manner that supports timely review, permitting, and delivery of the Project as approved.

Metro is available to meet at your earliest convenience to discuss a path forward. While we are confident that a collaborative resolution is achievable, Metro reserves all rights under the MCA and applicable law.

We appreciate your attention to this matter and look forward to your response.

Sincerely,



Timothy P. Lindholm

Chief Program Management Officer

cc: Anthony DeFrenza, Metro
Patrick Prescott, Community Development Director City of Burbank
Damien Skinner, Public Works Director
Lifan Xu, Chief Assistant Public Works Director – City Engineer
Fred Ramirez, Assistant Community Development Director