

Attachment C - Agency Correspondence

Federal Agencies



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

MAY 6 2013

Walt Davis
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-3,
Los Angeles, CA 90012

Subject: Scoping Comments for the East San Fernando Valley Transit Corridor Project, Los Angeles, California

Dear Mr. Davis:

The United States Environmental Protection Agency (EPA) has reviewed the Notice of Intent to Prepare an Environmental Impact Statement (NOI) published February 28, 2013, requesting comments on the scope and content of the Draft Environmental Impact Statement (DEIS) to be jointly prepared by the Federal Transit Administration (FTA) and the Los Angeles Metropolitan Transportation Authority (LACMTA) for proposed transit improvements in the East San Fernando Valley Transit Project Corridor (ESFVT Project). Our comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulation (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

EPA appreciates the opportunity to comment on transit projects that can play a part in curtailing air quality impacts in one of our Region's counties in non-attainment. Our detailed comments below include recommendations relating to (1) air quality, (2) sustainable land use and station design, (3) indirect and cumulative impacts (4) green design and construction, (5) environmental justice and community involvement, (6) light rail maintenance and storage facility.

Please note that as of October 1, 2012, EPA Headquarters is no longer accepting paper copies or CDs of EISs for official filing purposes. Submissions must now be made through EPA's new electronic EIS submittal tool: *e-NEPA*. To begin using *e-NEPA*, you must first register with EPA's electronic reporting site - https://cdx.epa.gov/epa_home.asp. Electronic submission does not change requirements for distribution of EISs for public review and comment. EPA requests that the lead agencies still provide one hard copy of each Draft and Final EIS to the EPA Region 9 office in San Francisco (mailcode CED-2) when it is released for public circulation. If you have any questions regarding the recommendations provided, please feel free to contact me, the lead EPA reviewer for this NOI. I can be reached at jessop.carter@epa.gov or (415) 972-3815.

Sincerely,

A handwritten signature in black ink, appearing to read "Carter Jessop".

Carter Jessop, Physical Scientist
Environmental Review Office

Enclosures: EPA's Detailed Scoping Comments

Cc Via Email: Ray Sukys, FTA
Ray Tellis, FTA

DATE: YAM

USEPA SCOPING COMMENTS FOR THE EAST SAN FERNANDO VALLEY TRANSIT
CORRIDOR PROJECT, LOS ANGELES COUNTY, CA. MAY 6, 2013

Air Quality

The proposed East San Fernando Valley Transit Corridor project is located in the South Coast Air Basin. This air basin is classified as non-attainment in relation to the National Ambient Air Quality Standards (NAAQS) for ozone (1-hour and 8-hour standards), particulate matter (PM₁₀ and PM_{2.5}), nitrogen dioxide (NO₂), carbon monoxide (CO), and lead. It is important that the emission of these pollutants be reduced and controlled to the maximum extent practicable both regionally and on a project by project basis. The DEIS should provide a detailed discussion of ambient air conditions (baseline or existing conditions), NAAQS, potential air quality impacts of the project (including cumulative and indirect impacts), and the potential impact on criteria pollutant nonattainment status for each fully evaluated alternative.

Recommendations:

- Work with the South Coast Air Quality Management District (SCAQMD), Caltrans, and regional planning agencies to ensure that methods to estimate emissions and anticipated emissions values from the proposed project are consistent with Air Quality Management Plan and Regional Transportation Plan (RTP) conformity determinations.
- Include an identification of sensitive receptors and/or potential hotspot impacts, especially where parking lots, idling buses, and road modifications are proposed.
- Consider use of the highest efficiency vehicles and equipment available, including those equipped with Tier 4 engines, where possible.
- Disclose the available information about the health risks associated with diesel emissions, sensitive receptors in the vicinity of the project area, and how the proposed project will affect current emission levels.
- In comparing project alternatives, consider which alternatives would have the greatest beneficial or deleterious impact upon local and regional air quality.

Transportation Conformity

To the extent that the proposed transit system will require modification of the existing grade crossings or road network, the DEIS should:

- Identify if elements of this project will require funding or approval by the Federal Highway Administration (FHWA).
- Demonstrate that the project is included in a conforming transportation plan and a transportation improvement program.
- LACMTA and FTA should work with SCAQMD and the regional planning agencies to ensure that applicable elements of the proposed project are consistent with future revisions of the RTP.

Construction Mitigation Measures

The proposed Project will involve construction and staging along populated sections of the corridor. Because of the multiple receptors along the corridor, LACMTA and FTA should identify and commit to specific requirements to reduce emissions. The DEIS should include SCAQMD requirements to reduce emissions. In addition to these measures, EPA recommends the following additional measures to reduce the impacts resulting from future construction associated with this Project.

Recommendations:

In light of the serious health impacts associated with PM_{2.5} (fine particulate matter) and diesel exhaust exposure, we recommend that the best available control measures for these pollutants be implemented at all times and recommend that a Construction Emissions Mitigation Plan be incorporated into the DEIS. We recommend that SCAQMD requirements, and the following additional measures be incorporated into the Construction Emissions Mitigation Plan, where feasible and appropriate, in order to reduce impacts associated with fugitive dust and emissions of PM, diesel exhaust, and mobile source air toxics from construction-related activities:

Fugitive Dust Source Controls:

- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Mobile and Stationary Source Controls:

- Minimize use, trips, and unnecessary idling of heavy equipment.
- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels, where applicable, and to perform at verified standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications. The California Air Resources Board has a number of mobile source anti-idling requirements which could be employed. See their website at: <http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm>
- Prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.
- If practicable, lease new, clean equipment meeting the most stringent of applicable Federal or State Standards. In general, commit to the best available emissions control technology. Tier 4 engines became available in the 2009-model year and should be used for project construction equipment to the maximum extent feasible. Lacking availability of non-road construction equipment that meets Tier 4 engine standards, LACMTA/FTA should commit to using the best available emissions control technologies on all equipment.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of diesel particulate matter and other pollutants at the construction site.

Administrative controls:

- Specify the means by which impacts to sensitive receptors, such as children, elderly, infirm and others identified in the DEIS, will be minimized. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.) Meet EPA diesel fuel requirements for off-road and on-highway, and, where appropriate, use alternative fuels such as natural gas and electric.

Sustainable Land Use and Station Design

Sustainability Policies

The ESFVT Project provides a great opportunity to plan, construct and operate a new transit system in a way that improves environmental quality while being a catalyst for community development and neighborhood improvement. FTA is directed by Executive Order 13514 to provide an "integrated strategy towards sustainability". LACMTA and FTA should demonstrate the proposed ESFVTC meets the requirement of Executive Order 13514.

Executive Order on Sustainability (EO 13514)

"In order to create a clean energy economy that will increase our Nation's prosperity, promote energy security, protect the interests of taxpayers, and safeguard the health of our environment, the Federal Government must lead by example. It is therefore the policy of the United States that Federal agencies shall increase energy efficiency; measure, report, and reduce their greenhouse gas emissions from direct and indirect activities; conserve and protect water resources through efficiency, reuse, and stormwater management; eliminate waste, recycle, and prevent pollution; leverage agency acquisitions to foster markets for sustainable technologies and environmentally preferable materials, products, and services; design, construct, maintain, and operate high performance sustainable buildings in sustainable locations; strengthen the vitality and livability of the communities in which Federal facilities are located; and inform Federal employees about and involve them in the achievement of these goals."

In addition, the HUD/DOT/EPA Partnership for Sustainable Communities is an interagency federal partnership established to better coordinate federal housing, transportation, and environmental protection investments. The partnership is based on the following principles:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate and leverage federal policies and investment
- Value communities and neighborhoods

We note that there are multiple resources for integrating sustainability principles into project design and development and we encourage LACMTA and FTA to include a sustainability chapter in the DEIS that outlines measures taken to meet sustainability goals and principles.

Recommendations:

- Identify how LACMTA and FTA are integrating sustainability principles into proposed improvements in the project area, and coordinating with HUD, other modes at DOT, and EPA to ensure that potential improvements reflect the goals of the Partnership for Sustainable Communities. For additional information on the partnership, please visit EPA's website at <http://www.epa.gov/smartgrowth/partnership/>.
- LACMTA and FTA should refer to the American Public Transportation Association's publication "Transit Sustainability Guidelines - A Framework for Approaching Sustainability

and Overview of Best Practices” as a guide for integrating design, construction, and operation commitments that reduce the project’s environmental footprint as much as possible (<http://www.apta.com/resources/hottopics/sustainability/Documents/Transit-Sustainability-Guidelines.pdf>).

Additional project design recommendations include:

- The DEIS should integrate green technologies into facility designs and identify opportunities for sustainability measures, including energy efficiency and pollution prevention measures.
- The DEIS should demonstrate specific design commitments to reduce environmental impacts associated with the construction of passenger stations and maintenance facilities, such as sharing existing parking as opposed to building new, large expansive parking lots.
- LACMTA and FTA should consider renewable energy generation and water conservation measures at stations with shaded platforms and other amenities.
- LACMTA and FTA should consider policies that will increase density and mixed-uses in and near the station areas.
- EPA supports the statement in the March 2013 FAQ document indicating that the Project would be designed with integration of bike lanes and/or bike-friendly facilities in mind. The DEIS should describe how the proposed stations will link with area bicycle trails and paths. Facilities should be designed to be pedestrian and bicycle-friendly, including secure bicycle parking, and bikes on trains. Some of these uses can be seamlessly integrated with some ADA requirements.

Indirect and Cumulative Impacts

EPA anticipates that the ESFVT Project may encourage a range of indirect and cumulative land use changes and recommends the following considerations be included in the DEIS.

Recommendations:

- The DEIS should identify all transportation improvements proposed to provide access to the proposed Project from anticipated key rider groups along the corridor and surrounding population centers, including bicycle paths, transit connections, new methods to move people while reducing congestion, and increased bus service (express service, increase in service on existing routes, new routes, and BRT).
- Minimize the number of parking spaces to the greatest extent possible at stations in order to encourage the use of transit and pedestrian access;
- The DEIS should identify where proposed stations, parking facilities, and additional required infrastructure will be located in the project corridor, and should disclose the associated impacts from station development on planned and unplanned growth.
- Describe the expected land use changes associated with station locations, including rider access and traffic circulation changes.
- Describe the associated environmental impacts of those land use changes, including indirect and cumulative impacts. EPA recommends the use of the June 2005 *Guidance for Preparers of Indirect and Cumulative Impacts Analysis* developed jointly by Caltrans, FHWA, and EPA [http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm]. The guidance will assist in identifying cumulative impacts and preparing an analysis that is sound and well documented.
- Identify parties responsible for mitigating the environmental impacts associated with the indirect and cumulative impacts of the projected land use changes.

- The DEIS should analyze and disclose the temporary and permanent environmental impacts of constructing stations, parking facilities, maintenance and storage facilities, power propagation infrastructure, and required road developments and modifications.
- Identify the timeline for any proposed project phasing, as well as future improvements and maintenance.
- Coordinate with other transit providers to maximize intermodal access to the proposed stations;

Green Design and Construction

Stormwater Management

Low Impact Development and other green infrastructure strategies can provide attractive design features that serve a dual purpose as both stormwater treatment and visual enhancements.

Recommendation:

- EPA encourages FTA and LACMTA to implement “green infrastructure,” such as bioretention areas, vegetated swales, porous pavement, and filter strips in any onsite stormwater management features. More detailed information on these forms of “green infrastructure” can be found at http://cfpub.epa.gov/npdes/home.cfm?program_id=298.

Industrial Materials Reuse and Recycling

Nonhazardous industrial materials, such as coal ash, foundry sand, construction and demolition materials, slags, and gypsum, are valuable products of industrial processes that can be recycled and or reused to serve project goals while minimizing both costs and waste. Industrial materials recycling preserves natural resources by decreasing the demand for virgin materials, conserves energy and reduces greenhouse gas emissions by decreasing the demand for products made from energy intensive manufacturing processes; and saves money by decreasing disposal costs for the generator and decreasing materials costs for end users.

Recommendation:

- For the construction of new infrastructure, EPA recommends industrial materials recycling, or the reusing or recycling of byproduct materials generated from industrial processes. EPA recommends that, for any new construction proposed, the DEIS identify how industrial materials recycling can be incorporated into project design. More information can be found at: <http://www.epa.gov/epawaste/conserves/rrr/imr/index.htm>.

Environmental Justice and Community Involvement

Executive Order 12898 addresses Environmental Justice in minority and low-income populations, and the Council on Environmental Quality has developed guidance concerning how to address Environmental Justice in the environmental review process (<http://ceq.eh.doe.gov/nepa/regs/ej/justice.pdf>).

Recommendations:

- Future environmental justice analyses for this project and the DEIS should include a description of the area of potential impact used for the analysis and provide the source of the demographic information.

- The DEIS should identify whether the proposed alternatives may disproportionately and adversely affect low-income or minority populations in the surrounding area and should provide appropriate mitigation measures for any adverse impacts.
- The DEIS should identify how the proposed alternatives may affect the mobility of low-income or minority populations in the surrounding areas and provide appropriate mitigation measures for any anticipated adverse impacts.

Light Rail Maintenance and Storage Yard Facility

EPA is concerned about potential impacts associated with the rail maintenance and storage yard required under the Light Rail Transit (LRT) Alternative. Described as 10-15 acres in size and requiring placement within ¼ mile of the route, this facility has the potential to introduce localized health impacts to sensitive and/or environmental justice communities.

Recommendations:

- The DEIS should discuss potential localized health impacts and their mitigation, including noise, air quality, hazardous materials management and pollution prevention, water use and conservation, stormwater management, and changes to traffic circulation.
- LACMTA and FTA should outreach to the community for input on the maintenance and storage yard siting, hours of operation, and the potential localized health impacts from support equipment.
- In analyzing maintenance and storage yard placement, the DEIS should consider the potential for disproportionate impacts to minority and environmental justice communities.

State Agencies



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
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San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



March 27, 2012

Mr. Walt Davis
LA County Metropolitan Transportation Authority
One Gateway Plaza, 99-22-3
Los Angeles, CA 90012
Fax #: (213) 922-6358

Subject: Notice of Preparation for an Environment Impact Report for Eastern San Fernando Valley Transit Corridor SCH # 20132021064, Los Angeles County

Dear Mr. Davis:

The Department of Fish and Wildlife (Department) has received the Notice of Preparation for the Draft Environmental Impact Report (DEIR) for the proposed construction of a light rail transit and a bus rapid transit, transit improvement system (project). The project will run along Sepulveda Boulevard and/or Van Nuys Boulevard between Ventura Boulevard on the south end and the Sylmar/San Fernando Metrolink station on the northern end. The project is located within the San Fernando Valley, City of Los Angeles.

The California Wildlife Action Plan, a recent Department guidance document, identified the following stressors affecting wildlife and habitats within the project area: 1) growth and development; 2) water management conflicts and degradation of aquatic ecosystems; 3) invasive species; 4) altered fire regimes; and 5) recreational pressures. The Department looks forward to working with the Lead Agency to minimize impacts to fish and wildlife resources with a focus on these stressors. Please let Department staff know if you would like a copy of the California Wildlife Action Plan to review.

The Department is California's Trustee Agency for fish and wildlife resources, holding these resources in trust for the People of the State pursuant to various provisions of the California Fish and Game Code. (Fish & G. Code, §§ 711.7, subd. (a), 1802.) The Department submits these comments in that capacity under the California Environmental Quality Act (CEQA). (See generally Pub. Resources Code, §§ 21070; 21080.4.) Given its related permitting authority under the California Endangered Species Act (CESA) and Fish and Game Code section 1600 *et seq.*, the Department also submits these comments likely as a Responsible Agency for the project under CEQA. (*Id.*, § 21069.)

To enable Department staff to adequately review and comment on the proposed project we recommend the following information, where applicable, be included in the DEIR:

1. A complete, recent assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats including:
 - a. A thorough recent assessment of rare plants and rare natural communities, following the Department's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities. (See Protocols for Surveying and Evaluating Impacts to Special Status

Native Plant Populations and Natural Communities at: <http://www.dfg.ca.gov/habcon/plant/>.

- b. A complete, recent assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use within the project area should also be addressed. Recent, focused, species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required.
 - c. Endangered, rare, and threatened species to address should include all those species which meet the related definition under the CEQA Guidelines. (See Cal. Code Regs., tit. 14, § 15380.).
 - d. The Department's Biogeographic Data Branch in Sacramento should be contacted at (916) 322-2493 (www.dfg.ca.gov/biogeodata) to obtain current information on any previously reported sensitive species and habitats, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. Also, any Significant Ecological Areas (SEAs) or Environmentally Sensitive Habitats (ESHs) or any areas that are considered sensitive by the local jurisdiction that are located in or adjacent to the project area must be addressed.
2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. This discussion should focus on maximizing avoidance, and minimizing impacts.
- a. CEQA Guidelines, Section 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.
 - b. Project impacts including deposition of debris should also be analyzed relative to their effects on off-site habitats and populations. Specifically, this should include nearby public lands, open space, natural habitats, and riparian ecosystems. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas are of concern to the Department and should be fully evaluated and provided. The analysis should also include a discussion of the potential for impacts resulting from such effects as increased vehicle traffic, outdoor artificial lighting, noise and vibration and pest management.
 - c. A cumulative effects analysis should be developed as described under CEQA Guidelines, Section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
 - d. Impacts to migratory wildlife affected by the project should be fully evaluated including proposals to remove/disturb native and ornamental landscaping and other nesting habitat for native birds. Impact evaluation may also include such elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA.
 - e. Impacts from project activities (including but not limited to, staging and disturbances to native and non native vegetation, structures, and substrates) should occur outside of the avian breeding season which generally runs from March 1-August 31 (as early as January 1 for some raptors) to avoid take of birds or their eggs. If project activities cannot avoid the avian breeding season, nest surveys should be conducted and active

- nests should be avoided and provided with a minimum buffer as determined by a biological monitor (the Department generally recommends a minimum 300 foot nest avoidance buffer or 500 feet for all active raptor nests).
- f. Proposed impacts to all habitats from City or County required Fuel Modification Zones (FMZ). Areas slated as mitigation for loss of habitat shall not occur within the FMZ.
3. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources including wetlands/riparian habitats, alluvial scrub, coastal sage scrub, should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.
 - a. Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid or otherwise minimize project impacts. Compensation for unavoidable impacts through acquisition and protection of high quality habitat elsewhere should be addressed with off-site mitigation locations clearly identified.
 - b. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts.
 - c. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.
 4. Take of any endangered, threatened, or candidate species that results from the project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085.) Consequently, if the Project, Project construction, or any Project-related activity during the life of the Project will result in take of a species designated as endangered or threatened, or a candidate for listing under the California Endangered Species Act (CESA), the Department recommends that the project proponent seek appropriate take authorization under CESA prior to implementing the project. Appropriate authorization from the Department may include an incidental take permit (ITP) or a consistency determination in certain circumstances, among other options (Fish and Game Code §§ 2080.1, 2081, subds. (b),(c)). Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of an ITP unless the project CEQA document addresses all project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP. For these reasons, the following information is requested:
 - a. Biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Permit.
 - b. A Department-approved Mitigation Agreement and Mitigation Plan are required for plants listed as rare under the Native Plant Protection Act.

Mr. Walt Davis
LA County Metropolitan Transportation Authority
March 27, 2013
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5. The Department opposes the elimination of watercourses (including concrete channels, blue line streams and other watercourses not designated as blue line streams on USGS maps) and/or the channelization of natural and manmade drainages or conversion to subsurface drains. All wetlands and watercourses, whether intermittent, ephemeral, or perennial, must be retained and provided with substantial setbacks which preserve the riparian and aquatic habitat values and maintain their value to on-site and off-site wildlife populations. The Department recommends a minimum natural buffer of 100 feet from the outside edge of the riparian zone on each side of drainage.
 - a. The Department also has regulatory authority with regard to activities occurring in streams and/or lakes that could adversely affect any fish or wildlife resource. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) or a river or stream or use material from a streambed, the project applicant (or "entity") must provide written notification to the Department pursuant to Section 1602 of the Fish and Game Code. Based on this notification and other information, the Department then determines whether a Lake and Streambed Alteration (LSA) Agreement is required. The Department's issuance of an LSA Agreement is a project subject to CEQA. To facilitate issuance of a LSA Agreement, if necessary, the environmental document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA Agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. Again, the failure to include this analysis in the project's environmental impact report could preclude the Department from relying on the Lead Agency's analysis to issue a LSA Agreement without the Department first conducting its own, separate Lead Agency subsequent or supplemental analysis for the project.

Thank you for this opportunity to provide comments. Please contact Mr. Scott Harris, Environmental Scientist, at (626) 797-3170 if you should have any questions and for further coordination on the proposed project.

Sincerely,



Betty Courtney
Environmental Program Manager
South Coast Region

cc: Ms. Betty Courtney, CDFW, Santa Clarita
Ms. Kelly Schmoker, CDFW, Laguna Niguel
Mr. Scott Harris, CDFW, Pasadena
State Clearinghouse, Sacramento

**OFFICE OF HISTORIC PRESERVATION
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April 5, 2017

Reply to: FTA_2013_0311_001

Leslie Rogers
Regional Administrator
Federal Transit Administration
90 Seventh Street, Suite 15-300
San Francisco, CA 94103-6701

Re: East San Fernando Valley Transit Corridor Project, City and County of Los Angeles, CA

Dear Mr. Rogers:

Thank you for the letter received March 7, 2017, continuing consultation for the above-referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 300101) and its implementing regulation at 36 CFR § 800. Included with the Federal Transit Administration's (FTA) consultation letter was the *East San Fernando Valley Transit Corridor Historic Property Evaluation Report/Cultural Resources Identification Report* (report), prepared for the Los Angeles County Metropolitan Transportation Authority in February, 2017. The current consultation package was submitted in response to the comments in my December 21, 2016 letter regarding the identification of historic properties.

The FTA and the Los Angeles County Metropolitan Transportation Authority (Metro) are considering four build alternatives for the East San Fernando Valley Transit Corridor (ESFVTC) Project, including a curb-running Bus Rapid Transit (BRT), a median-running BRT, a median-running low-floor Light Rail Transit (LRT)/tram, and a median-running LRT, in addition to a Transportation System Management (TSM) and No-Build Alternative. All build alternatives would operate over 9.2 miles, either in a dedicated bus lane or guideway (6.7 miles) and/or in mixed-flow traffic lanes (2.5 miles), from the Sylmar/San Fernando Metrolink station to the north to the Van Nuys Metro Orange Line station to the south, with the exception of Build Alternative 4 which includes a 2.5-mile segment within Metro-owned railroad right-of-way adjacent to San Fernando Road and Truman Street and a 2.5-mile underground segment beneath portions of Panorama City and Van Nuys.

The Area of Potential Effect (APE) was delineated by the FTA to include the roadway only, with the exception of where new stops would be located, in which case the APE would be drawn to include one parcel on each corner of the affected intersection or

proposed stop location. An overview of the APE is shown in Figure 2-2 of the report. My office commented on the APE in the letter of June 2, 2015.

Previous consultation regarding the undertaking resulted in a streamlined survey methodology for the APE as it included over 400 properties that were 45 years of age or older. The streamlined methodology was to only evaluate and record properties that are more than 45 years old that retain a moderate to high level of integrity and that have apparent potential significance. The determination of "potential significance" would be made by qualified architectural historians utilizing the historic contexts included in the City of Los Angeles' Citywide Historic Context Statement and SurveyLA methodology for evaluating potential historical resources. For concentrated areas of potential right-of-way acquisition (such as the proposed maintenance stations), the SHPO's reviewer approved the proposed approach of evaluating these areas as districts within the SurveyLA historic context themes, rather than evaluating each of the properties on an individual basis.

Identification efforts included a records search, historical research, architectural survey, and contact of Native American tribes and individuals. 15 built environment properties were previously recorded as either historic properties eligible for listing on the National Register of Historic Places (NRHP-eligible) or historical resources (listed or eligible for the California Register of Historic Resources (CRHR) or local listing). Of the 15 previously recorded resources, two individual properties are listed in the NRHP and the CRHR and local landmark programs and one property, San Fernando Road, was identified as appearing to be eligible as part of a previous study. The San Fernando Road Bridge over Pacoima Wash (Bridge #53C-0302), was individually evaluated in 2012 and found to be not eligible for the NRHP or CRHR as an individual resource (Category 5 on the Caltrans historic bridge inventory), but is a contributing feature of San Fernando Road, which was previously found eligible for listing in the NRHP and CRHR as part of a CEQA review process. A small segment of both the San Fernando Road and Bridge #53C-0302 are located within the project's APE. Additionally, there are two archaeological sites located in the APE; Site #19-001124, three historical archaeological features associated with the Southern Pacific Railroad, and Site #19-002681, a multi-component prehistoric and historical archaeological site. The subsurface extents of these archaeological sites have not been determined. Neither resource has been evaluated for the CRHR or the NRHP. These sites are located within the project ROW, and not within the proposed MSF sites.

Of the more than 400 parcels within the APE that were more than 45 years of age, 180 met the aforementioned criteria for evaluation, either as a property requiring individual evaluation or as a property located with a potential district area. These included primarily commercial and industrial buildings. Nineteen of the properties were evaluated individually, while the rest were evaluated as districts, per the methodology outlined above.

As part of the ESFVTC Project, the FTA evaluated (or re-evaluated) the following 10 individual properties within the APE and has determined that they appear eligible for the NRHP and are therefore historic properties for the purposes of Section 106 of the National Historic Preservation Act (NHPA).

Ref #	APN	Address	City	Description of Property	Year Built	Status Code	Alt.
1.	2241-026-007	14601 Aetna Street (also part of Bessemer & Oxnard Industrial District evaluation)	Los Angeles	PWA Moderne Department of Water & Power Building; HP14. Government Building	1937	3S	3, 4
2.	2519-017-900, 2519-018-900, 2519-019-900	130 N. Brand Blvd	San Fernando	Auditorium, Science Building, Boy's Gymnasium	1916 1937	2S2	4
3.	2521-032-008	1140 San Fernando Rd (also part of San Fernando Road Commercial District evaluation)	San Fernando	J.C. Penney Department Store; HP06. 1-3 Story Commercial Building	1953	3S	3
4.	2612-004-017	1601 San Fernando Rd	San Fernando	Mission Car Wash; HP06. 1-3 Story Commercial Building	1965	3S	1, 2
5.	2241-004-007	6353 Van Nuys Blvd	Los Angeles	Art Deco Commercial Building; HP06. 1-3 Story Commercial Building	1939	3S	All
6.	2236-011-023	6551 Van Nuys Blvd	Los Angeles	Bank of America; HP06. 1-3 Story Commercial Building	1967	3S	3
7.	2210-010-022	8201 Van Nuys Blvd	Los Angeles	Van Nuys Savings & Loan; HP06. 1-3 Story Commercial Building	1957	3S	1, 3, 4
8.	2638-022-019	8324 Van Nuys Blvd	Los Angeles	Panorama City Bank of America; HP06. 1-3 Story Commercial Building	1954	3S	All
9.	2639-008-025	9110 Van Nuys Blvd	Los Angeles	Panorama Movie Theater; HP06. 1-3 Story Commercial Building	1958	3S	All
10.	N/A	San Fernando Road, Segment B and	San Fernando	Multi-lane paved roadway; HP38. Highway	c. 1871	3S	3

The FTA has evaluated the 170 properties listed in the table attached to this letter (either individually or as potential district areas) for the East San Fernando Valley Transit Corridor Project and has determined that the properties appear ineligible for the NRHP.

FTA has requested concurrence regarding the adequacy of identification efforts and the eligibility determinations described above. After reviewing the information submitted with your letter, I offer the following comments:

- I concur that the 10 properties listed in the table above are eligible for listing in the NRHP, per 36 CFR § 800.4(c)(2).
- I concur that the 170 properties listed in the table attached to this letter are ineligible for listing in the NRHP, per 36 CFR § 800.4(c)(2).
- However, I cannot concur that FTA's identification and evaluation efforts are sufficient for this undertaking per 36 CFR § 800.4(b) at this time, for the following reasons:
 - As it's been six years since the last record search, I recommend an updated record search;

- It appears that attempts to consult with Native American tribes, groups and individuals solely consisted of sending letters. I recommend that attempts to follow-up with Native American tribes, groups and individuals that have yet to respond be made via email and phone call;
- Results from the 2011 record search identified two known historic-era resources within the APE. What is the location of these resources in relation to ground disturbing activities? Please submit a map depicting the location of these resources within the APE as well as their site records. Please provide a justification as to why these resources were not relocated and updated as part of your identification efforts for this undertaking. The record search also identified three known prehistoric resources within a ½ mile of the APE. Please provide a description of these resources, including their proximity to the APE; and
- Due to the vertical disturbance required for the construction of the subway, the TPSS, and the maintenance and storage facility, I recommend that a buried site sensitivity analysis be conducted to identify the potential for encountering both subsurface historic-era and prehistoric archaeological deposits within the APE. It is recommended that at the least the analysis include:
 - A geoarchaeological analysis that at a minimum includes an overview of the age of buried soils and sediments in an effort to predict the locations of unidentified subsurface archaeological deposits. A map depicting the geomorphology of the APE is also preferred;
 - Historic research that is more focused on areas within the APE in which extensive ground disturbing activities will occur. Research should include examining historic maps, such as Sanborn maps, to determine the potential for encountering subsurface historic-era deposits; and
 - Overall the analysis should take into account the extent of vertical ground disturbance as well as previous subsurface disturbances to help predict the likelihood of encountering intact subsurface historic-era and/or prehistoric deposits. A description of the methods used to verify areas of previous ground disturbing activities and subsurface sensitivity within the APE should also be discussed.

I look forward to continuing this consultation with you. If you have any questions, please contact Kathleen Forrest, Historian, at (916) 445-7022 or kathleen.forrest@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer

Ineligible properties

Ref #	APN	Address	City	Description of Property	Year Built	Status Code	Alt.
1.	2241-023-016	6103 Cedros Ave	Los Angeles	Valley Planing Mill; HP08. Industrial Building	1923	6Z	4A
2.	2241-025-028	6000 Kester Ave	Los Angeles	Valley Builders Supply; HP08. Industrial Building	1946	6Z	4A
3.	2241-025-018	14829-33 Oxnard Street	Los Angeles	Valley Sash & Door; HP08. Industrial Building	1948	6Z	4A
4.	2240-001-006	6362 Van Nuys Blvd	Los Angeles	Hart's Jewelry; HP06. 1-3 Story Commercial Building	1936	6Z	All
5.	2236-011-020	6569 Van Nuys Blvd	Los Angeles	Van Nuys Savings & Loan; HP06. 1-3 Story Commercial Building	1954	6Z	3
6.	2217-009-801	6920 Van Nuys Blvd	Los Angeles	Pacific Telephone & Telegraph Offices; HP07. 3+ Story Commercial Building	1953	6Z	All
7.	2210-011-028	8121 Van Nuys Blvd	Los Angeles	Panorama Plaza; HP07. 3+ Story Commercial Building	1967	6Z	3
8.	2210-011-029	8155 Van Nuys Blvd	Los Angeles	Panorama Tower; HP07. 3+ Story Commercial Building	1962	6Z	3
9.	2638-038-002	8333 Van Nuys Blvd	Los Angeles	Broadway-Hale Department Store; HP06. 1-3 Story Commercial Building	1955	6Z	1, 2, 3
10.	2647-017-011	14035 Van Nuys Blvd	Los Angeles	Shoestring Food Stand; HP06. 1-3 Story Commercial Building	1961	6Z	All
11.	2237-013-906	14463 W Haynes St	Los Angeles	Mid-century Department of Water & Power Office; HP14. Government Building	1956	6Z	All
12.	2521-032-003	1111 Celis St	San Fernando	HP06. 1-3 Story Comm. Bldg.	1942	6Z	3
13.	2522-003-014	204 S Maclay Ave	San Fernando	HP06. 1-3 Story Comm. Bldg.	1920	6Z	3
14.	2521-032-007	210 San Fernando Mission Blvd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1951	6Z	3
15.	2522-003-033	900 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1913	6Z	3
16.	2522-002-001	901 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1933	6Z	3
17.	2522-002-002	907 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1930	6Z	3
18.	2522-002-003	911 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1930	6Z	3
19.	2522-002-004	1003 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1929	6Z	3
20.	2522-003-026	1004 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1971	6Z	3
21.	2522-002-005	1007 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1938	6Z	3
22.	2522-003-002	1008 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1939	6Z	3
23.	2522-003-003	1010 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1935	6Z	3
24.	2522-002-006	1013 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1930	6Z	3
25.	2522-003-004	1014 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1940	6Z	3
26.	2522-003-005	1016 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1941	6Z	3
27.	2522-002-007	1019 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1921	6Z	3
28.	2522-003-031	1020 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1922	6Z	3
29.	2522-003-032	1022 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1912	6Z	3
30.	2522-002-008	1025 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1930	6Z	3
31.	2522-002-009	1027 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1931	6Z	3
32.	2522-003-008	1028 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1911	6Z	3
33.	2522-002-010	1029 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1931	6Z	3
34.	2522-003-009	1030 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1932	6Z	3
35.	2522-003-010	1034 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1930	6Z	3
36.	2522-002-016	1035 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1979	6Z	3
37.	2522-003-012	1040 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1971	6Z	3
38.	2522-003-013	1042 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1930	6Z	3
39.	2522-002-014	1045 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1972	6Z	3
40.	2521-032-001	1100 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1929	6Z	3
41.	2521-033-001	1103 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1972	6Z	3
42.	2521-033-002	1107 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1926	6Z	3
43.	2521-032-002	1108 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1940	6Z	3

Ref #	APN	Address	City	Description of Property	Year Built	Status Code	Alt.
44.	2521-033-003	1113 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1928	6Z	3
45.	2521-033-004	1115 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1939	6Z	3
46.	2521-032-013	1116 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1945	6Z	3
47.	2521-032-004	1122 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1971	6Z	3
48.	2521-033-005	1123 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1940	6Z	3
49.	2521-032-005	1126 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1971	6Z	3
50.	2521-033-006	1129 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1943	6Z	3
51.	2521-033-006	1130 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1955	6Z	3
52.	2521-032-008	1143 San Fernando Rd	San Fernando	HP06. 1-3 Story Comm. Bldg.	1943	6Z	3
53.	2241-026-006	14617 Aetna St	Los Angeles	HP08. Industrial Building	1969	6Z	4A
54.	2241-026-005	14623 Aetna St	Los Angeles	HP08. Industrial Building	1969	6Z	4A
55.	2241-026-002	14633 Aetna St	Los Angeles	HP08. Industrial Building	1940	6Z	4A
56.	2241-026-003	14637 Aetna St	Los Angeles	HP08. Industrial Building	1948	6Z	4A
57.	2241-026-004	14641 Aetna St	Los Angeles	HP08. Industrial Building	1969	6Z	4A
58.	2241-025-001	14705 Aetna St	Los Angeles	HP08. Industrial Building	1974	6Z	4A
59.	2241-025-002	14723 Aetna St	Los Angeles	HP08. Industrial Building	1945	6Z	4A
60.	2241-025-006	14753 Aetna St	Los Angeles	HP08. Industrial Building	1956	6Z	4A
61.	2241-025-007	14755 Aetna St	Los Angeles	HP08. Industrial Building	1951	6Z	4A
62.	2241-025-009	14807 Aetna St	Los Angeles	HP08. Industrial Building	1960	6Z	4A
63.	2241-025-010	14821 Aetna St	Los Angeles	HP08. Industrial Building	1957	6Z	4A
64.	2241-025-011	14823 Aetna St	Los Angeles	HP08. Industrial Building	1967	6Z	4A
65.	2241-025-012	14829 Aetna St	Los Angeles	HP08. Industrial Building	1959	6Z	4A
66.	2241-025-013	14833 Aetna St	Los Angeles	HP08. Industrial Building	1948	6Z	4A
67.	2241-025-014	14843 Aetna St	Los Angeles	HP08. Industrial Building	1951	6Z	4A
68.	2241-022-028	14645 Bessemer St	Los Angeles	HP08. Industrial Building	1965	6Z	4A
69.	2241-023-017	14725 Bessemer St	Los Angeles	HP08. Industrial Building	1973	6Z	4A
70.	2241-023-003	14735 Bessemer St	Los Angeles	HP08. Industrial Building	1952	6Z	4A
71.	2241-023-006	14741 Bessemer St	Los Angeles	HP08. Industrial Building	1970	6Z	4A
72.	2241-023-007	14747 Bessemer St	Los Angeles	HP08. Industrial Building	1960	6Z	4A
73.	2241-023-010	14751 Bessemer St	Los Angeles	HP08. Industrial Building	c. 1960	6Z	4A
74.	2241-023-014	14755 Bessemer St	Los Angeles	HP08. Industrial Building	1954	6Z	4A
75.	2241-023-013	14759 Bessemer St	Los Angeles	HP08. Industrial Building	1954	6Z	4A
76.	2241-025-009	14761 Bessemer St	Los Angeles	HP08. Industrial Building	1973	6Z	4A
77.	2241-024-004	14807 Bessemer St	Los Angeles	HP08. Industrial Building	1961	6Z	4A
78.	2241-024-006	14815 Bessemer St	Los Angeles	HP08. Industrial Building	1956	6Z	4A
79.	2241-024-017	14817 Bessemer St	Los Angeles	HP08. Industrial Building	1967	6Z	4A
80.	2241-024-012	14831 Bessemer St	Los Angeles	HP08. Industrial Building	1981	6Z	4A
81.	2241-024-018	14837 Bessemer St	Los Angeles	HP08. Industrial Building	1965	6Z	4A
82.	2241-024-015	14847 Bessemer St	Los Angeles	HP08. Industrial Building	1961	6Z	4A
83.	2241-023-004	14732 Calvert St	Los Angeles	HP08. Industrial Building	1962	6Z	4A
84.	2241-023-005	14738 Calvert St	Los Angeles	HP08. Industrial Building	1955	6Z	4A
85.	2241-023-008	14740 Calvert St	Los Angeles	HP08. Industrial Building	1964	6Z	4A
86.	2241-023-009	14748 Calvert St	Los Angeles	HP08. Industrial Building	1985	6Z	4A
87.	2241-023-011	14754 Calvert St	Los Angeles	HP08. Industrial Building	1955	6Z	4A
88.	2241-023-012	14758 Calvert St	Los Angeles	HP08. Industrial Building	1954	6Z	4A
89.	2241-024-001	14762 Calvert St	Los Angeles	HP08. Industrial Building	1966	6Z	4A
90.	2241-024-002	14768 Calvert St	Los Angeles	HP08. Industrial Building	1962	6Z	4A
91.	2241-024-007	14812 Calvert St	Los Angeles	HP08. Industrial Building	1957	6Z	4A
92.	2241-024-010	14822 Calvert St	Los Angeles	HP08. Industrial Building	1962	6Z	4A
93.	2241-024-019	14832 Calvert St	Los Angeles	HP08. Industrial Building	1965	6Z	4A
94.	2241-024-014	14834 Calvert St	Los Angeles	HP08. Industrial Building	1942	6Z	4A
95.	2241-025-027	6014 Kester Ave	Los Angeles	HP08. Industrial Building	1949	6Z	4A
96.	2241-025-021	6018 Kester Ave	Los Angeles	HP08. Industrial Building	1950	6Z	4A

Ref #	APN	Address	City	Description of Property	Year Built	Status Code	Alt.
97.	2241-025-015	6028 Kester Ave	Los Angeles	HP08. Industrial Building	1938	6Z	4A
98.	2241-024-016	6100 Kester Ave	Los Angeles	HP08. Industrial Building	1947	6Z	4A
99.	2241-025-024	14703 Oxnard St	Los Angeles	HP08. Industrial Building	1966	6Z	4A
100.	2241-025-025	14723 Oxnard St	Los Angeles	HP08. Industrial Building	1964	6Z	4A
101.	2241-025-016	14811 Oxnard St	Los Angeles	HP08. Industrial Building	1968	6Z	4A
102.	2241-025-017	14817 Oxnard St	Los Angeles	HP08. Industrial Building	1968	6Z	4A
103.	2241-025-019, 2241-025-020	14837-45 Oxnard St	Los Angeles	HP08. Industrial Building	1965	6Z	4A
104.	2210-030-008	14533 Keswick St	Los Angeles	HP08. Industrial Building	1990	6Z	4B
105.	2210-030-011	14545 Keswick St	Los Angeles	HP08. Industrial Building	1973	6Z	4B
106.	2210-030-013	14555 Keswick St	Los Angeles	HP08. Industrial Building	1952	6Z	4B
107.	2210-030-016	14605 Keswick St	Los Angeles	HP08. Industrial Building	1954	6Z	4B
108.	2210-030-024	14617 Keswick St	Los Angeles	HP08. Industrial Building	1954	6Z	4B
109.	2210-025-005	14635 Keswick St	Los Angeles	HP08. Industrial Building	1953	6Z	4B
110.	2210-025-035	14645 Keswick St	Los Angeles	HP08. Industrial Building	1979	6Z	4B
111.	2210-025-009	14663 Keswick St	Los Angeles	HP08. Industrial Building	1953	6Z	4B
112.	2210-025-036	14731 Keswick St	Los Angeles	HP08. Industrial Building	1955	6Z	4B
113.	2210-025-015	14737 Keswick St	Los Angeles	HP08. Industrial Building	1957	6Z	4B
114.	2210-025-016	14743 Keswick St	Los Angeles	HP08. Industrial Building	1954	6Z	4B
115.	2210-025-049	14745 Keswick St	Los Angeles	HP08. Industrial Building	1957	6Z	4B
116.	2210-025-018	14747 Keswick St	Los Angeles	HP08. Industrial Building	1953	6Z	4B
117.	2210-025-017	14751 Keswick St	Los Angeles	HP08. Industrial Building	1954	6Z	4B
118.	2210-025-019	14757 Keswick St	Los Angeles	HP08. Industrial Building	1953	6Z	4B
119.	2210-030-029	14546 Raymer St	Los Angeles	HP08. Industrial Building	1950	6Z	4B
120.	2210-030-028	14556 Raymer St	Los Angeles	HP08. Industrial Building	1980	6Z	4B
121.	2210-030-018	14606 Raymer St	Los Angeles	HP08. Industrial Building	1966	6Z	4B
122.	2210-030-017	14626 Raymer St	Los Angeles	HP08. Industrial Building	1955	6Z	4B
123.	2210-025-007	14646 Raymer St	Los Angeles	HP08. Industrial Building	1947	6Z	4B
124.	2210-025-008	14660 Raymer St	Los Angeles	HP08. Industrial Building	1946	6Z	4B
125.	2210-025-010	14704 Raymer St	Los Angeles	HP08. Industrial Building	1954	6Z	4B
126.	2210-025-044	14718 Raymer St	Los Angeles	HP08. Industrial Building	c. 1970	6Z	4B
127.	2210-025-045	14742 Raymer St	Los Angeles	HP08. Industrial Building	1957	6Z	4B
128.	2210-025-048	14746 Raymer St	Los Angeles	HP08. Industrial Building	1967	6Z	4B
129.	2210-025-013	14766 Raymer St	Los Angeles	HP08. Industrial Building	1956	6Z	4B
130.	2210-022-010	14515 Arminta St	Los Angeles	HP08. Industrial Building	1951	6Z	4C
131.	2210-022-009	14517 Arminta St	Los Angeles	HP08. Industrial Building	1957	6Z	4C
132.	2210-022-038	14521 Arminta St	Los Angeles	HP08. Industrial Building	1956	6Z	4C
133.	2210-022-034	14525 Arminta St	Los Angeles	HP08. Industrial Building	1956	6Z	4C
134.	2210-023-015	14528 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
135.	2210-022-043	14535 Arminta St	Los Angeles	HP08. Industrial Building	1958	6Z	4C
136.	2210-022-042	14541 Arminta St	Los Angeles	HP08. Industrial Building	1956	6Z	4C
137.	2210-023-003	14600 Arminta St	Los Angeles	HP08. Industrial Building	1953	6Z	4C
138.	2210-022-005	14601 Arminta St	Los Angeles	HP08. Industrial Building	1956	6Z	4C
139.	2210-022-030	14603 Arminta St	Los Angeles	HP08. Industrial Building	1963	6Z	4C
140.	2210-022-048	14611 Arminta St	Los Angeles	HP08. Industrial Building	1961	6Z	4C
141.	2210-022-049	14617 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
142.	2210-023-002	14620 Arminta St	Los Angeles	HP08. Industrial Building	1953	6Z	4C
143.	2210-022-035	14621 Arminta St	Los Angeles	HP08. Industrial Building	1956	6Z	4C
144.	2210-022-054	14631 Arminta St	Los Angeles	HP08. Industrial Building	1961	6Z	4C
145.	2210-022-001	14647 Arminta St	Los Angeles	HP08. Industrial Building	1973	6Z	4C
146.	2210-022-047	14649 Arminta St	Los Angeles	HP08. Industrial Building	1960	6Z	4C
147.	2210-021-015	14660 Arminta St	Los Angeles	HP08. Industrial Building	1952	6Z	4C
148.	2210-021-014	14701 Arminta St	Los Angeles	HP08. Industrial Building	1975	6Z	4C

Ref #	APN	Address	City	Description of Property	Year Built	Status Code	Alt.
149.	2210-021-021	14706 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
150.	2210-021-016	14710 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
151.	2210-021-013	14715 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
152.	2210-021-022	14716 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
153.	2210-021-023	14718 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
154.	2210-021-017	14720 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
155.	2210-021-012	14725 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
156.	2210-021-018	14730 Arminta St	Los Angeles	HP08. Industrial Building	1956	6Z	4C
157.	2210-021-028	14734 Arminta St	Los Angeles	HP08. Industrial Building	1956	6Z	4C
158.	2210-021-024	14736 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
159.	2210-021-040	14737 Arminta St	Los Angeles	HP08. Industrial Building	1957	6Z	4C
160.	2210-021-019	14740 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
161.	2210-021-039	14743 Arminta St	Los Angeles	HP08. Industrial Building	1956	6Z	4C
162.	2210-021-038	14744 Arminta St	Los Angeles	HP08. Industrial Building	1956	6Z	4C
163.	2210-021-030	14751 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
164.	2210-021-026	14752 Arminta St	Los Angeles	HP08. Industrial Building	1956	6Z	4C
165.	2210-021-010	14753 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
166.	2210-021-020	14756 Arminta St	Los Angeles	HP08. Industrial Building	1960	6Z	4C
167.	2210-021-009	14757 Arminta St	Los Angeles	HP08. Industrial Building	1955	6Z	4C
168.	2210-023-018	7815 Van Nuys Blvd	Los Angeles	HP08. Industrial Building	1955	6Z	4C
169.	2210-022-011	7855 Van Nuys Blvd	Los Angeles	HP08. Industrial Building	1953	6Z	4C
170.	2210-022-059	7905 Van Nuys Blvd	Los Angeles	HP08. Industrial Building			

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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June 21, 2017

Reply to: FTA_2013_0311_001

Leslie Rogers
Regional Administrator
Federal Transit Administration
90 Seventh Street, Suite 15-300
San Francisco, CA 94103-6701

Re: East San Fernando Valley Transit Corridor Project, City and County of Los Angeles, CA

Dear Mr. Rogers:

Thank you for the letter received May 22, 2017, continuing consultation for the above-referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 300101) and its implementing regulation at 36 CFR § 800. Included with the Federal Transit Administration's (FTA) consultation letter were the following attachments: maps; DPR 523 site records of known archaeological sites; and a geoarchaeological analysis. The current consultation package was submitted in response to SHPO comments submitted via letter dated April 5, 2017 regarding FTA's efforts to identify historic properties within the area of potential effects (APE).

The FTA and the Los Angeles County Metropolitan Transportation Authority (Metro) are considering four build alternatives for the East San Fernando Valley Transit Corridor (ESFVTC) Project, including a curb-running Bus Rapid Transit (BRT), a median-running BRT, a median-running low-floor Light Rail Transit (LRT)/tram, and a median-running LRT, in addition to a Transportation System Management (TSM) and No-Build Alternative. All build alternatives would operate over 9.2 miles, either in a dedicated bus lane or guideway (6.7 miles) and/or in mixed-flow traffic lanes (2.5 miles), from the Sylmar/San Fernando Metrolink station to the north to the Van Nuys Metro Orange Line station to the south, with the exception of Build Alternative 4 which includes a 2.5-mile segment within Metro-owned railroad right-of-way adjacent to San Fernando Road and Truman Street and a 2.5-mile underground segment beneath portions of Panorama City and Van Nuys.

In previous consultation, I found the APE to be sufficient, and I concurred with FTA's determination of eligibility of ten built properties for listing on the National Register of Historic Places (NRHP), per 36 CFR §800.4(c)(2). I also concurred with FTA's determination of ineligibility of 170 built properties for listing on the NRHP, per 36 CFR §800.4(c)(2). However, I found FTA's efforts to identify archaeological historic properties

within the APE to be insufficient and requested the following additional information: an updated recorded search and efforts to consult with Native American tribes, groups and individuals beyond sending consultation letters; information as to two known historic-era resources located within the APE; and a geoarchaeological sensitivity analysis of the APE. Your current consultation package received on May 22, 2017 contains the requested information.

FTA's identification efforts to-date have included a records search, historical research, architectural survey, a subsurface sensitivity analysis, including a geoarchaeological analysis, and consultation with Native American tribes, groups and individuals. FTA's efforts to identify built environment properties within the APE are summarized in the SHPO's April 5, 2017 letter and were found to be adequate. Your current consultation package includes supplemental information regarding the two known archaeological sites located in the APE; Site #19-001124, three historical archaeological features associated with the ca. 1874 Southern Pacific Railroad San Fernando Station, engine house, and turntable; and Site #19-002681, a multi-component archaeological site that consists of a diffuse scatter of historical and prehistoric artifacts. As stated in FTA's letter received on May 22, 2017, attempts to relocate these two archaeological sites were not part of FTA's identification efforts because both resources are currently buried under the railroad right-of-way, or a commercial shopping center located adjacent to the railroad right-of-way. Neither resource has been evaluated for the NRHP. Your letter goes on to state that no surface manifestations of either archaeological resource exists, that the extent of the subsurface deposits are unknown, and that archaeological excavation would be required in order to identify and determine depth of both archaeological resources.

An updated Native American consultation log illustrating FTA's most recent consultation efforts with Native American tribes, groups and individuals listed on the Native American Heritage Commission (NAHC) contact list was also submitted in your recent consultation package. Known resources of religious and cultural concern were identified through consultation, and therefore the APE was identified as being culturally sensitive.

As requested in the SHPO's April 5, 2017 letter, FTA conducted a subsurface sensitivity analysis to determine the likelihood of encountering subsurface historic-era and prehistoric archaeological deposits within the APE. The results of this subsurface sensitivity analysis concluded that there is a low potential for encountering intact subsurface historic-era archaeological deposits within the APE, and identified a large majority of the APE as having a high potential for encountering subsurface prehistoric archaeological deposits. However, the analysis was limited to a desktop analysis and Extended Phase I subsurface testing was not conducted as part of your efforts to verify the likelihood of encountering subsurface prehistoric archaeological deposits within areas identified as highly sensitive.

Your letter states that FTA will continue consultation with the SHPO on their finding of effect once an alternative has been selected. However, based on FTA's identification efforts to-date, your letter does provide information as to the *potential* for adverse effects to Site #19-001124, Site #19-002681, and as of yet identified subsurface prehistoric archaeological deposits within the APE as a result of this undertaking. FTA's

letter received on May 22, 2017 indicates that construction activities related to Alternatives 1 to 3 would require limited ground disturbing activities in the vicinity of Site #19-001124 and Site #19-002681. However, if Alternative 4 is selected, ground disturbing construction activities located adjacent and beneath the proposed alignment has the potential to adversely affect these two buried archaeological resources, and that "mitigation measures" are included in the project's Draft EIS/EIR to minimize or avoid "impacts". The results of the geoarchaeological analysis concluded ground disturbing construction activities resulting from Alternative 3 and 4 have a high potential for encountering subsurface prehistoric archaeological deposits.

FTA has requested SHPO's review and comment regarding the adequacy of identification efforts. After reviewing the information submitted with your letter, I can agree with FTA's efforts to identify historic properties for Alternatives 1 and 2 per 36 CFR § 800.4(b). However, due to the urban environment it is evident that efforts to identify and evaluate historic properties within the vertical extent of Alternatives 3 or 4 were limited. As FTA continues consultation with the SHPO on their finding of effect, please keep in mind that if Alternative 3 or 4 is selected, and if prior to the approval of the undertaking FTA cannot fully determine how the undertaking may affect Site #19-001124 and Site #19-002681 or as of yet identified subsurface prehistoric archaeological deposits, a project-level Programmatic Agreement (PA) to phase the final identification and evaluation of historic properties per 36 CFR § 800.4(b)(2) may be appropriate. It is also important to note that deferring final identification and evaluation of historic properties during archaeological monitoring of construction activities is not adequate for the purposes of Section 106. Please also refer to the ACHP's Guidance on Section 106 Agreement Documents found at <http://www.achp.gov/agreementdocguidance.html#ch2-1> for further guidance.

I look forward to continuing this consultation with you. If you have any questions, please contact Kathleen Forrest, Historian, at (916) 445-7022 or kathleen.forrest@parks.ca.gov or Alicia Perez, Archaeologist, at (916) 445-7020 or Alicia.Perez@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer



DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION

Lisa Ann L. Mangat, Director

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August 29, 2019

VIA EMAIL

Reply To: FTA_2013_0311_001

Mr. Ray Tellis, Regional Administrator
Federal Transit Administration, Region 9
90 7th Street, Suite 15-300
San Francisco, CA 94103-6701

Re: East San Fernando Valley Transit Corridor Project, Cities of Los Angeles and San Fernando, Los Angeles County, CA

Dear Mr. Tellis:

The State Historic Preservation Officer (SHPO) received the Federal Transit Administration's (FTA) letter on July 30, 2019, continuing consultation on the above-referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended), and its implementing regulations at 36 CFR § 800. The FTA included the following documentation in the package:

- *East San Fernando Valley Transit Corridor Finding of Effect Report, June 2019*
- *Draft Programmatic Agreement Among the Federal Transit Administration, The Advisory Council on Historic Preservation, and the California State Historic Preservation Officer Regarding the East San Fernando Valley Transit Corridor Project, City of Los Angeles and City of San Fernando, Los Angeles County, California*
- *East San Fernando Valley Transit Corridor Project Cultural Resources Treatment and Monitoring Plan*

The proposed light rail transit project would build 14 stations and would extend north from the Van Nuys Metro Orange Line Station, in the median of Van Nuys Boulevard for a distance of approximately 6.7 miles. At the intersection of Pinney Street and San Fernando Road, the alignment would cross San Fernando road and transition onto the Metro-owned railroad right-of-way that runs parallel to San Fernando Road and where the Antelope Valley Metrolink line currently operates. It would proceed northwest along the San Fernando railroad right-of-way for approximately 2.5 miles, terminating at the Sylmar/San Fernando Metrolink station. Overall, the line will be 9.2 miles in length.

In a previous consultation with the State Historic Preservation Officer (SHPO), the following properties were determined to be eligible for the National Register of Historic Places through a consensus determination on April 5, 2017:

- 14601-3 Aetna Street
- 130 N Brand Boulevard
 - Boy's Gymnasium
- 6353 Van Nuys Boulevard
- 8324 Van Nuys Boulevard
- 9110 Van Nuys Boulevard

The FTA also identified two archaeological sites located within the APE for the project:

- CA-LAN-1124 – the site of the circa 1874 Southern Pacific Railroad San Fernando Station. All buildings were demolished by 1982 when this site was recorded as a vacant lot. It is stated that this site is now located outside the APE and would not be affected by the Undertaking (FOE Report June 2019: page 5-27).
- CA-LAN-2681 – is a multi-component prehistoric and historic archaeological deposition site that encompasses two brick features, a concentration of historical glass (mostly bottle fragments) and a sparse number of dispersed prehistoric ground stone and flaked tools found in the trenching back dirt (FOE Report June 2019: pages 4-11 & 4-12).

The subsurface extent of archaeological site CA-LAN-2681 has not been determined, nor has it been evaluated for the NRHP. This site is located within the horizontal extent of the APE and may be located within the vertical APE of the construction footprint at this point and therefore has the potential to be directly affected by the undertaking. Construction activities will involve excavation during station construction, sidewalk widening and removal, utility relocations and relocation of the existing Pacific oil pipeline.

The FTA has applied the Criteria of Adverse Effect as outlined in 36 CFR Part 800.5 and determined that the proposed undertaking will have no adverse effect to any of the built environment properties listed above. Given the materials of the buildings and the distance from proposed construction activities, the project will not cause adverse vibration damage. In addition, all of these built environment historic properties are located in neighborhoods impacted by change over time. The construction of new stations within their vicinity will not have an adverse effect on these historic properties.

The FTA has also found that the project will have no adverse effect on CA-LAN-1124.

Finally, the FTA has found that the project could have an adverse effect on CA-LAN-2681 because its location within the APE may cause the physical destruction of, or damage to, all or part of this potential historic property. The project proposes to relocate the existing Pacific Pipeline outside of the railroad Right-of-Way. As these excavations will be deep and since the archaeological site is co-located with the pipeline, the archaeological site will most likely be affected by this proposed construction activity.

To address this concern, the FTA and Metro have prepared a draft Programmatic Agreement (PA) and a draft Cultural Resources Treatment and Monitoring Plan (CRTMP) to address phased testing, identification and NRHP evaluation, and the resolution of any potential adverse effects that may occur on Site CA-LAN-2681 (P-19-002681) should it be evaluated as a historical property. The PA and CRTMP documents have been reviewed by FTA and Metro and are provided for review, feedback and comments.

After reviewing the information submitted with your letter, I offer the following comments and questions:

- I have no objection to your finding that the project will have no adverse effect to the built environment properties listed above.
- I have no objection to your finding that the project will have no adverse effect to CA-LAN-1124 – the site of the circa 1874 Southern Pacific Railroad San Fernando Station, as it is located outside of the current APE.
- It is stated that the project proposes to relocate the existing Pacific Pipeline outside of the railroad Right-of-Way. It is unclear whether this proposed pipeline relocation alignment is included in the current overall APE and whether it has been surveyed. Please provide a map delineating the proposed pipeline relocation alignment and a summary of current identification efforts for this proposed project element.
- Both the FOE Report and the draft CRTMP reference a previous monitoring report for the initial pipeline installation project that located site CA-LAN-2861: *"Draft Final Archaeological Monitoring Along the Pacific Pipeline, 2001 [By: Judy Berryman and Craig Woodman; Science Applications International Corporation, Santa Barbara, CA] [Prepared for Pacific Pipeline Systems LLC, Long Beach, CA]*. Please provide a copy to the SHPO for use in evaluating the CRTMP.
- Does the FTA have a set of Sanborn Maps for the immediate area of the location of CA-LAN-2681 and the proposed new station? Such maps and other earlier city maps can provide information on historic activities that occurred in this area. Please provide a set of any historic maps that may be available for this location.
- Review, feedback and comments on the draft PA and CRTMP will be provided separately from this correspondence when the additional information is received.

I look forward to continuing this consultation with you. If you have any questions, please contact Natalie Lindquist, Historian, at (916) 445-7014 or Natalie.Lindquist@parks.ca.gov or Jeanette Schulz, Archaeologist at (916) 445-7031 or Jeanette.Schulz@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer



DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION

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February 14, 2020

In Reply Refer to: FTA_2013_0311_001

VIA ELECTRONIC MAIL

Mr. Ray Tellis, Regional Administrator
Federal Transit Administration, Region 9
90 7th Street, Suite 15-300
San Francisco, CA 94103-6701

Attention: Ms. Candice Hughes, Environmental Protection Specialist

Re: Section 106 Continuing Consultation: East San Fernando Valley Transit Corridor Project,
Cities of Los Angeles and San Fernando, Los Angeles County, CA

Dear Mr. Tellis:

The Federal Transit Administration (FTA) is continuing consultation on the above referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as now amended), and its most current implementing regulations at 36 CFR § 800. FTA is responding to my request for more documentation (pursuant to 36 CFR 800.11) related to identifying and evaluating archaeological site CA-LAN-002681 (P-19-002681), which was discovered during a 1998 pipe line installation project and which is within the current undertaking's Area of Potential Effects (APE). The following additional documentation is included in this submittal package:

- *Report: "Draft Final: Archaeological Monitoring Along the Pacific Pipeline, 2001 [By: Judy Berryman and Craig Woodman; Science Applications International Corporation, Santa Barbara, CA] [Prepared for Pacific Pipeline Systems LLC, Long Beach, CA] [cited as: Pacific Pipeline 2001]*
- *Supplemental Area Maps including: "Site CA-LAN-2681, Modern Aerial;" "USGS San Fernando, CA Quad Map, illustrating the Southern Pacific Railroad line in the APE location (1900);" "Site-CA-LAN-2681-USGS Pacoima CA Quad Map (1927 copy and reprinted copy 1939)" with site and project details overlaid on the 1927 copy; "USGS San Fernando, CA Quad Map (1940);" and USGS San Fernando, CA Quad Map (1953); Official Township and Range Map of Rancho San Fernando that encompasses the APE location (1881); Official Township and Range Map of Rancho San Fernando encompassing the APE location and illustrating the nearby San Fernando Mission(1899);*

The additional documentation was requested because, although archaeological site CA-LAN-002681 has been described as a "multi-component" prehistoric and historical site that encompasses two brick features, a concentration of historical glass (mostly bottle fragments) and a sparse number of dispersed prehistoric ground stone and flaked tools found in the trenching back dirt (FOE Report June 2019: pps 4-11 & 4-12), no formal National Register of Historic Places (NRHP) eligibility evaluation of the site, with a defined historic context under any of the criteria or under any of the aspects of integrity, was provided in either the draft Cultural Resources Treatment and Monitoring Plan (ICF, June 2019) or in the FOE Report (FTA June 2019).

It is therefore, unclear how, or whether, site CA-LAN-2681 qualifies as a contextually cohesive NRHP-eligible "historic property" (pursuant to 36 CFR 800.4(c) and 800.11(e)(2) & (e)(3)).

The Pacific Pipeline Report (2001) is very consistent in its description of CA-LAN-2681, identified as "Resource 35" throughout the report:

- [pg.23]: "cultural materials...found...consisted of a diffuse scatter of historic and prehistoric artifacts located immediately southwest of the Metrolink RR ROW at the Truman Street/San Fernando intersections....the exposed area was described as being very disturbed...prehistoric artifacts were within the back dirt piles only, although monitor Knight suggested that an intact prehistoric deposit could be present at a depth of 4 or more feet...a 'concentration of historic artifacts' was recorded [and] samples were recovered from the back dirt piles and from portions of the upper trench walls [about] 100 pieces of historic glass were found in back-dirt piles....All of the artifacts were discovered during and/or following trenching and during back-filling activities."
- [pg. 24]: Remnants of two brick features of unknown function were discovered near Station 4070...Additional information regarding construction techniques, height, context or possible function was not provided in the field notes.
"...no ethnohistoric period artifacts have been found and no intact village/residential deposit has been located....There is no evidence, either archaeologically or from archival documents, that the artifacts associated with Resources 35 are related to the village of *Pasknga*, or, for that matter, any other village. Because of the disturbed nature of the site context...artifacts from the ROW would have limited significance."
- [pp.42-43]: (cf. 5.0 Summary)...Resource 35..."All of the materials were recovered in disturbed fill; none of the prehistoric items were found *in situ*. Information regarding depth of the fill material was limited. Since the artifacts were found within a disturbed context, significance of the resource would be limited."
- [Appendix B-(list of Cultural Resources Identified During Construction-pg. B-8-35): "Previously recorded site (LAN-2681) was not within the PPSI right-of-way. Materials encountered during the trenching are not considered to be part of this site. Prehistoric and historic artifacts were noted with a disturbed context."

In the CRTMP (2019), Appendix A includes all the recorded DPR 523 site records for CA-LAN-2681. Mr. Albert Knight did the monitoring for the Pacific Pipeline. In his February 13, 2001 site record; under "A.14 Remarks" it is stated "*Because of the disturbed nature of the context, and the lack of other physical evidence of an ethnohistoric village deposit, this impacted area would likely be considered ineligible for listing in the National Register. Additional evaluations would be required to determine the exact boundaries and content of Resource 35 and its possible relationship to ethnohistoric resources.*"

Again, in a November 1998 Supplemental, Knight describes the deposits as "*much of this area is very disturbed, and none of the prehistoric items described here were found in situ. Prehistoric artifacts were observed ON back-dirt piles only [Sic].*"

Based on a complete review of the additional report and information in the CRTMP, it appears that site CA-LAN-2681 does not represent a contextually cohesive multi-component site with definable horizontal or vertical boundaries and does not possess any intact stratigraphy or feature associations that would relate the disparate elements to each other. The only relatively intact feature to represent site CA-LAN-2681 is the small pocket deposit of discarded bottles that was found partially intact in the trench wall. This deposit has no demonstrated associations with any buildings or datable features that would provide a historic context sufficient for research purposes. The 13 prehistoric artifacts were all recovered from random back dirt and spoils piles only and might not even be associated with each other. As such they are only isolates with no, or very limited, research potential other than to indicate that there is a very high level of archaeological sensitivity in this locale for the possible presence

Mr. Ray Tellis
February 14, 2020

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Page 3

of other unknown, buried cultural resources. The brick features do not appear to be connected to either the small bottle deposit or the prehistoric isolates.

Based on the above information, I do not agree that CA-LAN-002681 is a "multi-component site" eligible for listing in the NRHP, as it has no significance under any of the four criteria and lacks any cohesive integrity related to aspects of location, design, setting, materials, workmanship, feeling, or association. These disassociated deposits do not appear to have any identifiable stratigraphic connections.

Therefore, site CA-LAN-002681 is not a historic property for the purposes of Section 106 review. Because CA-LAN-2681 is not a historic property, I do not agree with the proposed finding of adverse effect for the overall undertaking. These cultural materials do however indicate that there may be other buried, intact resources within the defined APE

I have previously agreed that there will be no adverse effects to the five evaluated built environment properties and to site CA-LAN-001124, as it is outside the APE. I recommend that FTA reconsider its proposed finding of adverse effect as no eligible historic properties will be adversely affected by the undertaking as currently described. There is a potential for a finding of no adverse effect with conditions, pursuant to 36 CFR 800.5(b), by development of a robust Monitoring and Data Recovery Plan pursuant to 36 CFR 800.13(a)(2).

I look forward to continuing this consultation. Should there be any questions, please contact Natalie Lindquist, Historian, at (916) 445-7014 or Natalie.Lindquist@parks.ca.gov or Jeanette Schulz, Archaeologist at (916) 445-7031 or Jeanette.Schulz@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer



DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION

Lisa Ann L. Mangat, Director

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February 20, 2020

In Reply Refer to: FTA_2013_0311_001

VIA ELECTRONIC MAIL

Mr. Ray Tellis, Regional Administrator
Federal Transit Administration, Region 9
90 7th Street, Suite 15-300
San Francisco, CA 94103-6701

Attention: Ms. Candice Hughes, Environmental Protection Specialist

Re: Section 106 Continuing Consultation: East San Fernando Valley Transit Corridor Project,
Cities of Los Angeles and San Fernando, Los Angeles County, CA

Dear Mr. Tellis:

The Federal Transit Administration (FTA) is continuing consultation on the above referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as now amended), and its most current implementing regulations at 36 CFR § 800. FTA has provided a draft report related to developing a treatment and monitoring plan in the vicinity of the archaeological deposits identified as archaeological site CA-LAN-002681 (P-19-002681), which was discovered during a 1998 pipe line installation project. The site is within the current undertaking's Area of Potential Effects (APE). FTA has requested SHPO comments on this draft document. The subject treatment plan is:

- *Report: East San Fernando Valley Transit Corridor Project Cultural Resources Treatment and Monitoring Plan; June 2019. [By: S. Byrne, ICF Consulting, Los Angeles, CA] [For: W. Davis, Los Angeles County Metropolitan Authority, Los Angeles, CA] [cited as: ICF 2019]*

Although it does not appear that site CA-LAN-2681 qualifies as a contextually cohesive National Register of Historic Places (NRHP) eligible "historic property" (pursuant to 36 CFR 800.4(c)) the presence of the disassociated deposits indicate a very high level of sensitivity for other unknown, possibly intact, buried cultural resource deposits in the vicinity or at a depth deeper than four feet below ground surface (the maximum depth of the previous oil pipeline trenching). Therefore, pursuant to 36 CFR 800.13(a)(2), FTA may prepare a document to provide a process to take into account the likelihood of discovering potential historic properties and resolving any adverse effects that may occur during implementation of the undertaking.

In that regard, although the current draft treatment plan (ICF 2019) is no longer relevant because it is based on a differently proposed process, after review, the following comments are offered as guidance related to substantially revising it or preparing a new monitoring and data recovery plan:

1. **2.2.2.3 History (pg. 20):** The establishment of Mission San Fernando is summarized in a single paragraph without mentioning that the project APE falls within its historic land holdings and agricultural field system. The mission itself is less than three miles away in a south-westerly direction and the associated historic ruins (circa 1800) of the Mission Wells and Settling Basin and Spring is less than a 1000 feet to the west; the Wells are designated as Los Angeles Historic-Cultural Monument Number 50 (Sylmar, CA).

It is known that the spring was utilized by Native American groups before development of the mission system and the site probably represents prehistoric use as numerous small villages are in the locale, indicating it is an area of long settlement.

2. **2.3 Research Focus/Research Domains (pp.22-25):** One of three broad research themes listed is: "*The influence of Spanish missionaries, Mexican ranchers, and American traders on local land use and site development*" yet nowhere in the following sub-list of specific research topics is this theme specifically addressed. There are multiple, well-developed archaeological research reports based on this increasingly important theme in the research literature for the Los Angeles Basin. Given the proximity of Mission San Fernando and the Wells, omission of this specific topic and related questions and data needs is puzzling.
3. **2.5 Feature Identification and Archaeological Testing (pg. 27-ff):** It is unclear whether Archaeological and Native American monitoring will occur along the entire 10 mile length of the proposed linear project corridor or if efforts will be focused only in the vicinity of identified site CA-LAN-002681. Given that other project construction components will exceed the circa four foot depth of the previous oil pipeline trenching, consideration should be given to developing a strategy to include monitoring provisions for all areas of the project that exceed the previous four foot depth or which are outside the pipeline alignment corridor but within the APE. Please clarify how monitoring will be incorporated into the entire project APE.
4. **2.5.3.1 Geo Probes and 2.5.3.2 Backhoe Trenches (pp. 29-30):** Geo-testing for the potential for archaeological buried deposits can be an efficient way to direct efforts to recover such buried deposits. It is unclear why backhoe trenches or hand excavated units will then be used to further expose deposits. Backhoe trenches and hand-excavation in disturbed urban deposits may not be the most efficient way to expose buried deposits within the area of direct impact of the APE. Because stratigraphy and features are most usually found in the side-walls of a narrow backhoe trench, features and stratigraphy are often difficult to identify in a disturbed context. Also, due to safety concerns and visibility limits, trenching much below four feet may not be a feasible way to examine deeper deposits. Since construction excavation will be needed to reach the required depths for building the various project components, has consideration been given to incorporate construction excavation needs by utilizing laser-leveled graders to do a broad exposure scraping of the entire area of direct impact in predetermined layers. After each pass, the monitors would be able to examine the soil surface for evidence of features in both horizontal and vertical exposure. Areas of concern could then be hand-excavated to efficiently expose the feature while work continues elsewhere. At the end of the monitoring phase, the ground surface will be at the required construction level. This standard method can provide efficiencies in phasing, scope and time.

Please consider the above comments during preparation of any revised documents for this undertaking. I look forward to continuing this consultation. Should there be any questions, please contact Natalie Lindquist, Historian, at Natalie.Lindquist@parks.ca.gov or phone (916) 445-7014 or Jeanette Schulz, Archaeologist at Jeanette.Schulz@parks.ca.gov or phone (916) 445-7031.

Sincerely,



Julianne Polanco
State Historic Preservation Officer



DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION

Armando Quintero, Director

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October 19, 2020

VIA EMAIL

FTA_2013_0311_001

Ray Tellis, Regional Administrator
Federal Transit Administration, Region IX
Los Angeles Office
888 South Figueroa Street, Suite 440
Los Angeles, CA 90017-5467

RE: Continuing Section 106 Consultation for the East San Fernando Valley Project, Los Angeles, California

Dear Mr. Tellis:

The Federal Transit Administration (FTA) is continuing consultation on the above referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as now amended), and its most current implementing regulations at 36 CFR § 800. The FTA is responding to the SHPO's letter of February 14, 2020. The FTA submitted the following additional documents:

- *East San Fernando Valley Transit Corridor Finding of Effect*
- *East San Fernando Valley Transit Corridor Cultural Resources Monitoring and Data Recovery Plan (CRMDRP)*

Based on a reevaluation of the site CA-LAN-002681 from the additional documentation report: "Draft Final: Archaeological Monitoring Along the Pacific Pipeline, 2001 [By: Judy Berryman and Craig Woodman; Science Applications International Corporation, Santa Barbara, CA] [Prepared for Pacific Pipeline Systems LLC, Long Beach, CA] and Supplemental Area Maps including: "Site CA-LAN-2681, Modern Aerial" the FTA determined through review and State Historic Preservation Officer's (SHPO) comments that the site does not represent a "multi-component" prehistoric and historical site, given the lack of association of historic deposits, and the disturbed nature and context of the prehistoric archaeological isolates. Per SHPO's recommendation, the FTA has determined that the site is not a historic property for the purposes of Section 106. The site vicinity does maintain increased sensitivity for intact buried prehistoric deposits (below the depth of previous disturbance of 4 feet below surface). The FTA found that the undertaking will have No Adverse Effect with conditions (preparation of a CRMDRP). FTA requests the SHPO concurrence of a Finding of No Adverse Effect with conditions pursuant to 36 CFR 800.5(b). SHPO concurred with a Finding of No Adverse Effect to built environment historic properties within the APE on August 29, 2019.

Based on review of the submitted documentation the SHPO has the following comments:

- The SHPO does not object to the FTA's finding of no adverse effect with conditions for this undertaking.
- The SHPO does have the following comments regarding the CRMDRP:
 - Pg. 2-2 just above Sec. 2.2 header: "As a result of the detailed review, SHPO finds..." change to clarify that FTA is making the Determination of Eligibility with SHPO concurrence.
 - Pg. 3-7 Section 2.2.2: what happens if the archaeological and Native American monitor disagree? Is there an FTA archaeologist or someone else at the Federal Agency they can appeal to?
 - Pg. 3-8 Section 2.2.5: FTA should be making final decision about dispute resolutions not LACMTA.
 - Pg. 3-9 Section 3.3.1: bottom of first paragraph on the page, "Notifications will not be made for...transportation infrastructure, sidewalks..."-it is not appropriate to exclude transportation infrastructure and sidewalks from evaluation for the National Register. These elements should be considered on a case-by-case basis.
 - Pg. 3-11 Section 3.3.2.2: "The Consulting Parties will review and respond per the stipulations of the PA"- FTA should revise the document to remove references to the PA. List specific timeframes per 36 CFR 800.13
 - Cultural materials awareness/cultural resources sensitivity training for construction crews prior to construction activities should be added to the CRMDRP since the FTA is not having archaeological/Native American monitoring across the project area, but only within 50 feet of the two known sites, unless there is a strong argument for why inadvertent discoveries are not likely (shallowness of project excavations as compared to previous disturbances).

If you have any questions, please contact State Historian Natalie Lindquist or at Natalie.Lindquist@parks.ca.gov or Associate State Archaeologist Alicia Perez at Alicia.Perez@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

Notice of Preparation

February 28, 2013

To: Reviewing Agencies
Re: East San Fernando Valley Transit Corridor
SCH# 2013021064

Attached for your review and comment is the Notice of Preparation (NOP) for the East San Fernando Valley Transit Corridor draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.


Please direct your comments to:

Walt Davis
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 99-22-3
Los Angeles, CA 90012

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,


Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report State Clearinghouse Data Base

SCH# 2013021064
Project Title East San Fernando Valley Transit Corridor
Lead Agency Los Angeles County

Type NOP Notice of Preparation

Description The project would involve transit improvements along Sepulveda Blvd. and/or Van Nuys Blvd. between Ventura Blvd. on the southern end and the Sylmar/San Fernando Metrolink station on the northern end. Two build alternatives, a transportation system management (TSM) alternative, and a no-build alternative are being evaluated. The build alternatives include light rail transit (LRT) and bus rapid transit (BRT). The TSM alternative would upgrade existing bus service in the study area without the high-cost investment in a dedicated right-of-way. The LRT alternative would run 11.2 miles, primarily along Van Nuys Blvd. on a dedicated median guideway. The BRT alternative would operate for 9.4 miles within a dedicated busway and as much as 2.6 miles in mixed-flow traffic along San Fernando Rd. and optionally along Van Nuys Blvd. and Sepulveda Blvd.

Lead Agency Contact

Name Walt Davis
Agency Los Angeles County Metropolitan Transportation Authority
Phone 213 922 3079 **Fax**
email
Address One Gateway Plaza, 99-22-3
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets Van Nuys/Sepulveda Boulevard between Ventura Boulevard and San Fernando Road
Lat / Long 34° 11' 4.7" N / 118° 26' 55.4" W
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways Hwy 405, 101, 5, 118, 210
Airports Van Nuys and Whiteman
Railways Metrolink, Amtrak
Waterways LA River, Pacoima Diversion Channel and Wash
Schools Various LAUSD
Land Use Transportation right-of-way

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Public Services; Recreation/Parks; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Native American Heritage Commission; CA Department of Public Health; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4; Santa Monica Mountains Conservancy; San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy

Date Received 02/28/2013 **Start of Review** 02/28/2013 **End of Review** 03/29/2013

NOP Distribution List

- Resources Agency
- Resources Agency Nadell Gayou
- Dept. of Boating & Waterways Nicole Wong
- California Coastal Commission Elizabeth A. Fuchs
- Colorado River Board Gerald R. Zimmerman
- Dept. of Conservation Elizabeth Carpenter
- California Energy Commission Eric Knight
- Cal Fire Dan Foster
- Central Valley Flood Protection Board James Herota
- Office of Historic Preservation Ron Parsons
- Dept of Parks & Recreation Environmental Stewardship Section
- California Department of Resources, Recycling & Recovery Sue O'Leary
- S.F. Bay Conservation & Dev't. Comm. Steve McAdam
- Dept. of Water Resources Agency Nadell Gayou
- Fish & Wildlife Region 1E Laurie Harnsberger
- Fish & Wildlife Region 2 Jeff Drongesen
- Fish & Wildlife Region 3 Charles Armor
- Fish & Wildlife Region 4 Julie Vance
- Fish & Wildlife Region 5 Leslie Newton-Reed
- Fish & Wildlife Region 6 Gabriela Gatchel
- Fish & Wildlife Region 6 I/M Brad Henderson
- Dept. of Fish & Wildlife M George Isaac
- Marine Region
- Food & Agriculture Sandra Schubert
- Dept. of Food and Agriculture Ron Parsons
- Dept. of General Services Public School Construction
- Dept. of General Services Anna Garbeff
- Dept. of Public Health Jeffery Worth
- Dept. of Health/Drinking Water Steve McAdam
- Delta Stewardship Council Kevan Samsam
- Delta Protection Commission Michael Machado
- Cal EMA (Emergency Management Agency) Dennis Castrillo

- Native American Heritage Comm. Debbie Treadway
- Public Utilities Commission Leo Wong
- Santa Monica Bay Restoration Guangyu Wang
- State Lands Commission Jennifer Deteong
- Tahoe Regional Planning Agency (TRPA) Cherry Jacques
- Caltrans, District 8 Dan Kopulsky
- Caltrans, District 9 Gayle Rosander
- Caltrans, District 10 Tom Dumas
- Caltrans, District 11 Jacob Armstrong
- Caltrans, District 12 Marlon Regisford
- Air Resources Board Philip Crimmins
- Airports/Energy Projects Jim Lerner
- Transportation Projects Douglas Ito
- Industrial Projects Mike Tollstrup
- State Water Resources Control Board
- Regional Programs Unit Division of Financial Assistance
- State Water Resources Control Board Student Intern, 401 Water Quality Certification Unit Division of Water Quality
- State Water Resources Control Board Phil Crader
- Dept. of Toxic Substances Control CEQA Tracking Center
- Department of Pesticide Regulation CEQA Coordinator
- Caltrans, District 1 Rex Jackman
- Caltrans, District 2 Marcelino Gonzalez
- Caltrans, District 3 Gary Arnold
- Caltrans, District 4 Erik Alm
- Caltrans, District 5 David Murray
- Caltrans, District 6 Michael Navarro
- Caltrans, District 7 Dianna Watson
- Business, Trans. & Housing Caltrans - Division of Aeronautics
- Caltrans - Planning Terri Pencovic
- California Highway Patrol Suzann Ikeuchi
- Office of Special Projects
- Housing & Community Development CEQA Coordinator Housing Policy Division
- Dept. of Transportation Caltrans, District 1
- Caltrans, District 2
- Caltrans, District 3
- Caltrans, District 4
- Caltrans, District 5
- Caltrans, District 6
- Caltrans, District 7

- Regional Water Quality Control Board (RWQCB)
- RWQCB 1 Cathleen Hudson North Coast Region (1)
- RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
- RWQCB 3 Central Coast Region (3)
- RWQCB 4 Teresa Rodgers Los Angeles Region (4)
- RWQCB 5S Central Valley Region (5)
- RWQCB 5F Central Valley Region (5) Fresno Branch Office
- RWQCB 5R Central Valley Region (5) Redding Branch Office
- RWQCB 6 Lahontan Region (6)
- RWQCB 6V Lahontan Region (6) Victorville Branch Office
- RWQCB 7 Colorado River Basin Region (7)
- RWQCB 8 Santa Ana Region (8)
- RWQCB 9 San Diego Region (9)
- Other

Sanita Monica Waters & Conservancy
 San Gabriel / Cal River

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

2013 02 10 64

Project Title: East San Fernando Valley Transit Corridor

Lead Agency: Los Angeles County Metropolitan Transportation Authority Contact Person: Walt Davis
Mailing Address: One Gateway Plaza, 99-22-3 Phone: (213) 922-3079
City: Los Angeles Zip: 90012 County: Los Angeles

Project Location: County: Los Angeles City/Nearest Community: Los Angeles
Cross Streets: Van Nuys/Sepulveda Boulevards between Ventura Boulevard and San Fernando Road Zip Code: 91401/91414
Longitude/Latitude (degrees, minutes and seconds): 34 11 4.7 N / 118 26 55.4 W Total Acres:
Assessor's Parcel No.: N/A - transportation right-of-way Section: Twp.: Range: Base:
Within 2 Miles: State Hwy #: 405,101,5,118, 210 Waterways: LA River, Pacoima Diversion Channel and Wash
Airports: Van Nuys and Whiteman Railways: Metrolink, Amtrak Schools: Various LAUSD

Document Type:

CEQA: [X] NOP [] Draft EIR [] Supplement/Subsequent EIR [] NOI [] Joint Document
[] Early Cons [] Neg Dec [] Mit Neg Dec [] Other: [] Final Document [] Other:
RECEIVED FEB 28 2013

Local Action Type:

[] General Plan Update [] Specific Plan [] Annexation
[] General Plan Amendment [] Master Plan [] Redevelopment
[] General Plan Element [] Planned Unit Development [] Use Permit [] Coastal Permit
[] Community Plan [] Site Plan [] Land Division (Subdivision, etc.) [X] Other: Transportation
STATE CLEARING HOUSE

Development Type:

[] Residential: Units Acres
[] Office: Sq.ft. Acres Employees [X] Transportation: Type Transit corridor
[] Commercial: Sq.ft. Acres Employees [] Mining: Mineral
[] Industrial: Sq.ft. Acres Employees [] Power: Type MW
[] Educational: [] Waste Treatment: Type MGD
[] Recreational: [] Hazardous Waste: Type
[] Water Facilities: Type MGD [] Other:

Project Issues Discussed in Document:

[X] Aesthetic/Visual [X] Fiscal [X] Recreation/Parks [] Vegetation
[] Agricultural Land [X] Flood Plain/Flooding [] Schools/Universities [X] Water Quality
[X] Air Quality [] Forest Land/Fire Hazard [] Septic Systems [X] Water Supply/Groundwater
[X] Archeological/Historical [X] Geologic/Seismic [] Sewer Capacity [X] Wetland/Riparian
[X] Biological Resources [X] Minerals [] Soil Erosion/Compaction/Grading [X] Growth Inducement
[] Coastal Zone [X] Noise [] Solid Waste [X] Land Use
[X] Drainage/Absorption [] Population/Housing Balance [X] Toxic/Hazardous [X] Cumulative Effects
[X] Economic/Jobs [X] Public Services/Facilities [X] Traffic/Circulation [] Other:

Present Land Use/Zoning/General Plan Designation:

Transportation right-of-way

Project Description: (please use a separate page if necessary)

The project would involve transit improvements along Sepulveda Blvd. and/or Van Nuys Blvd. between Ventura Blvd. on the southern end and the Sylmar/San Fernando Metrolink station on the northern end. Two build alternatives, a transportation system management (TSM) alternative, and a no-build alternative are being evaluated. The build alternatives include light rail transit (LRT) and bus rapid transit (BRT). The TSM alternative would upgrade existing bus service in the study area without the high-cost investment in a dedicated right-of-way. The LRT alternative would run 11.2 miles, primarily along Van Nuys Blvd. on a dedicated median guideway. The BRT alternative would operate for 9.4 miles within a dedicated busway and as much as 2.6 miles in mixed-flow traffic along San Fernando Rd. and optionally along Van Nuys Blvd. and Sepulveda Blvd.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft documents) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

- | | |
|---|---|
| <input checked="" type="checkbox"/> Air Resources Board | <input checked="" type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Emergency Management Agency | <input checked="" type="checkbox"/> Parks & Recreation, Department of |
| <input checked="" type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input checked="" type="checkbox"/> Caltrans District # <u>7</u> | <input checked="" type="checkbox"/> Public Utilities Commission |
| <input checked="" type="checkbox"/> Caltrans Division of Aeronautics | <input checked="" type="checkbox"/> Regional WQCB # <u>4</u> |
| <input checked="" type="checkbox"/> Caltrans Planning | <input type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input type="checkbox"/> Resources Recycling and Recovery, Department of |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy | <input type="checkbox"/> S.F. Bay Conservation & Development Comm. |
| <input type="checkbox"/> Coastal Commission | <input checked="" type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Conservation, Department of | <input checked="" type="checkbox"/> Santa Monica Mtns. Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of | <input type="checkbox"/> SWRCB: Water Quality |
| <input checked="" type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input checked="" type="checkbox"/> Fish & Game Region # <u>5</u> | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Food & Agriculture, Department of | <input checked="" type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> Forestry and Fire Protection, Department of | <input checked="" type="checkbox"/> Water Resources, Department of |
| <input checked="" type="checkbox"/> General Services, Department of | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Health Services, Department of | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Housing & Community Development | |
| <input checked="" type="checkbox"/> Native American Heritage Commission | |

Local Public Review Period (to be filled in by lead agency)

Starting Date March 1, 2013 Ending Date May 6, 2013

Lead Agency (Complete if applicable):

Consulting Firm: <u>ICF International</u>	Applicant: <u>LACMTA</u>
Address: <u>601 W. 5th Street, Suite 900</u>	Address: <u>One Gateway Plaza, Mail Stop 99-22-3</u>
City/State/Zip: <u>Los Angeles, CA 90071</u>	City/State/Zip: <u>Los Angeles, CA, 90012</u>
Contact: <u>Paulette Franco</u>	Phone: <u>(213) 922-3079</u>
Phone: <u>(213) 312-1753</u>	

Signature of Lead Agency Representative: *Neil P. ...* Date: 2-27-2013

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF TRANSPORTATION PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-9140
FAX: (213) 897-1337



*Flex your power!
Be energy efficient!*

May 6, 2013

Mr. Walt Davis,
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop, 99-22-3
Los Angeles, CA, 90012

Re: East San Fernando Valley Transit Corridor
Notice of Preparation (NOP) of Draft EIR
SCH # 2013021064, IGR#130141/EA
Vic. LA/101/PM 15.79, LA/ 5/PM45.09

Dear Mr. Davis:

The California Department of Transportation (Caltrans) has received the notice of preparation of a Draft Environmental Impact Report (DEIR) for East San Fernando Valley Transit Corridor project. The project may involve a Transportation System Management (TSM) alternative, a Light Rail Transit (LRT) alternative, or a Bus Rapid Transit Alternative. The proposed alignment would extend along Van Nuys Boulevard from Ventura Boulevard to San Fernando Road, then north along San Fernando Road to the Metrolink Station at Sylmar/San Fernando.

Caltrans supports Metro's effort to improve mobility in the eastern San Fernando Valley and provide a reliable alternate mode of transportation. The Environmental Impact Report should provide an analysis of projected benefits of the various alternatives over existing conditions. The alternative with the most benefits in time savings, reliability, and safety would be more attractive and may be more likely to cause the desired mode shift.

As the agency with jurisdiction over operations and maintenance of freeway facilities serving the East San Fernando Valley, Caltrans requests Metro's cooperation in the analysis and mitigation of potential impacts to those facilities. Proposed alignments for the LRT and BRT alternatives would cross US-101, I-5, and SR-118. Caltrans requests early coordination for any modifications on or affecting state right-of-way which will require an encroachment permit.

In an effort to fully evaluate the project's overall impact on the State transportation system a traffic analysis is required. The traffic study should include, but not be limited to:

1. An evaluation of impacts related to transit stations and parking facilities on nearby freeway interchanges US-101/Van Nuys Boulevard, I-5/Van Nuys Boulevard, and SR-118/San Fernando Road.
2. Caltrans requests that nearby freeway off-ramps be analyzed to determine whether existing storage capacity would be adequate to accommodate projected vehicle queues.

Mr. Walt Davis
May 6, 2013
Page 2 of 2

3. At stations and parking lots near freeway ramp intersections where pedestrian activity is anticipated, Caltrans requests that the freeway ramp intersection be analyzed for pedestrian adequacy, safety, and compliance with the American with Disabilities Act (ADA).
4. Include presentations of assumptions and methods used to develop trip generation, trip distribution, trip assignments, and choice of travel mode. Travel modeling should be consistent with other regional and local modeling forecasts and travel data.
5. Include all traffic volumes including, the existing traffic, traffic generated from the proposed project, cumulative traffic from all future projects that have been approved, cumulative traffic from projects in the area that have not been but are likely to be approved, and traffic from future growth.
6. Analysis of AM, and PM peak-hour volumes for both existing and future conditions in the affected area. Level of Service should be specified (HCM2000 methodology is requested). Future conditions would include build-out of all projects and any plan-horizon years.
7. A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts, including a plan of mitigation measures under the control of the lead agency, project sponsors, or specification percent shares of the costs for various mitigation actions undertaken by other agencies. This discussion should include a description of transportation infrastructure improvements, financial costs, funding sources, sequence and scheduling considerations, implementation responsibilities, and a mitigation monitoring plan.

For additional information on the preparation of the traffic study, please refer the traffic consultant to Caltrans' Guide for the Preparation of Traffic Impacts Studies website:
www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

The lead agency is required to comply with Los Angeles County Congestion Management Program (CMP) standards and thresholds of significant. However, Caltrans does not consider the Los Angeles County's CMP criteria alone to be adequate for the analysis of transportation impacts pursuant to a CEQA review. The CMP does not adequately address cumulative transportation impacts and does not analyze for safety, queuing problems, or delay. Caltrans' Guide directs preparers of traffic impact analysis to consult with the local District as early as possible to determine the appropriate requirements and criteria of significance to be used in the traffic impact analysis.

If you have any questions regarding these comments or wish to schedule a meeting, you may contact Elmer Alvarez, project coordinator at (213) 897 – 6696. Please refer to Caltrans IGR #121137/EA.

Sincerely,



DIANNA WATSON
IGR/CEQA Program Manager

cc: Scott Morgan, State Clearinghouse

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-0362
FAX (213) 897-0360
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

November 17, 2020

Mr. Walter Davis
Project Manager
Metro
One Gateway Plaza, M/S 99-22-3
Los Angeles, CA 90012

07-LA-05, 118
PM: 38.5, R12.4
EA: 36990
E-FIS: 0720000028

Dear Mr. Davis,

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the Final EIR/EIS for the East San Fernando Valley Transit Corridor (ESFVTC) Project prepared by the Los Angeles County Metropolitan Transportation Authority (Metro). The Locally Preferred Alternative (LPA) consists of a 9.2-mile median-running at-grade light rail transit (LRT) system and 14 stations within the eastern San Fernando Valley. Under the LPA, the LRT would be powered by an electrified overhead contact system (OCS) and travel 2.5 miles along the Metro-owned right-of-way used by the Antelope Valley Metrolink line and Union Pacific Railroad (on San Fernando Road) from the Sylmar/San Fernando Metrolink Station south to Van Nuys Boulevard. As the LPA approaches Van Nuys Boulevard it would transition to and operate in a median dedicated guideway on the boulevard for approximately 6.7 miles south to the Van Nuys Metro Orange Line Station.

The project will require encroachment permits as the alignment intersects the State right of way at two locations: I-5 post mile 38.5 and SR-118 post mile R12.4. In an effort to advance coordination efforts, Caltrans has reviewed the Final EIR/EIS at these two locations and presents the following comments to Metro for consideration in this project's development.

Traffic

- The LRT alignment on Van Nuys Boulevard will require intersections adjacent to the freeway to be closed off, left-hand turn access will be restricted, and the on/off-ramps at Van Nuys Blvd for I-5 may be impacted. Careful coordination between Caltrans and Metro during the final design phase will be required to ensure these traffic access changes are addressed and determine if mitigation is needed.

Visual Resources

- The visual impact from the highway user point of view has not been analyzed and should be considered.
- Figure 4.5-12 and Figure 4.5-13 appear to be the same and it is not clear what is being demonstrated by their use.
- Figure 4.5-16 and Figure 4.5-17 appear to be the same location but are labeled differently.

Mr./Ms./Honorable Full Name

Date

Page 2

Hazardous Waste

- Add the following statement 'and to prevent contribution to and exacerbation of existing contamination' to the end of "MM-HAZ-6: A Contaminated Soil/Groundwater Management Plan shall be prepared during final design that describes appropriate methods and measures to manage contamination encountered during construction."
- With the performance of the Phase I Environmental Site Assessment and Site Investigation, the hazardous substances and petroleum product sites that will impact design and construction should be identified.

Thank you for the opportunity to comment on this important transportation project. We look forward to the ongoing coordination between our agencies to establish a more effective permit application process. If you have any questions about this letter, please contact Vanessa Velasco, Associate Environmental Planner at Vanessa.velasco@dot.ca.gov.

Sincerely,



RON KOSINSKI

Deputy District Director

Division of Environmental Planning

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
ds_nahc@pacbell.net
www.nahc.ca.gov
(916) 657-5390 - Fax



March 4, 2013

Mr. Walt Davis, Project Planner

Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza, 99-22-3
Los Angeles, CA 90012

RE: SCH# 2013021064 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) –
"East San Fernando Valley Transit Corridor Project;" located in the Van
Nuys/Sepulveda Boulevards between Ventura Boulevard and San Fernando Road; Los Angeles
County, California

Dear Mr. Davis:

The Native American Heritage Commission (NAHC) has reviewed the CEQA Notice regarding the above referenced project. In the 1985 Appellate Court decision (170 Cal App 3rd 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites.

The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064(b)). To adequately comply with this provision and mitigate project-related impacts on archeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a record search to determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources, which we know that it has.
 - The NAHC recommends that known cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report.
- ✓ If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.
- ✓ Contact has been made to the the Native American Heritage Commission for:
 - A Sacred Lands File Check, and cultural resources have been identified to your agency.
 - A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter.
 - Lack of surface evidence of archeological resources does not preclude their subsurface existence once ground-breaking activity begins. If that occurs, the NAHC suggests that inadvertent discoveries be coordinated with the NAHC;

NATIVE AMERICAN HERITAGE COMMISSION

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(916) 657-5390 - Fax



Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.

- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,


Dave Singleton
Program Analyst
(916) 653-6251

CC: State Clearinghouse

Attachment: Native American Contacts list

**Native American Contacts
Los Angeles County
March 4, 2013**

Beverly Salazar Folkes

1931 Shadybrook Drive
Thousand Oaks, CA 91362
805 492-7255
(805) 558-1154 - cell

Chumash
Tataviam
Fernandeño

**San Fernando Band of Mission Indians
John Valenzuela, Chairperson**

P.O. Box 221838
Newhall, CA 91322
tsen2u@hotmail.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax

Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

Fernandeno Tataviam Band of Mission Indians

Ronnie Salas, Cultural Preservation Department
1019 - 2nd Street, Suite #1

San Fernando CA 91340
rortega@tataviam-nsn.gov

(818) 837-0794 Office

(818) 837-0796 Fax

Fernandeno
Tataviam

Randy Guzman - Folkes

6471 Cornell Circle
Moorpark, CA 93021
ndnRandy@yahoo.com
(805) 905-1675 - cell

Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui

LA City/County Native American Indian Comm

Ron Andrade, Director

3175 West 6th St, Rm. 403
Los Angeles, CA 90020

randrade@css.lacounty.gov

(213) 351-5324

(213) 386-3995 FAX

Tongva Ancestral Territorial Tribal Nation

John Tommy Rosas, Tribal Admin.

Private Address

Gabrielino Tongva

tattnlaw@gmail.com

310-570-6567

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013021064; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the East San Fernando Valley Transit Corridor; located in the Van Nuys/Sepulveda Boulevards between Ventura Boulevard and San Fernando Road; Los Angeles County, California.

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 FAX



March 17, 2016

Stephen Bryne
ICF International

Sent via e-mail: Stephen.bryne@icfi.com
Number of pages: 3

RE: Proposed East San Fernando Valley Transit Corridor Project, San Fernando and Van Nuys USGS
Quadrangles, Los Angeles County, California

Dear Mr. Bryne:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent above reference codes is to mitigate impacts to tribal cultural resources, as defined, for California Environmental Quality Act (CEQA) projects.

As of July 1, 2015, Public Resources Code Sections 21080.3.1 and 21080.3.2 require public agencies to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose mitigating impacts to tribal cultural resources:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.3.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.3.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
 - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and
 - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission! A search of the SFL was completed for the USGS quadrangle information provided with negative results.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

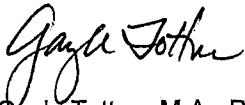
Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,



Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

**Native American Heritage Commission
Tribal Consultation List
Los Angeles County
March 17, 2016**

Soboba Band of Luiseno Indians
Rosemary Morillo, Chairperson; Attn: Carrie Garcia
P.O. Box 487 Luiseno
San Jacinto , CA 92581 Cahuilla
carrieg@soboba-nsn.gov
(951) 654-2765

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 Gabrielino Tongva
Los Angeles , CA 90012
sgoad@gabrielino-tongva.com
(951) 807-0479

Fernandeno Tataviam Band of Mission Indians
Rudy Ortega Jr., President
1019 2nd Street Fernandeno
San Fernando , CA 91340 Tataviam
(818) 837-0794 Office

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
(562) 761-6417 Voice/Fax

Barbareno/Ventureno Band of Mission Indians
Julie Lynn Tumamait-Stennslie, Chair
365 North Poli Ave Chumash
Ojai , CA 93023
jtumamait@hotmail.com
(805) 646-6214

Gabrielino-Tongva Tribe
Linda Candelaria, Co-Chairperson
1999 Avenue of the Stars, Suite 1100
Los Angeles , CA 90067
Gabrielino
(626) 676-1184 Cell

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838 Fernandefio
Newhall , CA 91322 Tataviam
tsen2u@hotmail.com Serrano
Vanyume
Kitanemuk
(760) 885-0955 Cell

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393
Covina , CA 91723
gabrielenoindians@yahoo.com Gabrielino
(626) 926-4131

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 483-3564 Cell

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list applicable only for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed East San Fernando Valley Transit Corridor Project, San Fernando and Van Nuys USGS Quadrangles, Los Angeles County, California.

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834

**(Electronically Transmitted – No hard copy will follow)**

October 27, 2017

Mr. Walter Davis
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 99-22-3
Los Angeles, CA 90012

**Subject: East San Fernando Valley Transit Corridor Study Project - Draft
Environmental Impact Statement/ Environmental Impact Report**

Dear Mr. Davis:

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) and rail transit projects in California. All rail fixed guideway systems are subject to the Commission's Safety Oversight Program requirements. Safety Certification Plan approval is required for rail transit projects to be placed in revenue service. The California Public Utilities Code requires Commission approval for construction or alteration of crossings and grants the Commission exclusive power on design, alteration, and/or closure of crossings in California. The Commission's Rail Transit Safety Branch (RTSB) will review rail transit project matters and the Rail Crossings Engineering Branch (RCEB) will review rail crossing matters. The Commission is aware of the *Draft Environmental Impact Statement/ Environmental Impact Report* currently circulating for review from Los Angeles Metropolitan Transportation Authority (Metro) and the Federal Transit Administration (FTA), who are the lead agencies for the proposed East San Fernando Valley Corridor Study Project.

According to the March 2013 – May 2013 DEIS/DEIR scoping period, many comments reflected a strong preference for Light Rail Transit (LRT), support for bicycle facilities, and opposition to a dedicated guideway south of the Metro Orange Line (MOL). As a result of the alternative screening process and feedback received during the public scoping period, a curb-running BRT, median-running BRT, median-running Low-Floor LRT/Tram, and a median-running LRT, were identified as the four build alternatives, along with the Transportation Systems Management (TSM) and No-Build Alternatives to be carried forward for analysis in the current August 2017 DEIS/DEIR. Per the August 2017 DEIS/DEIR, Metro is also considering a phased approach for the development of the East San Fernando Valley Corridor in coordination with other planned transit projects in the southern end of the Corridor. Under this scenario, exclusive bus and/or rail guideways would be constructed between the MOL and San Fernando Road over a distance of 6.7 miles. Metro and the FTA, in coordination with the cities of Los Angeles and San Fernando, are evaluating the feasibility of a major mass transit project that would operate in the center or curb-lane along Van Nuys Blvd. from Van Nuys MOL Station north to San Fernando Road, where it would

proceed northwest along San Fernando Road to the Sylmar/San Fernando Metrolink Station – a distance of 9.2 miles.

If either one of the Rail Alternatives, median-running Low-Floor LRT/Tram or median-running LRT, is chosen as the Locally Preferred Alternative, the East San Fernando Valley Corridor Study Project will be subject to a number of rules and regulations involving the Commission. These may include, but not limited to:

- California Public Utilities Code, Sections 1201 et al, which requires Commission authority to construct rail crossings
- California Public Utilities Code, Sections 2111, 2112, 99152; rail transit safety
- Commission’s Rules of Practice and Procedure, which details the Formal Application process for construction or modification of a public crossing

The design criteria of the proposed project must comply with Commission General Orders (GOs), such as:

- GO 26-D, Clearances on railroads and street railroads as to side and overhead structures, parallel tracks and crossings
- GO 72-B, Construction and maintenance of crossings – standard types of pavement construction at railroad grade crossings
- GO 75-D, Warning devices for at-grade railroad crossings,
- GO 88, Rules for altering public highway-rail crossings
- GO 95, Overhead electric line construction
- GO 118-A, Construction, reconstruction and maintenance of walkways and control, of vegetation adjacent to railroad tracks
- GO 128, Construction or Underground and Electrical Supply and Communication
- GO 143-B, Design, Construction and Operation Safety Rules and Regulations Governing Light-Rail Transit
- GO 164-D, Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems

The project must ensure compliance with federal regulations including:

- 49 CFR Part 659, Rail Fixed Guideway Systems: State Safety Oversight

The following link provides resources on the Commission’s rules and regulations in regard to rail safety:

<http://www.cpuc.ca.gov/PUC/safety/Rail/>

A proposed project consisting of a rail alternative (Alternative 3 or 4) would disrupt the heavily used roadway network surrounding the densely populated Los Angeles communities of Van Nuys, Panorama City, Arleta and Pacoima, as well as the City of San Fernando. The August 2017 DEIS/DEIR identifies significant and unavoidable impacts to Traffic resulting from reductions in roadway capacity due to conversion of existing motor vehicle lanes to accommodate either rail alternative. In addition, mitigation measures such as lane configuration changes that would increase capacity of the roadways or restrictions in allowable turning movements were considered infeasible due to right-of-way constraints or secondary effects to upstream and downstream locations. This finding is disturbing since

restricting left turn movements at intersections across rail tracks is a common mitigation measure to reduce vehicle-train collisions.

Experience has shown that Street-running or center median LRT configurations present more problematic interaction between vehicles and Light Rail Trains, usually resulting in vehicle-train collisions, such as are currently experienced along the Metro Blue Line's Washington Boulevard segment and the street-running segment in downtown Long Beach. Vehicle-trains collisions also occur on street-running portions of Metro's Eastside Gold Line, as well as the new Expo Line's Colorado Boulevard segment.

The August 2017 DEIS/DEIR also identifies significant and unavoidable impacts to Safety and Security. These impacts directly affect pedestrians and bicyclists due to narrowing of sidewalks and elimination of bike lanes. Also affected would be emergency vehicle response times due to turn restrictions and increased congestion resulting from the removal of mixed-flow vehicular travel lanes. These significant and unavoidable impacts to pedestrians and bicyclists will be compounded by the addition of an LRT crossing at every roadway intersection on the alignment of either rail alternative (Alternative 3 or 4).

If a Rail Alternative is selected, Commission staff recommends additional evaluation of extending underground segments in order to mitigate the significant and unavoidable impacts to Traffic, Safety and Security that at-grade street-running/median-running alignments present. Additionally, Commission staff recommends more detailed evaluation of the reduction of vehicular left turn movements across rail tracks at every roadway intersection (potential new at-grade crossing) for each Rail Alternative, as well as reducing the number of intersections with cross traffic in order to reduce the number of new at-grade crossings.

The Commission appreciates the opportunity to provide comments on the project described in the DEIS/DEIR or future opportunities to participate in the project's Technical Advisory Committees, if necessary. Please feel free to contact me at (213) 576-1313 or matthew.bond@cpuc.ca.gov contact our lead staff on this project: Ainsley Kung at (213) 576-7056 or ainsley.kung@cpuc.ca.gov for transit safety certification matters and Jose Pereyra at (213) 576-7083 or jose.pereyra@cpuc.ca.gov for crossing matters.

Sincerely,



Matthew Bond, PE
Senior Utilities Engineer Supervisor
Rail Crossings and Engineering Branch
Safety and Enforcement Division

Cc: (via e-mail)

PUBLIC UTILITIES COMMISSION

320 W 4th Street, Suite 500
Los Angeles, CA 90013



November 17, 2020

Mr. Walter Davis
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 99-22-3
Los Angeles, CA 90012

SENT VIA EMAIL

Re: East San Fernando Valley Light Rail Transit Project - Final Environmental Impact Statement/ Environmental Impact Report

Dear Mr. Davis:

Thank you for providing us with an opportunity to comment on the Los Angeles County Metropolitan Transportation Authority's (Metro) *Final Environmental Impact Statement/ Final Environmental Impact Report (FEIS/FEIR)* for the East San Fernando Valley Light Rail Transit Project. The California Public Utilities Commission (CPUC or Commission) provided detailed comments to Metro's *Draft Environmental Impact Statement/ Environmental Impact Report* in October 2017.

One of the Commission's key comments focused on the selection of a Rail Alternative and the need for "additional evaluation of extending underground segments in order to mitigate the significant and unavoidable impacts to Traffic, Safety and Security that at-grade street-running/median-running alignments present." We've learned that Metro has selected the Locally Preferred Alternative (LPA) to be a modified version of Alternative 4 (Light Rail Transit (LRT)). The Commission is concerned that this modified Alternative 4 eliminated any considerations for a subway segment. Elimination of the subway portion results in a street-running segment that proposes to create numerous at-grade crossings at existing roadway intersections on Van Nuys Boulevard.

At-grade crossings on street-running LRT segments create more problematic interaction between vehicles and LRT trains resulting in vehicle-train collisions. Metro continues to experience vehicle-train collisions on all its street-running segments of the Blue Line (Washington Blvd & Long Beach), Eastside Gold Line (3rd St), and Expo Line (Colorado Boulevard).

As stated in your FEIS/FEIR:

The primary difference between DEIS/DEIR Alternative 4 and the LPA is the elimination of the 2.5-mile subway portion of DEIS/DEIR Alternative 4. Under the LPA, the entire 9.2-mile alignment (Figure ES-3) would be constructed at grade. The subway portion was eliminated because it would be very expensive, have significant construction impacts, and result in little time savings compared with a fully at-grade alignment. (emphasis added)

Commission staff is concerned that Metro has chosen to prioritize project costs and construction timeliness over the public safety afforded by grade separations and subway segments. Commission staff has engaged Metro's staff regarding design details for the new crossings proposed as part of the project in order to evaluate the safest alternatives.

Similarly, when evaluating the proposed 2.5-mile LRT segment shared with the existing railroad corridor adjacent to San Fernando Road, it has become apparent that the safety implications of this proposal have not fully been evaluated. The FEIS/FEIR states that operating LRT trains in a shared railroad corridor results in fewer train/automobile conflicts compared with operating LRT trains in mixed-flow traffic, as in Alternative 3. However, the prospect of adding two additional LRT tracks to the existing single-track crossings on the railroad corridor adjacent to San Fernando Road has significant safety implications to the safe, efficient movement of vehicular traffic. This is most evident at the Paxton Avenue/San Fernando Road at-grade crossing in City of Los Angeles, and at the four at-grade crossings within the densely populated roadway network of downtown City of San Fernando. Additional evaluation is needed for the proposed shared railroad corridor segment. Commission staff recommends that Metro focus on the Initial Operating Segment on Van Nuys Boulevard until the complexities of the shared railroad corridor segment can be thoroughly evaluated by all stakeholders.

It is evident that much work is still ahead if Metro hopes to successfully address Commission staff's safety concerns and obtain Commission approval for project construction. Commission staff will continue to work with Metro to address public safety concerns.

Please feel free to contact me at (213) 576-1313 or matthew.bond@cpuc.ca.gov. Contact our lead staff on this project: Noel Takahara at (213) 576-7106 or noel.takahara@cpuc.ca.gov for transit safety certification matters and Jose Pereyra at (213) 576-7083 or jose.pereyra@cpuc.ca.gov for crossing matters.

Sincerely,



Matthew Bond, PE
Senior Utilities Engineer Supervisor
Rail Crossings and Engineering Branch
Safety and Enforcement Division

C: (SENT VIA EMAIL)



CALIFORNIA
STATE UNIVERSITY
NORTHRIDGE

October 30, 2017

Mr. Walter Davis
Project Manager, East San Fernando Valley Transit Corridor
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza, MS 99-22-3
Los Angeles, CA 90012

RE: East San Fernando Valley Transit Corridor Project Draft Environmental Impact Report & Statement

Dear Mr. Davis:

On behalf of California State University, Northridge (CSUN) it is with great enthusiasm that I express our support for the East San Fernando Valley Transit Corridor project being built as at-grade running light rail with 14 stations; preserving local bus service; and mitigating parking impacts.

This corridor will be the first section of the eventual Metro line connecting the Valley and the Westside. The at-grade light rail transit (LRT) with 14 stations option has the highest ridership capacity among the alternatives, and provides the best connectivity time to the Orange Line and future Sepulveda Transit Corridor project. Furthermore, LRT has the highest level of community support, based on public comments and input during the Alternative Analysis public outreach process.

The communities along this corridor deserve the economic development associated with Metro rail lines. LRT infrastructure improvements attract private investment in commercial centers and transit-oriented housing. In comparison, bus rapid transit systems provide only minimal investment in community improvements and do not attract significant private investment or state and federal funding.

The East San Fernando Valley Transit Corridor will be among the first steps toward a 21st century transit system for our diverse and growing region. We are excited to connect our communities as never seen before and we look forward to continuing our discussions with Metro and local stakeholders.

Sincerely,

A handwritten signature in black ink that reads "Francesca Vega".

Francesca Vega

Director, CSUN Government & Community Relations

Local Agencies



3371 Glendale Blvd.
Unit 105, Los Angeles, CA 90039
Email: Board@AtwaterVillage.org
Phone: 323 230-3406
www.AtwaterVillage.org



AVNC Officers Co-Chairs: Courtney Morris, Edward Morrissey • Treasurer: Andrew MacKay • Secretary: Karen Knapp

October 12, 2017

Walter Davis, Project Manager
Metro
One Gateway Plaza, M/S 99-22-3
Los Angeles, CA 90012

Re: East Valley Rapid Transit Corridor Project
Comment to the Draft Environmental Impact Report/Statement (EIR/EIS)

Dear Mr. Davis,

By way of this letter, the Atwater Village Neighborhood Council (AVNC) is submitting comment to the above-referenced Draft EIR/EIS.

AVNC believes that it is critical for government to account for community input. As such, AVNC urges Metro to give first and serious consideration to the Van Nuys Neighborhood Council and all other affected neighborhood councils as the voice of their communities and stakeholders with regard to the East Valley Rapid Transit Corridor Project and all other future projects.

Please contact the undersigned Co-Chairs should you have any questions or comments.

Edward Morrissey
Co-Chair

Courtney Morris
Co-Chair

cc: Van Nuys Neighborhood Council
Mr. Brad Balduff

activity and the amount of space needed to safely perform the activity, and would be coordinated with the Cities of Los Angeles and San Fernando, ~~as necessary~~. Restrictions on the extent and duration of the closures can be incorporated in the project construction specifications. In some cases, short-term full closures might be substituted for extended partial closures to reduce overall impacts. Community outreach to keep the public and businesses advised as to closures would be provided. Signage and access to businesses would also be provided.

Under the LPA and IOS, the construction contractor would develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through traffic in adjacent residential areas. Additionally, where feasible, Metro would temporarily restripe roadways, including turn lanes, through lanes, and parking lanes at the affected intersections to maximize the vehicular capacity at those locations affected by construction closures. A majority of construction-related travel (i.e., deliveries, hauling, and worker trips) would be scheduled during the off-peak hours.

On-street parking may be removed to maximize vehicular capacity at those locations affected by construction closures. Additionally, traffic control officers may be placed at major intersections during peak hours to minimize delays related to construction activities.

Construction of the LRT Dedicated Guideway

The construction of the LRT dedicated guideway would require the use of earth-moving equipment, pneumatic tools, generators, concrete pumps, and similar equipment. Demolition, clearing, and earthwork would be required under the LPA and IOS. This would include excavation and demolition associated with the roadway, pile driving for structures, removal of curbs and gutters, and removal of sidewalks (Figure 2-21). Additionally, a pedestrian bridge or tunnel would be constructed at the Sylmar/San Fernando station from the proposed platform to the Metrolink platform.

Figure 2-21: Example of In-Street Excavation



Source: Metro, 2015.

With regard to traffic signals, the LRT cars would be controlled by the traffic signals that govern vehicular traffic on Van Nuys Boulevard. Every traffic signal on Van Nuys Boulevard would be modified to provide for LRT signals.

6:00-9:00 a.m. and
3:30-7:00 p.m.

Construction Schedule

Under this alternative, the duration of construction is estimated to be approximately 4.5 to 5 years. Project construction would typically take place between the hours of 7 a.m. and 9 p.m. within the City of Los Angeles, in accordance with the Los Angeles Municipal Code Section 41.40(a), and 7 a.m. and 6 p.m. within the City of San Fernando, in accordance with San Fernando City Code Section 34-28(10). Construction activities would be minimized during weekday AM and PM peak hours (typically 7 to 9 a.m. and 4 to 6 p.m.). Truck hauling of spoils may be required at night to avoid congested surface streets and highways.

Peak hour exemption
request is required.

2.7 Anticipated Permits and Approvals

Certification of the EIR and approval of the project by the Metro Board of Directors and approval of the EIS by FTA would be required prior to construction and implementation. This EIR is a project EIR, as defined by Section 15161 of the State CEQA Guidelines and, as such, serves as an informational document for the general public and the project's decision-makers. Metro, as CEQA lead agency, has the responsibility for preparing and certifying the FEIS/FEIR, pursuant to State CEQA Guidelines Sections 15089 and 15090, respectively.

Implementation of the project would require discretionary actions and permits from the agencies identified in Table 2-2.

2.8 Approach to the Cumulative Impacts Analysis

CEQA requires an environmental impact report to evaluate a project's contribution to cumulative impacts. Cumulative impacts are the project's impacts combined with the impacts of the related past, present, and reasonably foreseeable future projects. Cumulative impacts discussions for each environmental topic area are provided in this document. As stated in CEQA, Title 14, Section 21083 (b)(2), a project may have a significant effect on the environment if the "possible effects of a project are individually limited but cumulatively considerable." As used in this paragraph, 'cumulatively considerable' means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." State CEQA Guidelines Section 15130(b) states that the discussion of cumulative impacts can be either "a list of past, present, and probably future projects" or a "summary of projections contained in an adopted local, regional, or statewide plan, or related planning document that describes or evaluates conditions contributing to the cumulative effect." The cumulative impact analysis in this FEIS/FEIR uses both the summary of projections approach and related projects list, depending on the impact area. The appropriate adopted planning document is the SCAG 2012-2035 RTP/SCS. However, SCAG updated the RTP/SCS to reflect the years 2016-2040. The 2016-2040 timeframe for projections is more appropriate than the 2012-2035 timeframe because it more closely resembles the estimated operational date for this project. Therefore, for purposes of this FEIS/FEIR, the modeling and calculations for cumulative impacts used throughout the analyses reflect a 2040 horizon year.

The Los Angeles River flows from the southwest side of the San Fernando Valley through the Los Angeles Coastal Plain to San Pedro Bay. Within the project study area, it is located approximately 0.5 mile north of the Metro Orange Line right-of-way at the west end of the Metro Orange Line corridor, crosses the Metro Orange Line corridor 0.5 mile west of the Balboa Station, and is 1.5 miles south of the Metro Orange Line right-of-way at the east end of the Metro Orange Line corridor. The Los Angeles River, has been channelized, and lined with concrete along most of its course for flood control purposes. Within the Sepulveda Flood Control Basin, the floor of the channel is unlined, allowing percolation of water from the channel into the ground.

Numerous tributaries, most of which have intermittent flow, discharge into the Los Angeles River. These include the Arroyo Calabasas, Bell Creek, Aliso Wash, Browns Canyon Wash, Chatsworth Creek, Pacoima Wash, Tujunga Wash, and Verdugo Wash. These washes and creeks are primarily concrete-lined within the urban areas. Flows in the Los Angeles River system are highly variable. Dry season flows are comprised chiefly of excess irrigation water applied in urban areas, controlled release of reservoirs, and municipal and industrial wastewater including effluent from the Tillman and Los Angeles-Glendale sewage treatment plants. During the wet season, flows in the Los Angeles River are augmented by stormwater runoff that varies with storm duration, intensity, and frequency.

The Los Angeles Department of Public Works is tasked with finding ways to restore or revitalize the channels within the watershed and, thereby, provide significant opportunities for recreation use and aesthetic improvements along the waterways in the Los Angeles metropolitan area while protecting the Los Angeles Basin from major flooding.

4.13.2.3 Local Surface Water Hydrology

The project area is highly urbanized with few natural areas or drainage features. Hydrological features within the project study area are shown in Figure 4.13-2.

There are four major waterways crossing the project corridor. The crossings are located as follows:

1. Pacoima Wash at San Fernando Road
2. Pacoima Wash at Van Nuys Boulevard
3. ~~Pacoima Channel~~ at Van Nuys Boulevard
4. Pacoima South Channel at Van Nuys Boulevard

Pacoima Diversion
Channel



Other major surface water resources in the vicinity of the project corridor are Caballero Creek, Bull Creek, and the Tujunga Wash. Caballero Creek drains an area of approximately 10 square miles, most of which lies within the Santa Monica Mountains. The creek flows only intermittently. It crosses the Metro Orange Line corridor as a box culvert approximately 0.4 mile east of the Reseda Station and joins the Los Angeles River 1 mile to the north. Bull Creek drains an area of approximately 150 square miles, including large areas within the San Gabriel and Santa Susana Mountains. Bull Creek is regulated by the Upper Van Norman Dam and Lake, which is located approximately 7 miles north of the Metro Orange Line. It crosses the Metro Orange Line as a concrete lined channel 0.2 miles east of Balboa Station and joins the Los Angeles River 0.6 mile to the south within the Sepulveda Basin. The Tujunga Wash drains an area of approximately 150 square miles, including large areas within the San Gabriel Mountains. The Tujunga Wash is regulated by the Hansen Dam and Flood Control Basin, which is located approximately 5 miles north of the Metro Orange Line. In the vicinity of the Metro Orange Line, it flows through two branches; the main concrete-lined flood control channel crosses the project corridor 0.9 miles west of the Laurel Canyon Station, and the Central Branch of the Tujunga Wash crosses the Metro Orange Line corridor 0.4 miles west of the North Hollywood Station as a box culvert. Both branches flow into the Los Angeles River 2 miles to the southeast of the crossings in Studio City.

East San Fernando Valley Transit Corridor Project FEIS / FEIR Review

Billy Ho, City of Los Angeles Bureau of Engineering

Environmental Management Group

General comments:

- 1.) Given duration of construction and the project corridor's close proximity to single family and medium density residential homes (directly adjacent to the commercially zoned properties along Van Nuys Blvd), per recent City policy a health risk assessment should be conducted. Report mentions that construction details are yet to be determined and therefore quantitative analysis cannot be conducted yet, and that mitigation measures AQ-mm1 through AQ-MM9 will bring it down to less than significant levels. How sure are we are of this? Given the duration of construction, length of corridor, and volume of construction activities and vehicles needed for buildout of the IOS / LPA, I believe this determination can only be made if a detailed quantitative analysis is to be conducted.
- 2.) For Chapter 7: Public and Agency Outreach
 - o Did consultation with LADOT regarding the new transportation assessment guidelines take place? VMT discussion was mentioned, but we want to make sure LADOT has had the opportunity to review it to ensure it meets their standards as well.

****BE SURE TO INCLUDE THE FOLLOWING: ON PAGE 192 OF 720 (Chapter 3, Transportation page 3-2):**

- Under City of Los Angeles policies:
 - o Complete Streets Design Guidelines - - can be found here: https://planning.lacity.org/odocument/c9596f05-0f3a-4ada-93aa-e70bbde68b0b/Complete_Street_Design_Guide.pdf
 - Potential issue: narrowing of sidewalks to accommodate for ROW for IOS / LPA could pose a consistency issue.
 - Please provide an explanation as to how the project will go about rectifying this inconsistency issue, and or provide details regarding outreach efforts to DOT and City Planning to ensure we have their approval.
 - o Mayor's Vision Zero policies: <https://ladotlivablestreets.org/programs/vision-zero>
 - Entire corridor (Van Nuys Blvd portion) is within High Injury Network
 - Include discussion as to how implementing the IOS/LPA and relevant safety elements will be consistent with City goals
 - o LADOT VMT analysis guidelines: <https://ladot.lacity.org/documents/transportation-assessment>

CITY OF LOS ANGELES

CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

April 11, 2013

BUREAU OF SANITATION

ENRIQUE C. ZALDIVAR
DIRECTOR

TRACI J. MINAMIDE
CHIEF OPERATING OFFICER

VAROUJ S. ABKIAN
ADEL H. HAGEKHALIL
ALEXANDER E. HELOU
ASSISTANT DIRECTORS

NEIL M. GUGLIELMO
ACTING CHIEF FINANCIAL OFFICER

WASTEWATER ENGINEERING SERVICES DIV.
2714 MEDIA CENTER DRIVE
LOS ANGELES, CA 90065
FAX: (323) 342-6210
(323) 342-6211

File: SC.CE.

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Walt David, Project Manager
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
One Gateway Plaza, Mail Stop 99-22-3
Los Angeles, CA 90012

Dear Mr. David:

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT – NOTICE OF PREPARATION EIR

This is in response to your letter requesting a review of your proposed transit project from Sherman Oaks to San Fernando that will introduce an improved north-south transit connection between key transit hubs/routes. The Bureau of Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

The Bureau of Sanitation, Wastewater Engineering Services Division (WESD) has reviewed your request and found the project to be related to providing new rail service only.

Based on the project description, we have determined that the project is unrelated to sewer capacity availability and therefore do not have sufficient detail to offer an analysis at this time. However, as you develop your project alignment please keep us updated in order to ensure that you put in place mitigation measures whenever your project comes near, in contact or interfere with a sewer infrastructure to guarantee the continued safe operation of such structures. Should the project description change, please continue to send us information so that we may determine if a sewer assessment is required in the future.

If you have any questions, please call Kwasi Berko of my staff at (323) 342-1562.

STORMWATER REQUIREMENTS

The Bureau of Sanitation, Watershed Protection Division (WPD) is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.




AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

Recyclable and made from recycled waste



Sincerely,


Ali Poosti, Division Manager *for*
Wastewater Engineering Services Division
Bureau of Sanitation

KB\AP:tn

cc: Kosta Kaporis, BOS
Daniel Hackney, BOS
Zemamu Gebrewold, BOS

CITY OF LOS ANGELES

CALIFORNIA



ERIC GARCETTI
MAYOR

October 4, 2017

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BUREAU OF SANITATION

—
ENRIQUE C. ZALDIVAR
DIRECTOR

TRACI J. MINAMIDE
CHIEF OPERATING OFFICER

LISA B. MOWERY
CHIEF FINANCIAL OFFICER

ADEL H. HAGEKHALIL
ALEXANDER E. HELOU
LEO N. MARTINEZ
MAS DOJIRI
ASSISTANT DIRECTORS

TIMEYIN DAFETA
HYPERION EXECUTIVE PLANT MANAGER

—
WASTEWATER ENGINEERING SERVICES DIVISION
2714 MEDIA CENTER DRIVE
LOS ANGELES, CA 90065
FAX: (323) 342-8210
WWW.LACITYSAN.ORG

Walt David, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. David:

**EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT – NOTICE OF
AVAILABILITY OF AN ENVIRONMENTAL IMPACT STUDY/ ENVIRONMENTAL
IMPACT REPORT**

This is in response to your September 1, 2017 Notice of Availability of an Environmental Impact Study/Environmental Impact Report received on September 20, 2017 for the proposed project located at San Fernando Valley in the County of Los Angeles. LA Sanitation, Wastewater Engineering Services Division has received and logged the notification. Upon review it has been determined that the project is unrelated to sewers and does not require any hydraulic analysis. Please notify our office in the instance that additional environmental review is necessary for this project.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org

Sincerely,

Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation

CD/AP:sa

c: Kosta Kaporis, LASAN
Abdulsamad Danishwar, LASAN



NURY MARTINEZ
COUNCILWOMAN, SIXTH DISTRICT

October 30, 2017

Walter Davis
Project Manager
East San Fernando Valley Transit Corridor
Metro
One Gateway Plaza, M/S 99-22-3
Los Angeles, CA 90012

Dear Mr. Davis:

Please consider this letter as my formal comments on the East San Fernando Valley Transit Corridor Draft Environmental Impact Statement/Draft Environmental Impact Report on behalf of the residents of the Sixth Council District.

My intent is to ensure that the residents of the Sixth District will be protected from any negative impacts on the community during the construction and operation of this project.

With this background in mind, I request that Metro review and address the following issues during the Final Environmental Impact Report/Study (FEIR/FEIS):

Alternative

I am in full support of Alternative 4- LRT because I believe that this option provides the greatest ability to change the way transit users move across the valley while also providing the biggest opportunity to transform the boulevard.

Van Nuys Boulevard was once the place everyone in the valley and throughout Los Angeles, came to shop, socialize and was a major economic hub. Today all of that is gone, and we are left with bail bond shops and businesses that aren't helping to inject life into this corridor. Bringing this type of mass transit will help to revitalize the Civic Center area and reinvigorate our small businesses, an area that is starving for economic growth.

Maintenance Facility

Of the proposed Maintenance Storage Facility sites, all three are located within my district and provide potential impacts to property and business owners. Metro has stated that approximately 25 to 30 acres are needed to provide for storage of the maximum number of train vehicles, and associated operational needs. Throughout the public comment period we have heard from numerous business and property owners about their concerns over the potential loss of business

and/or property. While Metro has identified up to 58 parcels to be acquired through Option A, we have learned that this has the possibility of impacting over 100 businesses. I am concerned that this alternative can potentially have a bigger impact on many more businesses than the other two alternatives. Business and property owners have made a compelling case about the loss of this much industrial space. Option B and C would require the acquisition of 37 parcels and 41 parcels respectively, which appears to have potentially fewer impacts on loss of businesses than Alternative A. I would request that Metro select Option B for the maintenance facility site. Option B has the fewest amount of parcels identified for acquisition while also having some of the biggest community nuisance issues of the three options.

Property Acquisitions

I am concerned that 9540 Van Nuys Boulevard (Mid-Valley Intergenerational Center) has been identified as a property for partial acquisition in order to site a Traction Power Substation (TPSS). This site currently houses a community center that was completed in 2015 and the city's Bureau of Engineering in conjunction with Recreation and Parks are currently working on plans for Phase II of the construction process. I would respectfully request that an alternative site be identified or that Metro work closely with Recreation and Parks in order to develop a site plan that minimizes impact to the facility.

Construction Haul Routes

Recognizing that the construction process will create multiple impacts on the community, I respectfully ask that you create a construction mitigation program that will take into account the physical impacts including any potential digging, demolition, and hauling of dirt and materials.

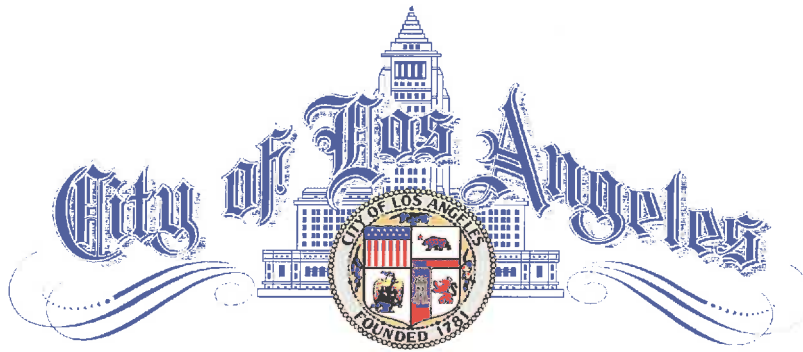
I am particularly concerned with how dirt and materials will be disposed of during the construction process. Often major construction projects such as this rely on disposal facilities that are located within Sun Valley. Should disposal facilities be located within Sun Valley, I request that the construction management team coordinate with our office and that this project propose haul routes that prevent as much as possible any travel along segments of streets that have sensitive receptors such as homes, schools, parks and hospitals. The community of Sun Valley, including but not limited to neighbors and the Sun Valley Area Neighborhood Council, should be provided with a plan that addresses how delivery and unloading of construction debris and sediment will be mitigated during the project.

I look forward to working with Metro on developing a project that will best serve the residents of my district and the greater San Fernando Valley region. If you have any questions regarding my comments, please do not hesitate to contact my staff Arcelia Arce at 213.473.7006.

Sincerely,



NURY MARTINEZ
Councilwoman, 6th District



MONICA RODRIGUEZ
COUNCILWOMAN, 7TH DISTRICT

October 30, 2017

Walter Davis
Project Manager, East San Fernando Valley Transit Corridor
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza, MS 99-22-3
Los Angeles, CA 90012

**RE: SUPPORT FOR LIGHT RAIL ALIGNMENT - EAST SAN FERNANDO VALLEY
TRANSIT CORRIDOR PROJECT DRAFT ENVIRONMENTAL IMPACT
STATEMENT & REPORT**

Dear Mr. Davis:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement and Report (Draft EIS/EIR) for the East San Fernando Valley Transit Corridor Project. The 7th Council District supports the East San Fernando Valley Transit corridor being built as a median-running, at-grade, light rail alignment with 14 stations that would preserve the local bus service.

The North East San Fernando Valley has seen massive under-investment in transportation infrastructure. It would benefit from a new light rail project that provides greater connectivity.

That said, the following comments are concerns I have based on upon my review of the Draft EIS/EIR:

- Economic and Fiscal Impacts – Ensure business retention programs are in place to mitigate the negative impacts associated with rail construction. This includes ensuring that the Metro Board will provide adequate funding for the Metro Business Interruption Fund (BIF).
- Transportation, Transit, Circulation, and Parking – Look to the recent example of the San Gabriel Valley Metro Gold Line extension in regards to the increased ridership of non-transit dependent regional riders, and the subsequent increase in parking demand this

caused. There is great potential that riders from outside of the immediate service area will travel in their vehicles to begin their transit journey to downtown Los Angeles on the proposed East San Fernando Valley Transit Corridor. A park-and-ride facility at a proposed station location, particularly the furthest northern terminus, needs to be incorporated as part of the study.

- Growth-Inducing Impacts – Technical studies related to land use patterns, housing and gentrification should be conducted to ensure that future development along the alignment does not displace the already existing vulnerable population.

The North East San Fernando Valley has the highest number of transit dependent constituents. Ensuring that policy and the built environment is geared towards addressing the transit needs of the region is key in improving the quality of life of its residents. I look forward to collaborating with Metro in this endeavor in planning for the transit needs of the 7th Council District.

Sincerely,

A handwritten signature in black ink that reads "Monica Rodriguez". The signature is written in a cursive, flowing style with a large initial 'M' and a long, sweeping tail.

Monica Rodriguez
Councilwoman, 7th District



NURY MARTINEZ
LOS ANGELES CITY COUNCIL
PRESIDENT, 6TH DISTRICT

MONICA RODRIGUEZ
COUNCILWOMAN, 7TH DISTRICT

November 17, 2020

Mr. Walt Davis
Project Manager
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza, M/S 99-22-3
Los Angeles, CA 90012

RE: Comments on the Final Environmental Impact Statement/ Final Environmental Impact Report (FEIS/FEIR) for the East San Fernando Valley Transit Corridor Project (ESFVTC)

Dear Mr. Davis,

The East San Fernando Valley Transit Corridor (ESFVTC) Project is a transformative light rail investment for the San Fernando Valley and will improve mobility for some of the most transit dependent and underinvested communities in Los Angeles County. Our offices are committed to working with Metro to ensure the timely delivery of this project before the 2028 Summer Olympics.

From its beginnings as a center for heavy industry, and an area where many factory workers and low-income families lived, the Northeast Valley has lacked strategic planning and investment for decades. This has resulted in a built environment that often demonstrates the negative traits associated with poor urban planning practices and west coast sprawl.

As the first light rail project Metro has implemented in the San Fernando Valley, the agency has an opportunity to apply an equity-focused lens for project development, fostering a transition to a more sustainable future. Metro has pioneered strategies to ensure that transit investments not only improve mobility, but also affordability, open space, and local economies. It is our desire, as elected representatives of the project area, that this investment leads to a safer, more vibrant, and people-oriented built environment.

With that goal in mind, we have the following comments and requests based upon the FEIS/FEIR, as well as precedents set by other transit projects undertaken by Metro:

Transportation, Transit, Circulation, & Parking Construction

Pedestrian and Bicycle Facilities

The modifications to vehicular circulation that would be implemented to accommodate the ESFVTC Project will inevitably redefine how cyclists and pedestrians move through the project area. The FEIS/FEIR lists the removal of the existing Class II bike lane on Van Nuys Boulevard as an adverse effect under NEPA, and significant impact under CEQA. The removal of approximately 15 traffic signals and closure of minor intersections results in longer pedestrian routes, and it is projected the project may result in some traffic shifts to parallel corridors. The following should be added to expand the mitigations measures outlined in MM-TRA-1 through MM-TRA-6:

- Commit to funding the East San Fernando Valley Transit Corridor First/Last Mile Plan prepared by Metro, and provide technical and grant writing support to ensure that its elements are implemented.
- Fund the creation of a Streetscape Plan for Van Nuys Boulevard to create a cohesive urban design scheme for the corridor and explore where sidewalks, public spaces, landscaping, and bike and pedestrian infrastructure can be further enhanced in certain areas.
- Work with LADOT to ensure that pedestrians continue to have safe and protected crossing locations along Van Nuys where traffic signals are being removed to accommodate the ESFVTC Project.
- Convert the portions of Van Nuys Boulevard and San Fernando Road where the project will be built into green corridors with green infrastructure, street trees and other mitigations for urban heat. Upgrade the public realm along these corridors including enhancing bus stops, public art, street furniture, and pedestrian and bike infrastructure.

MM-TRA-7 identifies two parallel corridors for consideration and City of Los Angeles approval for Class III bikeways, and commits Metro to working with the City of Los Angeles to identify alternative locations for Class II bikeways in light of bike lane removal on Van Nuys Boulevard necessary to accommodate the light rail. The Pacoima Wash and Old Pacoima Wash can also be considered an alternative location for addressing this issue:

- Provide funding for the construction of a linear park and Class I bikeway along the Pacoima Wash and Old Pacoima Wash to mitigate the loss of bike lanes along Van Nuys Boulevard.

Traffic

Section 3.3.2 (Operational Impacts--Traffic) of the FEIS/FEIR summarizes the results of traffic studies at existing intersections with the Project Scenario. Page 3-33 of the document notes that Sepulveda Boulevard and Woodman Avenue were studied as parallel corridors that could receive

a traffic shift as a result of the Project. However, it is important to consider that though the Arleta/Pacoima segment of Van Nuys Boulevard does not have major parallel arterials, there are parallel residential streets that may also experience shifted traffic.

Therefore, we ask MM-TRA-2 (Mitigation Measures--Traffic Management Plan) also include the following additional action:

- Conduct a traffic analysis to study the potential traffic shift into parallel residential corridors from the Woodman Avenue/Van Nuys Boulevard intersection, to the intersection at Van Nuys Boulevard/San Fernando Road. The analysis should also provide interventions, such as traffic calming measures, that Metro will implement to protect pedestrian safety as mitigation for traffic shifts identified.

Additionally, MM-TRA-4 States that Metro will work with the City of Los Angeles and San Fernando to synchronize and coordinate signal timing and roadway striping to minimize potential traffic impacts and hazards to the extent possible. We would like to ensure this work prioritizes the safe movement of pedestrians, as well as ensuring that trains move efficiently up the corridor without having to make frequent stops at traffic lights.

Parking

The FEIS/FEIR states that approximately 1,111 on-street parking spaces, and 528 off-street parking spaces along Van Nuys Boulevard will be removed to accommodate the ESFVTC Project. Section 3.3.3.2 (Operational Impacts--Parking) also states that, per Appendix G, “the adjacent [Parking Analysis Zones] PAZs will be able to accommodate the Van Nuys Boulevard weekday and weekend on-street parking demand within the available on-street spaces and/or off-street parking areas (Page 3-39).”

Though there may be other parking available when looking at aggregate totals of spaces, this fails to take into consideration the locational distribution of these spaces, that may still present challenges for many businesses fronting Van Nuys Boulevard. This is especially true in Pacoima and the Van Nuys Civic Center area, where many storefronts do not have parking lots, alley access, or convenient adjacent street access. In these areas, increased vehicular circling while looking for parking could increase emissions.

The parking loss should be recognized as both a business impact and potential environmental impact and mitigated by incorporating a measure that does the following:

- Conduct a business parking gap analysis for the commercial nodes along the ESFVTC Project alignment as part of the next phase business engagement leading up to construction. A gap can be considered when patrons of that business lack clear, convenient parking to access to the business. The report should identify mitigation measures Metro will undertake to address the gaps, such as leasing parking facilities, constructing parking facilities,

facilitating shared parking agreements, parking restrictions for segments of adjacent streets to encourage turnover, wayfinding signage to adjacent street parking, etc.

Affected Environment and Environmental Consequences

Real Estate and Acquisitions

The FEIS/FEIR states that the project will require the 100 property acquisitions, which includes 68 full acquisitions, 30 partial acquisitions, one Metro owned property, and one vacant alley (for construction of the Locally Preferred Alternative (MSF, stations, tracks, and TPSS)). Some parcels may be impacted on a temporary basis, as such we request, mitigation should include:

- Expediently identify potential uses for remnant parcels with community feedback, including but not limited to affordable housing, open space, and small business incubators. Such feedback needs to be on a parallel track and in coordination with the light rail construction outreach.
- Implement the community identified uses for remnant parcels in a timely manner to prevent blight, simultaneously or shortly after from construction completion.

Land Use

We are pleased to have led our City Planning Departments in partnering with Metro on a grant application to the Federal Transit Administration's Pilot Program for Transit Oriented Development Planning. If awarded, this \$1.5M grant will fund the planning and development of critical policies and tools to support local residents and businesses and reduce the risk of displacement. Metro's scope in this partnership includes a Transit Oriented Community (TOC) Corridor Baseline Assessment--which will recommend strategies, tools, and resources cities can deploy to respond to corridor-level needs to best leverage the transit investment for community benefits to address challenges like gentrification and displacement. It also includes a Value Capture Study, which reviews value capture tools that can be used to finance transit-supportive investments, such as affordable housing and infrastructure.

These two analyses will be critical in mitigating the risk of residential and business displacement, issues which the FEIS/FEIR did not address. Metro should therefore complete these studies as mitigation, even if the FTA grant is not successful.

In addition to the FTA grant, Metro should utilize its programs to help foster more transit oriented land uses along the corridor and insulate residents from gentrification. This includes the:

- Transit Oriented Planning Grant Program: to create Transit Neighborhood Plans for critical locations along the ESFVTC Project such as Panorama City, Pacoima, and the line terminus in Sylmar if the FTA grant is not awarded.
- Metro Affordable Transit Connected Housing (MATCH) program: to assist with the development and preservation of affordable housing along the corridor.

Irreversible and Irretrievable Commitments of Resources

Metro states that “construction would entail the one time irreversible and irretrievable commitment of non renewable resources.” In order to mitigate impacts on the environment, Metro should implement green infrastructure including BMP’s along the line to capture and treat stormwater runoff, improve air quality, and mitigate urban heat.

- Metro should work with the Bureau of Sanitation and Streets LA to implement green infrastructure including BMP’s along the line to capture and treat stormwater runoff and mitigate urban heat.

Scenic Vistas

The FEIS/FEIR states that scenic vistas will be substantially impacted by the Overhead Contact System (OCS) wires and other project elements. MM-Vis-1 through five represent mitigation measures for visual impacts both during construction and operation. However, these measures are focused on preservation and replacement of vegetation and lighting. There is no mitigation measure proposed that adequately addresses the negative visual impacts of the OCS poles and wires. The following two measures should be included to address this:

- Conceal TPSS stations with landscaping or public art, in coordination with the community, that reflects the local character of each neighborhood.
- To mitigate the increased visual impact caused by the OCS poles, Metro shall work with the Department of Water and Power to underground the utilities along the corridor and establish a reconnection service grant for small businesses.

Environmental Justice

The EIR calls for placing a Maintenance and Storage Facility (MSF) in Van Nuys. The community that this facility will be located in ranks in the 90th percentile on the CalEnviroScreen tool created by the California State Office of Environmental Health Hazard Assessment. The population in this neighborhood is also low income and is majority people of color.

Placing the MSF in Van Nuys will cause many burdens on nearby residents including those who live one block away on Saticoy Street. These impacts include emissions, noise as well as a loss in circulation due to the removal of several streets.

Metro must mitigate the impacts of MSF to reduce the environmental justice burdens on nearby residents, this includes:

- Parks and open space should be constructed to buffer the MSF from nearby residents. This would be similar to the Ishihara Buffer Park next to the Expo Line Maintenance Facility in Santa Monica. This would not only reduce impacts from the facility but would also provide an important community benefit.
- To mitigate the aesthetic impacts, Metro should provide funding to improve the facades of businesses and homes in the area.

- To mitigate the loss of circulation, Metro should do streetscape improvements in the area surrounding the MSF as well as improvements to the Raymer Street Bridge.

Project Phasing/ Initial Operation Segment (IOS)

The FEIS/FEIR puts forward an option for phasing the ESFVTC Project, with phase one, or the Initial Operating Segment (IOS), beginning at the Metro Orange Line station in the south and ending at the proposed Van Nuys/San Fernando station in Pacoima. Though the phasing is presented as a *possibility*, it is important to acknowledge that if the Metro Board were to contemplate phasing the ESFVTC Project, additional analysis would be necessary for the Van Nuys/San Fernando station terminus. Whether temporary or permanent, converting Van Nuys/San Fernando from a station to the terminus of the line raises many questions that will require data analysis and community participation to resolve. As such, we ask that Metro carry out the following as part of further developing the IOS, should that consideration continue to move forward in any capacity:

- Conduct a supplemental study including, but not limited to, the following topics for analysis and mitigation: station location, traffic and circulation, bicycle and pedestrian safety, real estate and acquisitions, parking, as well as a new Metrolink station at Van Nuys and San Fernando Road to ensure the communities of Sylmar and San Fernando have access to the ESFVTC.
- Include community engagement activities as part of the supplemental study.

We also look forward to collaborating with Metro on the robust outreach process the agency has undertaken as the project moves from the environmental review process into construction:

Community Engagement

The active participation of the community is key to any major public transit project. As a first-of-its-kind project in the San Fernando Valley, many community members will be new to the various phases of project development. We request a robust outreach strategy for the construction planning phase, involving diverse stakeholders:

- Establish a Community Leadership Council (CLC) for each neighborhood to solicit feedback on project related issues including design elements that complement the community, construction impacts, and community outreach with members to be appointed by the respective Council Office.
- Canvas door to door along the light rail route and surrounding radius to inform the businesses and residents throughout the entirety of the project from groundbreaking to post-construction.

Additional Support for Impacted Businesses

Metro has piloted and implemented various initiatives to support small businesses affected by construction. We strongly support the implementation of these programs for the ESFVTC Project:

- Business Interruption Fund (BIF): similar to other Metro projects, provides financial support to any business along the proposed route, or proposed detours, that can certify financial losses due to the project's construction.
- Transit Oriented Communities Small Business Loan Program: for affected businesses along the corridor.

Job Creation

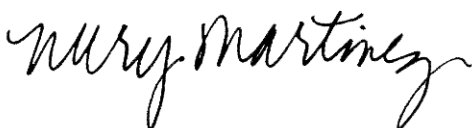
We recognize and appreciate Metro's national leadership in establishing the *Project Labor Agreement and Construction Careers Policy* agencywide, which sets forth procedures for providing training and employment opportunities on Metro construction projects, like the ESFVTC Project. We look forward to the job opportunities this project will generate for our constituencies, and are committed to helping Metro connect with the community to access those opportunities. One way we hope to expand that access is by helping Metro's teams create early connections with our local educational institutions:

- Partnering with local high schools and higher education institutions including, but not limited to, Mission College and California State University, Northridge (CSUN) year-round by providing internships and curriculum augmentation throughout the duration of the project, related to all components of the projects such as design, construction, community outreach, and public art.
- Developing a partnership with the City of Los Angeles WorkSource center for recruiting and hiring opportunities.

We look forward to our continued partnership in ensuring the ESFVTC Project and its surrounding communities become the Valley's epicenter of multi-modal transportation and sustainable community development.

Should you have any questions, please contact Max Podemski, Planning Director for Council District 6 at max.podesmki@lacity.org or Paola Bassignana, Planning Director for Council District 7, at paola.bassignana@lacity.org.

Sincerely,



Nury Martinez
Los Angeles City Council President
6th District



Monica Rodriguez
Los Angeles Councilwoman,
7th District

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: January 18, 2018 REF: IB-009-18

To: Walt Davis, Project Manager
East San Fernando Valley Transit Corridor
Los Angeles County Metropolitan Transportation Authority

From: Anthony Moore, Assistant General Manager
Information Technology Agency Department *LA-IT*
City of Los Angeles

Subject: **EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT**

The City of Los Angeles (City), Information Technology Agency (ITA), has reviewed the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) for the East San Fernando Valley Transit Corridor Project. Your draft stated that your potential areas of construction include many areas that may impact the City's locations and services in the San Fernando Valley area.

ITA provides Public Safety Radio Communications Support for the Los Angeles Police Department (LAPD), the Los Angeles Fire Department (LAFD), and the Department of Transportation (DOT) Valley Dispatch Center. To insure no harmful construction work that would impact the City's emergency communications systems and radio sites, we hereby attached the lists of our Public Safety locations for your information.

It is required that the Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (Metro) shall guarantee that the proposed work is not within 1000 feet of the City's Police, Fire, and DOT locations. The FTA and Metro shall notify and submit any detailed plans to the ITA for approval and shall make all corrections necessary to protect the operations of the City's Public Safety Systems.

If you have any questions regarding this matter, please contact Mehrdad Larijaniha at (213) 978-0872.

Attachments



LOS ANGELES DEPARTMENT OF TRANSPORTATION

DOT Dispatch Center
12544 Saticoy St. S.
North Hollywood, CA 91605
(818) 756-8408



FIRE STATION DIRECTORY

September 2013

LOS ANGELES FIRE DEPARTMENT

www.lafd.org

Brian L. Cummings
Fire Chief

For corrections or updates, please contact the Manuals and Orders Unit
e-mail Jennifer Corona at: jennifer.corona@lacity.org

FIRE STATION LOCATIONS

Fire Sta	Resource Grapevine(s)	Bn HQ	Dv HQ	Address Business Phone(s)	City	Zip Code
1	LF, PA, RA	2 <input type="checkbox"/>	S <input type="checkbox"/>	2230 Pasadena Avenue (213) 485 6201	Los Angeles	90031 (323) 226 1605 FAX
2	ALF, E, PA	1 <input type="checkbox"/>	S <input type="checkbox"/>	1962 E Cesar Chavez Ave. (213) 485-6202	Los Angeles	90033 (213) 847-4464 FAX
3	TF, PA, RA, EL, CP, MST, URB	1 <input type="checkbox"/>	S <input checked="" type="checkbox"/>	108 N Fremont Avenue (213) 485-6203	Los Angeles	90012 FAX
4	AE, PA, EM, RA	1 <input checked="" type="checkbox"/>	S <input type="checkbox"/>	450 E Temple Street (213) 485-6204	Los Angeles	90012 (213) 847-7325 FAX
5	LF, AE, PA, EM, URB (310) 645-0082	4 <input checked="" type="checkbox"/>	S <input type="checkbox"/>	8900 S Emerson Avenue (213) 485-6205	Los Angeles	90045 (310) 202-2861 FAX
6	E, PA (323) 661-1294	11 <input type="checkbox"/>	S <input type="checkbox"/>	326 N Virgil Avenue (213) 485-6206	Los Angeles	90004 (323) 644-3657 FAX
7	AE, PA (818) 892-2824	12 <input type="checkbox"/>	N <input type="checkbox"/>	14123 Nordhoff Street (818) 892-4807	Arleta	91331 (818) 895-5613 FAX
8	AE, BP (818) 368-1443	15 <input type="checkbox"/>	N <input type="checkbox"/>	11351 Tampa Avenue (818) 756-8668	Northridge	91324 (818) 831-3237 FAX
9	AE, AT, RA	1 <input type="checkbox"/>	S <input type="checkbox"/>	430 E 7th Street (213) 485-6209	Los Angeles	90014 (213) 485-2160 FAX
10	PA, RA, ALF	1 <input type="checkbox"/>	S <input type="checkbox"/>	1335 S Olive Street (213) 485-6210	Los Angeles	90015 (213) 749-9121 FAX
11	PA, RA, ALF, AE (213) 413-9473 (213) 413-9534	11 <input type="checkbox"/>	S <input type="checkbox"/>	1819 W 7th Street (213) 485-6211	Los Angeles	90057 (213) 847-3825 FAX
12	TF, PA (323) 256-9563	2 <input type="checkbox"/>	S <input type="checkbox"/>	5921 N Figueroa Street (213) 485-6212	Los Angeles	90042 (323) 913-4160 FAX
13	E, PA, EM (213) 388-1307	11 <input checked="" type="checkbox"/>	S <input type="checkbox"/>	2401 W Pico Blvd (213) 485-6213	Los Angeles	90006 (323) 913-4164 FAX
14	PA, RA, AE	1 <input type="checkbox"/>	S <input type="checkbox"/>	3401 S Central Avenue (213) 485-6214	Los Angeles	90011 (213) 763-5195 FAX
15	E, ALF, PA (213) 745-8841 (213) 745-8304	11 <input checked="" type="checkbox"/>	S <input type="checkbox"/>	915 W Jefferson Blvd. (213) 485-6215	Los Angeles	90007 (213) 765-8346 FAX
16	AE (323) 222-4324	2 <input type="checkbox"/>	S <input type="checkbox"/>	2011 N Eastern Avenue (213) 485-6216	Los Angeles	90032 (323) 226-1606 FAX
17	PA, FT, HMT, AE, AR (213) 614-9044	1 <input type="checkbox"/>	S <input type="checkbox"/>	1601 S Santa Fe Avenue (213) 485-6217	Los Angeles	90021 (213) 485-4383 FAX
18	AE, PA (818) 832-7634	15 <input type="checkbox"/>	N <input type="checkbox"/>	12050 Balboa Blvd. (818) 756-8618	Granada Hills	91344 FAX

All updates and corrections should be submitted to Jennifer Corona, Manuals and Orders Unit at (213) 978-3425, or jennifer.corona@lacity.org. This report is also available on-line at the Administrative Services Bureau web pages located at <http://inside.lafd>

FIRE STATION LOCATIONS

Fire Sta	Resource Grapevine(s)	Bn HQ	Dv HQ	Address Business Phone(s)	City	Zip Code
19	E, PA, BP (310) 889-7751	9 <input type="checkbox"/>	N <input type="checkbox"/>	12229 Sunset Blvd. (310) 575-8519	Los Angeles	90049 (310) 471-7891 FAX
20	ALF, PA, RA (213) 413-4573	11 <input type="checkbox"/>	S <input type="checkbox"/>	2144 W Sunset Blvd. (213) 485-6220	Los Angeles	90026 (213) 207-2101 FAX
21	PA, TF, RM, SQ, RA (323) 235-9192	13 <input type="checkbox"/>	S <input type="checkbox"/>	1192 E 51st Street (213) 485-6221	Los Angeles	90011 (213) 485-6153 FAX
23	AE, PA, BP (310) 454-2003	9 <input type="checkbox"/>	N <input type="checkbox"/>	17281 Sunset Blvd. (310) 575-8523	Pacific Palisades	90272 (213) 230-0592 FAX
24	AE (818) 353-3063	12 <input type="checkbox"/>	N <input type="checkbox"/>	9411 Wentworth Street (818) 756-8624	Sunland	91040 FAX
25	AE, PA (323) 264-0744	1 <input type="checkbox"/>	S <input type="checkbox"/>	2927 E Whittier Blvd. (213) 485-6225	Los Angeles	90023 (213) 485-9812 FAX
26	AE, LF, PA, RA (323) 737-9010	11 <input type="checkbox"/>	S <input type="checkbox"/>	2009 S Western Avenue (213) 485-6226	Los Angeles	90018 (213) 763-5198 FAX
27	TF, PA, RA, UR (323) 962-0234 (323) 962-3378	5 <input checked="" type="checkbox"/>	N <input type="checkbox"/>	1327 N Cole Avenue (213) 485-6227	Los Angeles	90028 (323) 957-6411 FAX
28	AE, RA, BP (818) 368-3568	15 <input type="checkbox"/>	N <input type="checkbox"/>	11641 Corbin Avenue (818) 756-9728	Northridge	91326 (818) 368-0412 FAX
29	TF, PA, RA, DECON	11 <input type="checkbox"/>	S <input type="checkbox"/>	4029 W Wilshire Blvd. (213) 485-6229	Los Angeles	90010 (213) 485-0719 FAX
31		<input type="checkbox"/>	<input type="checkbox"/>	Future fire station	Los Angeles	FAX
33	AE, ALF, RA, PA (323) 758-6978	13 <input checked="" type="checkbox"/>	S <input type="checkbox"/>	6406 S Main Street (213) 485-6233	Los Angeles	90003 (213) 847-4462 FAX
34	AE, PA, RA (323) 737-9100	18 <input type="checkbox"/>	S <input type="checkbox"/>	3661 S 7th Avenue (213) 485-6234	Los Angeles	90018 (213) 763-5199 FAX
35	ALF, PA, RA, BP (323) 667-9657	5 <input type="checkbox"/>	N <input type="checkbox"/>	1601 N Hillhurst Avenue (213) 485-6235	Los Angeles	90027 (213) 913-4165 FAX
36	AE, PA, FT	6 <input type="checkbox"/>	S <input type="checkbox"/>	1005 N. Gaffey Street (310) 548-2836	San Pedro	90732 (310) 548-7748 FAX
37	E, ALF, PA (310) 208-9270	9 <input checked="" type="checkbox"/>	N <input type="checkbox"/>	1090 S Veteran Avenue (310) 575-8537	Los Angeles	90024 (310) 208-8191 FAX
38	E, PA, HMT (310) 513-9717	6 <input type="checkbox"/>	S <input type="checkbox"/>	124 E "I" Street (310) 548-7538	Wilmington	90744 (310) 513-2141 FAX
39	E, ALF, PA (818) 997-9981 (818) 989-9814	10 <input checked="" type="checkbox"/>	N <input type="checkbox"/>	14415 Sylvan Street (818) 756-8639	Van Nuys	91401 (818) 756-7596 FAX

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FIRE STATION LOCATIONS

Fire Sta	Resource Grapevine(s)	Bn HQ	Dv HQ	Address Business Phone(s)	City	Zip Code
40	AE, RAT (310) 831-8439	6 <input type="checkbox"/>	S <input type="checkbox"/>	330 Ferry Street (310) 548-7540	Terminal Island	90731 (310) 548-2815 FAX
41	E, PA, BP (323) 874-2206	5 <input type="checkbox"/>	N <input type="checkbox"/>	1439 N Gardner Street (213) 485-6241	Los Angeles	90046 (310) 513-2141 FAX
42	AE	2 <input type="checkbox"/>	S <input type="checkbox"/>	2021 Colorado Blvd. (213) 485-6242	Los Angeles	90041 (323) 257-9419 FAX
43	E, PA	18 <input type="checkbox"/>	S <input type="checkbox"/>	3690 S. Motor Ave. (310) 840-2143	Los Angeles	90034 (310) 842-9596 FAX
44	AE, RA, BP, SW (323) 223-3939	2 <input type="checkbox"/>	S <input type="checkbox"/>	1410 Cypress Avenue (213) 485-6244	Los Angeles	90065 (323) 224-0934 FAX
46	AE, (2)PA, RA, EM (323) 233-0342	13 <input type="checkbox"/>	S <input type="checkbox"/>	4370 S Hoover Street (213) 485-6246	Los Angeles	90037 (323) 846-3939 FAX
47	E, PA, BP, EM	2 <input type="checkbox"/>	S <input type="checkbox"/>	4575 Huntington Dr. South (213) 485-6247	Los Angeles	90032 (323) 226-1608 FAX
48	AE, LF, RA, SQ (310) 514-9747 (310) 832-4768	6 <input type="checkbox"/>	S <input type="checkbox"/>	1601 S Grand Avenue (310) 548-7548	San Pedro	90731 (310) 548-2816 FAX
49	AE, BT3 & BT4 (310) 513-8900 (310) 513-9172	6 <input checked="" type="checkbox"/>	S <input type="checkbox"/>	400 Yacht Street, Berth 194 (310) 548-7549	Wilmington	90744 (310) 548-2922 FAX
50	ALF, RA	2 <input type="checkbox"/>	S <input type="checkbox"/>	3036 Fletcher Drive (213) 485-6250	Los Angeles	90065 (323) 913-4162 FAX
51	AE, PA (310) 642-9906	4 <input type="checkbox"/>	S <input type="checkbox"/>	10435 Sepulveda Blvd. (213) 485-6251	Los Angeles	90045 (310) 568-9842 FAX
52	AE, PA (323) 462-4232	5 <input type="checkbox"/>	N <input type="checkbox"/>	4957 Melrose Avenue (213) 485-6252	Los Angeles	90029 (213) 485-6240 FAX
55	E, PA (323) 257-5686	2 <input checked="" type="checkbox"/>	S <input type="checkbox"/>	4455 E York Blvd. (213) 485-6255	Los Angeles	90041 (213) 847-4463 FAX
56	AE, PA, HR (323) 666-3505	2 <input type="checkbox"/>	N <input type="checkbox"/>	2759 Rowena Avenue (213) 485-6256 (213) 847-4634	Los Angeles	90039 (323) 913-4169 FAX
57	AE, 2PA, RA (323) 753-1388	13 <input type="checkbox"/>	S <input type="checkbox"/>	7800 S Vermont Avenue (213) 485-6257	Los Angeles	90044 (213) 565-2594 FAX
58	AE, PA, RA (310) 246-9812	18 <input type="checkbox"/>	S <input type="checkbox"/>	1556 S Robertson Blvd. (213) 485-6258	Los Angeles	90035 (323) 957-7085 FAX
59	AE, PA, EM, RAT (310) 444-9970	9 <input type="checkbox"/>	N <input type="checkbox"/>	11505 W Olympic Blvd. (310) 575-8559	Los Angeles	90064 (310) 479-3992 FAX
60	E, ALF, PA, RA, FT (818) 509-8505	14 <input checked="" type="checkbox"/>	N <input type="checkbox"/>	5320 Tujunga Avenue (818) 756-8660	North Hollywood	91601 (818) 756-7594 FAX

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Fire Sta	Resource Grapevine(s)	Bn HQ	Dv HQ	Address Business Phone(s)	City	Zip Code
61	TF, PA, RA (323) 936-3710	18 <input type="checkbox"/>	S <input type="checkbox"/>	5821 W 3rd Street (213) 485-6261	Los Angeles	90036 (213) 847-4460 FAX
62	AE, PA	4 <input type="checkbox"/>	S <input type="checkbox"/>	11970 W Venice Blvd. (310) 397-2662	Los Angeles	90066 (310) 391-7091 FAX
63	TF, PA (310) 306-9934 (310) 827-2696	4 <input type="checkbox"/>	S <input type="checkbox"/>	1930 Shell Avenue (310) 575-8563	Venice	90291 (310) 306-4162 FAX
64	E, ALF, (2)PA, RA (323) 230-9314	13 <input type="checkbox"/>	S <input type="checkbox"/>	118 W 108th Street (213) 485-6264	Los Angeles	90061 (323) 230-8455 FAX
65	AE, PA, RA	13 <input type="checkbox"/>	S <input type="checkbox"/>	1801 E Century Blvd. (213) 485-6265	Los Angeles	90002 (323) 789-4945 FAX
66	AE, ALF, (2)PA, RA (323) 298-8035	13 <input type="checkbox"/>	S <input type="checkbox"/>	1909 W Slauson Avenue (213) 485-6266	Los Angeles	90047 (213) 346-7371 FAX
67	AE, RA	4 <input type="checkbox"/>	S <input type="checkbox"/>	5451 Playa Vista Drive (310) 862-2844	Los Angeles	90094 (310) 862-2846 FAX
68	E, PA (323) 932-9502	18 <input checked="" type="checkbox"/>	S <input type="checkbox"/>	5023 W Washington Blvd. (213) 485-6268	Los Angeles	90019 (323) 938-4870 FAX
69	ALF, PA, RA (310) 454-9210 (310) 454-7474	9 <input type="checkbox"/>	N <input type="checkbox"/>	15045 Sunset Blvd. (310) 575-8569	Pacific Palisades	90272 (310) 230-9352 FAX
70	AE, PA, EM	15 <input checked="" type="checkbox"/>	N <input type="checkbox"/>	9861 Reseda Blvd. (818) 756-7670	Northridge	91324 (818) 756-7906 FAX
71	AE, PA (310) 475-8318	9 <input type="checkbox"/>	N <input type="checkbox"/>	107 S Beverly Glen Blvd. (310) 575-8571	Los Angeles	90024 (310) 234-9272 FAX
72	AE, PA (818) 884-7623 (818) 992-9070	17 <input type="checkbox"/>	N <input type="checkbox"/>	6811 De Soto Avenue (818) 756-8672	Canoga Park	91303 (818) 756-7595 FAX
73	ALF, PA, RA (818) 705-9340 (818) 705-9341	17 <input type="checkbox"/>	N <input type="checkbox"/>	7419 Reseda Blvd. (818) 756-8673	Reseda	91335 (818) 756-7915 FAX
74	ALF, PA, BP, RA (818) 342-3576 (818) 996-7543	12 <input type="checkbox"/>	N <input type="checkbox"/>	7777 Foothill Blvd. (818) 756-8674	Tujunga	91042 (818) 352-6762 FAX
75	ALF, PA, HMT, RA (818) 361-5909 (818) 365-9076	17 <input type="checkbox"/>	N <input type="checkbox"/>	15345 San Fernando Mission (818) 756-8675	Mission Hills	91340 (818) 756-7915 FAX
76	AE, PA (323) 850-9521	5 <input type="checkbox"/>	N <input type="checkbox"/>	3111 N Cahuenga Blvd. (213) 485-6276	Los Angeles	90068 (323) 882-6522 FAX
77	AE, PA, WT (818) 767-5443 (818) 767-9129	12 <input type="checkbox"/>	N <input type="checkbox"/>	9224 Sunland Blvd. (818) 756-8677	Sunland	91352 (818) 767-1077 FAX
78	ALF, PA, EM, RA, AR	14 <input type="checkbox"/>	N <input type="checkbox"/>	4041 Whittsett Avenue (818) 756-8678	Studio City	91604 (818) 623-4162 FAX

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FIRE STATION LOCATIONS

Fire Sta	Resource Grapevine(s)	Bn HQ	Dv HQ	Address Business Phone(s)	City	Zip Code
79	AE, PA (310) 329-0110	13 <input type="checkbox"/>	S <input type="checkbox"/>	18030 S Vermont Avenue (310) 548-7579	Gardena	90247 FAX
80	CR, FM (310) 645-7127 (310) 642-9996	4 <input type="checkbox"/>	S <input type="checkbox"/>	6911 World Way West (213) 485-6280	Los Angeles	90045 (310) 646-8217 FAX
81	AE, PA, RA, RAT	10 <input type="checkbox"/>	N <input type="checkbox"/>	14355 W Arminta Street (818) 756-8681	Panorama City	91402 (818) 374-5875 FAX
82	E, PA (323) 462-9324	5 <input type="checkbox"/>	N <input type="checkbox"/>	5769 W Hollywood Blvd. (213) 485-6282	Los Angeles	90028 (323) 957-7082 FAX
83	AE, PA, BP, WT, ELT, MST	10 <input type="checkbox"/>	N <input type="checkbox"/>	4960 Balboa Blvd. (818) 756-8683 (818) 310-1055	Encino	91316 (818) 386-2906 FAX
84	AE, PA, BP, EM	17 <input checked="" type="checkbox"/>	N <input type="checkbox"/>	21050 W Burbank Blvd. (818) 756-8684	Woodland Hills	91367 (818) 756-9454 FAX
85	TF, PA, UR, MST, ELT (310) 534-9101 (310) 539-0969	6 <input type="checkbox"/>	S <input type="checkbox"/>	1331 W 253rd Street (310) 548-7585	Harbor City	90710 (310) 548-2823 FAX
86	AE, PA, SW, BP (818) 506-5998	14 <input type="checkbox"/>	N <input type="checkbox"/>	4305 Vineland Avenue (818) 756-8686	North Hollywood	91602 (818) 623-4162 FAX
87	E, ALF, PA, SQ	15 <input type="checkbox"/>	N <input type="checkbox"/>	10124 Balboa Blvd. (818) 756-8687 (818) 756-0967	North Hills	91343 (818) 366-0708 FAX
88	E, ALF, PA, UR, TR, EA, WT	10 <input type="checkbox"/>	N <input checked="" type="checkbox"/>	5101 N Sepulveda Blvd. (818) 756-8688	Sherman Oaks	91403 (818) 756-9646 FAX
89	E, ALF, PA, RA, URB (818) 765-9941 (818) 765-9942	14 <input type="checkbox"/>	N <input type="checkbox"/>	7063 Laurel Canyon Blvd. (818) 756-8689	North Hollywood	91605 (818) 756-7921 FAX
90	TF, PA, AE (818) 787-6380	10 <input type="checkbox"/>	N <input type="checkbox"/>	7921 Woodley Avenue (818) 756-8690	Van Nuys	91406 FAX
91	AE, PA (818) 367-6800	12 <input type="checkbox"/>	N <input type="checkbox"/>	14430 Polk Street (818) 756-8691	Sylmar	91342 (818) 362-9412 FAX
92	ALF, PA, RA (310) 842-8552	18 <input type="checkbox"/>	S <input type="checkbox"/>	10556 W Pico Blvd. (310) 840-2192	Los Angeles	90064 (213) 847-1669 FAX
93	TF, PA (818) 342-1645 (818) 344-1353	17 <input type="checkbox"/>	N <input type="checkbox"/>	19059 Ventura Blvd. (818) 756-8693	Tarzana	91356 (818) 756-7916 FAX
94	AE, LF, PA, RA, BP	18 <input type="checkbox"/>	S <input type="checkbox"/>	4470 Coliseum Street. (213) 485-6294	Los Angeles	90016 (213) 485-1670 FAX
95	TF, PA, SQ (310) 642-9985	4 <input type="checkbox"/>	S <input type="checkbox"/>	10010 International Road (213) 485-6295	Los Angeles	90045 (310) 342-3128 FAX
96	ALF, PA, RA (818) 341-0418	15 <input type="checkbox"/>	N <input type="checkbox"/>	21800 Marilla Street (818) 756-8696	Chatsworth	91311 (818) 756-7907 FAX

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Fire Sta	Resource Grapevine(s)	Bn HQ	Dv HQ	Address Business Phone(s)		City	Zip Code
97	AE, PA (323) 656-0395	14 <input type="checkbox"/>	N <input type="checkbox"/>	8021	Mulholland Drive (818) 756-8697	Los Angeles	90046 (323) 957-7089 FAX
98	E, ALF, PA, RA, DECON, BP (818) 899-6957 (818) 896-4056	12 <input checked="" type="checkbox"/>	N <input type="checkbox"/>	13035	Van Nuys Blvd. (818) 756-8698	Pacoima	91331 (818) 834-5159 FAX
99	AE, PA (818) 981-6379	10 <input type="checkbox"/>	N <input type="checkbox"/>	14145	Mulholland Drive (818) 756-8699	Beverly Hills	90210 (818) 756-7920 FAX
100	E, PA, FT, SW (818) 881-0744	10 <input type="checkbox"/>	N <input type="checkbox"/>	6751	Louise Avenue (818) 756-8600	Van Nuys	91406 (818) 345-8476 FAX
101	E, PA (310) 833-7400	6 <input type="checkbox"/>	S <input type="checkbox"/>	1414 W	25th Street (310) 548-7501	San Pedro	90732 (310) 548-7712 FAX
102	AE, PA (818) 785-3222 (818) 989-3284	14 <input type="checkbox"/>	N <input type="checkbox"/>	13200	Burbank Blvd. (818) 756-8602	Van Nuys	91401 (818) 756-7904 FAX
103	AE, RA (818) 885-9850	15 <input type="checkbox"/>	N <input type="checkbox"/>	18143	Parthenia Street (818) 756-8603	Northridge	91325 (818) 756-7908 FAX
104	E, PA (818) 341-4006	17 <input type="checkbox"/>	N <input type="checkbox"/>	8349	Winnelka Avenue (818) 756-8604	Canoga Park	91306 (818) 756-3817 FAX
105	ALF, PA, E (818) 713-1544 (818) 883-0588	17 <input type="checkbox"/>	N <input type="checkbox"/>	6345	Fallbrook Avenue (818) 756-8605	Woodland Hills	91364 (818) 756-7913 FAX
106	AE, PA, FD (818) 347-0543	17 <input type="checkbox"/>	N <input type="checkbox"/>	23004	Roscoe Blvd. (818) 756-8606	West Hills	91304 (818) 756-7914 FAX
107	E, PA (818) 341-9497	15 <input type="checkbox"/>	N <input type="checkbox"/>	20225	Devonshire Street (818) 756-8607	Chatsworth	91311 (818) 341-5635 FAX
108	AE (310) 274-2618	14 <input type="checkbox"/>	N <input type="checkbox"/>	12520	Mulholland Drive (818) 756-8608	Beverly Hills	90210 (213) 978-3816 FAX
109	AE, RA, BP (310) 471-3981 (818) 780-8685	10 <input type="checkbox"/>	N <input type="checkbox"/>	16500	Mulholland Drive (818) 756-8609	Los Angeles	90049 (310) 472-0924 FAX
110	BT5 (310) 833-9929	6 <input type="checkbox"/>	S <input type="checkbox"/>	2945	Miner Street, Berth 44A (310) 548-7545	San Pedro	90731 (310) 548-2819 FAX
111	BT1 (310) 831-3475 (310) 831-5540	6 <input type="checkbox"/>	S <input type="checkbox"/>	1444 S	Seaside Ave., Berth 256 (310) 548-7541	Terminal Island	90731 (310) 548-2926 FAX
112	E, PA, BT2 (310) 548-9929	6 <input type="checkbox"/>	S <input type="checkbox"/>	444 S	Harbor Blvd, Berth 86 (310) 548-7542	San Pedro	90731 (310) 548-2606 FAX
114	HELICOPTERS, CR, FM (818) 782-1430	10 <input type="checkbox"/>	N <input type="checkbox"/>	16617	Arminia Street (818) 756-8635	Van Nuys	91406 (818) 756-4094 FAX

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FIRE STATION LOCATIONS

Fire Resource Sta Grapevine(s)	Address Bn HQ Dv HQ Business Phone(s)	City	Zip Code
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RESOURCES LEGEND

AE	Assessment Engine
ALF	Assessment Light Force
AR	Arson Investigation Unit
BP	Brush Patrol
BT	Fireboat
CP	Command Post Vehicle
CR	Airport Crash Rescue
CT	Bicycle Medic Team
DECON	Decon Tender
E	Engine
EL	Emergency Lighting Unit
ELT	Emergency Lighting Trailer
EM	EMS Battalion Captain
FD	Fuel Tender-Diesel
FM	Airport Foam
FT	Foam Tender
HMT	Haz-Mat Tender
HR	Heavy Rescue (& Back-up)
LF	Light Force
MST	Medical Supply Trailer
PA	Paramedic Rescue Ambulance
RA	BLS Rescue Ambulance
RAT	Rehab Air Tender
SQ	Haz-Mat Squad
SW	Swift Water Rescue Team
T	Truck
TF	Task Force
TR	Tractor Company
TU	Tunnel Utility
UR	Urban Search & Rescue
URB	Back-up US&R Apparatus
WT	Water Tender

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DEPARTMENT OFFICES

CITY HALL EAST

200 N. MAIN STREET, LOS ANGELES, CA 90012

Headquarters (Information)	(213) 485-5971
Administration, Room 1800.....	(213) 978-3800.....FAX (213) 978-3815
Public Service Officer (24 Hours).....	(213) 576-8938
Administrative Services Bureau, Room 1630.....	(213) 978-3422.....FAX (213) 978-3414
Emergency Services Bureau, Room 1660.....	(213) 978-3880.....FAX (213) 978-3819
Fire Prevention & Public Safety Bureau, Room 1700.....	(213) 978-3570.....FAX (213) 978-3516
Training and Risk Management Bureau, Room 1680.....	(213) 978-3500.....FAX (213) 978-3514
Emergency Operations, Room 1860.....	(213) 978-6300.....FAX (213) 978-3818
Metro Fire Communications, 500 E. Temple St.....	(213) 576-8900.....FAX (213) 576-2001
Metro Fire Communications Floor Captain.....	(213) 576-8920
Metro Fire Communications Battalion Commander.....	(213) 576-8910
Administrative Operations, Room 1890.....	(213) 978-3855.....FAX (213) 978-3817
Professional Standards Division, Room 1870.....	(213) 978-2107.....FAX (213) 978-3004
Personnel Services Section, Room 1600.....	(213) 978-3770.....FAX (213) 978-3618

FRANK HOTCHKIN MEMORIAL TRAINING CENTER

1700 STADIUM WAY, LOS ANGELES, CA 90012

Arson/Counter-Terrorism Section, Room 109.....	(213) 893-9800.....FAX (213) 893-9801
In-Service Training Section, Room 101.....	(213) 893-9890.....FAX (213) 485-8478
Career Guidance Unit, Room 103.....	(213) 893-9890.....FAX (213) 485-8478
Photo Video Unit, Room 243.....	(213) 893-9890
Recruit Services Section, Room 114.....	(213) 893-9899.....FAX (213) 473-5367
Quality Assurance Unit, Room 110.....	(213) 893-9502.....FAX (213) 485-0355
EMS Training Unit.....	(213) 893-9877.....FAX (213) 473-4203

FIGUEROA PLAZA

201 N. FIGUEROA STREET, LOS ANGELES, CA 90012

Medical Liaison Unit, Room 650.....	(213) 202-3440.....FAX (213) 202-3417
Behavioral Health & Wellness Program, Room 900B.....	(213) 202-3466.....FAX (213) 482-6940
EMS Quality Improvement Section, Room 650.....	(213) 202-9970.....FAX (213) 202-9918
Public Access Defibrillator (PAD), Room 650.....	(213) 202-9900.....FAX (213) 202-9911
Building Administration Section and Fire Facilities Div....	(213) 202-3455.....FAX (213) 580-9918
221 N. Figueroa St., Suite 1600	

BUREAU OF FIRE PREVENTION BRANCH OFFICES

Harbor Fire Prevention, 638 Beacon St., Room 530, San Pedro, 90731.....	(310) 732-4580...FAX (310) 732-4579
Valley Fire Prevention, 6262 Van Nuys Blvd., Van Nuys, 91401.....	(818) 374-1110...FAX (818) 778-4911
Westchester Fire Prevention, 7166 W. Manchester Ave., Los Angeles, 90045.....	(213) 485-6072...FAX (310) 840-2109
Brush Clearance Unit, 6262 Van Nuys Blvd., Van Nuys, 91401.....	(818) 374-1111...FAX (818) 778-4910
Technical Section, Construction Services Unit, 221 N. Figueroa St., Suite 1500, Los Angeles, 90012.....	(213) 482-6537...FAX (213) 482-6511

OUTLYING OFFICES

Disaster Preparedness Unit, 5101 N. Sepulveda Blvd., Sherman Oaks, 91403.....	(818) 756-9674...FAX (818) 756-9681
Supply and Maintenance Division, 140 N. Ave 19, Los Angeles, 90031.....	(213) 485-6103...FAX (213) 485-8993
Wildland Management Unit, 5101 N. Sepulveda, Sherman Oaks, 91403.....	(818) 756-9674...FAX (818) 756-9681

DEPARTMENT OFFICES CONT.

RECRUIT TRAINING

- Frank Hotchkin Memorial Training Center, Training Academy,
1700 Stadium Way, Los Angeles, 90012.....(213) 473-3767...FAX (213) 473-5367
- Drill Tower 40, Harbor Recruit Training Academy, MS 833
330 Ferry St., Terminal Island, 90731.....(310) 548-7555...FAX (310) 548-2123
- Valley Recruit Training Academy, Drill Tower 81
14345 Arminta St., Panorama City, 91402.....(818) 374-4843,44,45...FAX (818) 374-4846

HELICOPTERS

- Air Operations, 16617 Arminta St. , Van Nuys, 91406.....(818) 756-8635...FAX (818) 756-4094

RELATED ORGANIZATIONS

- African American Firefighter Museum, www.aaffmuseum.org,
1401 Central Ave., LA, 90012, Mailing Address: P.O. Box 56013, LA, 90018.....(323) 744-1730
- Los Angeles Firefighters' Association, 2712 Foothill Blvd., Suite A, La Crescenta, 91214.....(213) 386-3316
- Los Angeles City Fire Department Chief Officers' Association, P.O. Box 2287, LA, 90053-2287... (323) 255-2276
FAX (323) 255-2276
- Los Angeles Firemen's Credit Union, www.lafirecu.org.....(323) 254-1700
815 Colorado Blvd., Los Angeles, 90041.....(800) 231-1626
- Los Angeles Fire Department Historical Society, www.lafdhs.com
1355 North Cahuenga Blvd., LA, 90028.....(323) 464-2727
- Los Angeles Firemen's Relief Association, www.lafra.org.....(323) 259-5200
815 Colorado Blvd., 4th floor, LA, 90041
- Los Angeles Firemen's Relief Association Grapevine Magazine, www.lafra.org
- Los Angeles Retired Fire and Police Assoc., 9521 Las Tunas Drive, Suit 4, Temple City, 91780.....(626) 285-5138
- Los Angeles Firefighters Sertoma Club, P.O. Box 4394, Torrance, 90503.....(No phone mail only)
- Los Bomberos, P.O. Box 532743, LA, 90053-2743.....(No phone mail only)
- Firefighters for Christ International,
1954 Placentia, Suite105, Costa Mesa, 92627.....FAX(949) 733-3948 (714) 427-0007
- Stentorians, www.stentorians.org
1409 W. Vernon Ave., Los Angeles, 90008.....FAX(323) 294-1223 (323) 294-4143
- United Firefighters of Los Angeles City AFL/CIO Local 112(UFLAC)
1571 Beverly Blvd., Suite 201, Los Angeles, 90026.....FAX(213) 250-5678 (213) 895-4006
- SIRENS, P.O. Box 1924, Los Angeles, CA 90053.....(No phone mail only)
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THE CITY OF
SAN FERNANDO

CITY COUNCIL

October 25, 2017

MAYOR
SYLVIA BALLIN

Mr. Walter Davis, Project Manager

VICE MAYOR
ANTONIO LOPEZ

East San Fernando Valley Transit Corridor

Los Angeles County Metropolitan Transportation Authority

COUNCILMEMBER
ROBERT C. GONZALES

One Gateway Plaza, MS 99-22-5

Los Angeles, CA 90012

COUNCILMEMBER
JOEL FAJARDO

SUBJECT: Comments on the East San Fernando Valley Transit Corridor Draft EIS/EIR
(SCH No. 2013021064)

COUNCILMEMBER
JAIME SOTO

Dear Mr. Davis:

The City of San Fernando ("City") appreciates this opportunity to comment on the Draft EIS/EIR for the East San Fernando Valley Transit Corridor project (Draft EIS/EIR). The City supports the East San Fernando Valley Transit Corridor Project proposed by the Los Angeles County Metropolitan Transportation Authority (Metro) to improve local public transit service along Van Nuys Boulevard and the Truman Street/San Fernando Road corridor, and regional connectivity for eastern San Fernando Valley.

This project will help improve mobility for the residents of the City by providing greater access to transit service to sub-regional and regional destinations, as well as the City becoming a destination point. However, since a segment of the proposed four alternatives will traverse the City along the NW-SE Truman Street/San Fernando Road corridor, and through the City's current San Fernando Corridor Specific Plan Amendment area. The following are the City's comments on the Draft EIS/EIR:

The City of San Fernando prefers and supports Light Rail Transit (LRT) with 14 stations and is providing our comments on the Draft EIS/EIR.

- 1. Vehicular Traffic and Circulation Impacts.** The Draft EIS/EIR examines the level of service (LOS) of seventy three (73) intersections within the project area, of which, thirteen (13) are in the City of San Fernando. Under the LRT/Tram Alternative (Alternative 3), nine (9) of the studied intersections within the City would be at LOS E or F and have a significant impact relative to the future No-Build Alternative. The increased traffic impacts would result from increased train trips and increased cross-arm gate down time at the rail crossings, thereby increasing traffic flow delays at these "choke points."

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MR. WALTER DAVIS, PROJECT MANAGER

Comments on the East San Fernando Valley Transit Corridor Draft EIS/EIR (SCH No. 2013021064)

Page 2 of 6

In fact, based upon discussions and meeting notes memorializing a January 11, 2017 meeting between Metro and City representatives concerning the County Grade Crossing and Corridor Safety Program, traffic circulation, pedestrian safety/access improvements, grade separations, graffiti control, and trespassing violations were prominently discussed. In particular, the City cited safety concerns at the heavily travelled Maclay Avenue and Hubbard Avenue grade crossings as well as the lighter vehicular volumes at Wolfskill/Jessie Street and Brand Avenue grade crossings. As a result of these discussions, it was agreed that after Metro identifies the locally preferred alternative for the East San Fernando Valley Transit Corridor Project, the Metro team will consider each of the suggested improvements for affected grade crossings as part of the evaluation of the East San Fernando Valley Transit Corridor Project.

The LRT/Tram Alternative (Alternative 3) will result in additional impacts to the area businesses during and after construction. For example, the LRT requires overhead catenary wires and careful consideration should be given to the placement of supporting poles, particularly in relation to adjacent businesses, signage, existing street trees and pedestrian travel on the sidewalks. Also the location of the LRT/Tram Alternative is within the existing public right-of-way of San Fernando Road, possibly removing a vehicular lane, and will further impact vehicular travel on the roadway.

Although outside the City limits, the T-intersection of SR-118 Freeway off-ramp and San Fernando Road is heavily impacted by traffic congestion during commute time periods, resulting in vehicles queued into on-coming traffic. The left-turn lanes are currently experiencing congestion, and with the proposed LRT station at Paxton Street and San Fernando Road, traffic congestion would be further exacerbated with either the LRT/Tram or LRT Alternatives.

Therefore, the City recommends:

- Traffic signals be synchronized and timed to minimize vehicle delays and traffic congestion at all intersections along Hubbard Street, from San Fernando Road to 4th Street in San Fernando and further north to Glenoaks Boulevard, and along the East/West thoroughfares of Truman Street and San Fernando Road, from Hubbard Street East to the proposed Paxton/San Fernando Station.
- Dual left-turn and/or right-turn lanes at key intersection approaches, especially in the San Fernando Downtown District of the Specific Plan area.

MR. WALTER DAVIS, PROJECT MANAGER

Comments on the East San Fernando Valley Transit Corridor Draft EIS/EIR (SCH No. 2013021064)

Page 3 of 6

- The existing bike path within the City of San Fernando should be aligned with the bike path entering from the South into the City of San Fernando; the realigned bike path should be a continuous Class I bikeway located to the South of the railroad line, dedicated for pedestrian and cyclists, with ample opportunities for cyclists to reach nearby locations and amenities to rest and store their bicycles.

2. Compatibility with and Enhancement of the Proposed San Fernando Corridor Specific Plan Amendment. The City has completed its draft San Fernando Corridors Specific Plan Amendment and EIR. The City completed the EIR public review period on September 25, 2017 and anticipates initiating the Specific Plan Amendment adoption process in late November 2017. Since a segment of the East San Fernando Valley Transit Corridor project traverses the Specific Plan Amendment area, Metro should incorporate development standards and design guidelines in the development of the eventual preferred alternative. Major consideration should be given to providing business assistance programs, both technical and financial, to assist local merchants, businesses, and residents to minimize potential disruptions.

3. Light Rail Transit Stations. With the importance and projected high passenger usage of the Sylmar/San Fernando Metrolink Station, more amenities are needed at this existing station. While improvements to stations are identified in the Draft EIS/EIR to mitigate potential aesthetics/visual quality and safety/security impacts, the Sylmar/San Fernando Station needs an enclosed passenger waiting structure with seating and public restrooms conveniently located adjacent to the station platform.

While the Sylmar/San Fernando Metrolink Station is in the City of Los Angeles, it is located immediately adjacent to the City of San Fernando, and therefore, the station improvements should also incorporate a Public Art component and reflect the design guidelines of the San Fernando Corridor Specific Plan Amendment as should the Maclay Station. Metro should hold additional informational workshops and community outreach programs to adequately inform San Fernando residents and businesses of this major new development. San Fernando requests that Metro provide guidance and information concerning technical assistance and grant funds to complete a specific area plan around the new Maclay Station, including a feasibility analysis of constructing a 2-3 level public parking structure on the existing City Parking Lot N6, and a Pedestrian Connectivity Study to promote alternative forms of travel to and from the Sylmar/San Fernando and Maclay Stations.

MR. WALTER DAVIS, PROJECT MANAGER

Comments on the East San Fernando Valley Transit Corridor Draft EIS/EIR (SCH No. 2013021064)

Page 4 of 6

Therefore, the City recommends that Metro:

- Analyze feasibility of constructing multi-level public parking structure in association with the proposed Maclay Station.
- Conduct community outreach and education program to effectuate two-way communication with the desired outcome of achieving increased understanding and mutual benefit.
- Incorporate design guidelines and development standards that are representative of San Fernando’s history, culture, and supportive of the San Fernando Corridors Specific Plan Amendment. The design features should promote and establish a “sense of place” that is authentic, energetic, and colorful.
- Install Public Art at major pedestrian areas, such as stations and pedestrian access points near San Fernando’s downtown area.
- Install of enhanced streetscape, pedestrian, and landscape improvements along the entire East San Fernando Valley Transit Corridor within San Fernando.

- 4. Public Safety and Public Parking.** Alternative 3 would require taking approximately twelve (12) feet of City property adjacent to the existing rail right-of-way. This would result in the need to relocate public safety storage and radio communication equipment, the loss of six (6) secure parking spaces reserved for public safety vehicles, and the loss of twenty-three (23) public parking spaces located in City Lot 6N. This represents a loss of approximately thirty percent (30%) of the available public parking in Lot 6N and thirty percent (30%) of available secure public safety parking.

Therefore, the City recommends that Metro:

- Replace the lost public parking and secure public safety parking by constructing a multi-level public parking structure in association with the proposed Maclay Station.
- Relocate the secure public safety storage and communications equipment to a secure area in a multi-level public parking structure.

- 5. Economic and Social Justice.** The Measure M Ordinance approved by Los Angeles County voters included a provision for requiring a 3% local contribution to major rail transit capital projects. The Ordinance calculates the local contribution based on the centerline track miles within a local jurisdiction with a new station in those jurisdictions. The local contribution will be calculated by dividing 3% of the

MR. WALTER DAVIS, PROJECT MANAGER

Comments on the East San Fernando Valley Transit Corridor Draft EIS/EIR (SCH No. 2013021064)

Page 5 of 6

project's total cost, estimated after the conclusion of thirty percent (30%) of final design, by the number of new rail stations constructed on the line.

Eligible fund sources to satisfy 3% local contribution include any funds controlled by the local agency or local agencies (e.g., General Fund, State Gas Tax Subventions, Prop. A, Prop. C and Measure R and M Local Return Funds, Measure M Subregional Program Funds), or any funds awarded from non-Metro competitive grant process funding.

Although it is too early to calculate the City's required local contribution, initial estimates range from \$2.5 to \$5 million. A match of this magnitude will require the City to divert a significant amount of future transportation funding from critical services such as local transit services (i.e. Trolley and Paratransit), street maintenance, tree trimming services, street sweeping, and street resurfacing projects; all of those services are funded using State Gas Tax, Proposition A, Proposition C, Measure R and Measure M funds. To the extent the City must use those funds toward a required local match, it will necessitate cuts in the services anticipated to be funded by these aforementioned funding sources.

Additionally, the City of San Fernando is a disadvantaged community with the entire City designated as eligible for Community Development Block Grant funding. More affluent cities that have benefited from major rail transit capital projects in the past, including the Exposition Line through Culver City and the Gold Line through Pasadena, were not required to provide a local contribution. This raises some very serious economic and social justice concerns as San Fernando residents have paid County-wide sales taxes, including Proposition A, Proposition C, and particularly Measure R, but have not received a proportionate benefit as many of the capital projects funded through those taxes have not benefited the Northeast San Fernando Valley. In addition to another increase in sales tax resulting from Measure M that further erodes the City's residents' disposable income, our disadvantaged community is now also being asked for a significant local match.

Therefore, the City recommends:

- As a qualified disadvantaged community, grant a financial hardship waiver to eliminate or significantly reduce the 3% local match.
- If payment of funds that would otherwise be available to the City for local improvements will be required, allow flexibility for a payment schedule that amortizes the cost, interest free, over a minimum of fifty (50) years.

MR. WALTER DAVIS, PROJECT MANAGER

Comments on the East San Fernando Valley Transit Corridor Draft EIS/EIR (SCH No. 2013021064)

Page 6 of 6

- Reduce the financial burden by widening the parameters for projects that qualify to reduce the City's local match. For example, the City has plans to move forward with a \$3.5 million project to construct a 1.5-mile bike path along the Pacoima Wash that connects to the bike path within the Metro right-of-way (along the route of the proposed LRT). Planning and engineering work for that project is underway and construction may be complete prior to the arrival of the proposed LRT. That project fits well within Metro's first mile/last mile philosophy and the entire project cost, regardless of timing, should be applicable to the City's local match.

The City of San Fernando thanks you for the opportunity to comment on the East San Fernando Valley Transit Corridor Draft EIS/EIR and we look forward to continued involvement in this project. Should you have any questions regarding our comments, please feel free to contact Mr. Alexander P. Meyerhoff, City Manager, at (818) 898-1202 or at CityManager@sfcity.org.

Sincerely,



Sylvia Ballin
Mayor

THE CITY OF SAN FERNANDO

CITY COUNCIL

February 20, 2018

MA.YOR
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Mr. Walter Davis, Project Manager
East San Fernando Valley Transit Corridor

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Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-5
Los Angeles, CA 90012

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**SUBJECT: REVISED Comments on the East San Fernando Valley Transit Corridor
Draft EIS/EIR (SCH No. 2013021064)**

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Dear Mr. Davis:

On October 25, 2017, the City of San Fernando submitted comments on the East San Fernando Valley Transit Corridor Draft EIS/EIR (SCH No. 2013021064), which are included as Attachment "A." Subsequent to transmitting those comments, the City received additional information from local business and property owners that received notices from Metro advising them that it may be necessary to acquire their property through the eminent domain process.

Property located adjacent to the Metro right-of-way represents a significant economic driver for the local economy and generates approximately \$1.3 million per year in sales, property, and business tax revenues, which represents almost 7% of total General Fund revenues. Additionally, businesses in this area account for approximately 850 full and part time jobs. A significant loss of jobs concentrated in the City's primary commercial corridor can devastate the local economy through a decline in customer base and consumer spending for ancillary businesses (e.g., local material suppliers, food service establishments, retail sales outlets, etc.). The decline in demand for local support services results in additional business closures, additional job losses, further decline in demand, et cetera. This domino effect in the local economy reduces sales and business tax dollars collected by local municipalities, resulting in a reduction of service levels to the community and potentially devastating financial impact to the City.

The City would also like to reiterate the comments submitted in the original letter related to economic and social justice. Potential eminent domain of private property along First Street further exacerbates these issues.

On Tuesday, December 19th, the East San Fernando Valley Transit Corridor Ad Hoc Committee (Vice Mayor Lopez and Councilmember Gonzales) met with key Metro staff, including the Project Management team and Real Estate Acquisition team, to discuss, among other issues, the negative impact of eminent domain on commercial

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MR. WALTER DAVIS, PROJECT MANAGER

REVISED Comments on the East San Fernando Valley Transit Corridor Draft EIS/EIR (SCH No, 2013021064)

Page 2 of 3

and manufacturing property adjacent to the railroad right of way on First Street and Truman Ave.

The Ad Hoc Committee expressed the City's openness and willingness to consider removing the bike path from the railroad right-of-way and re-routing it along Truman Ave or through the San Fernando Mall pending community input and review by the full City Council. Metro staff indicated relocating the bike path would significantly reduce the amount of right of way that would be necessary for the light rail project and, consequently, reduce the need to eminent domain many of the affected properties. Metro staff agreed to further study the relocation option.

Metro staff also stated that the project's conceptual design assumes there will be four sets of tracks between Van Nuys and Hubbard, two for Light Rail (Metro) and a second set for the Metrolink. However, Metro has learned that Metrolink currently does not have funds for the construction of double track and as such, Metro plans to determine if the width is sufficient for three sets of tracks; thereby avoiding property acquisitions.

In General, the City supports the East San Fernando Valley Transit Corridor Rail Project proposed by Metro, however, the City opposes the use of eminent domain within San Fernando for this Project. The City believes the emerging demand for creative transportation solutions should not employ an eminent domain strategy that would shutter critical businesses for our City.

These comments serve as an addendum to the comments submitted by the City on October 25, 2017 and shall be made part thereof. All references to the City's comments on the East San Fernando Valley Transit Corridor Draft EIS/EIR (SCH No. 2013021064) shall be inclusive of this document and the correspondence dated October 25, 2017. Additionally, the City requests Metro staff forward this letter to any individual or agency that has previously been informed of the City of San Fernando's support for the project.

MR. WALTER DAVIS, PROJECT MANAGER

REVISED Comments on the East San Fernando Valley Transit Corridor Draft EIS/EIR (SCH No. 2013021064)

Page 3 of 3

The City of San Fernando looks forward to continued involvement in this project. Should you have any questions regarding our comments, please feel free to contact Mr. Alexander P. Meyerhoff, City Manager, at (818) 898-1202 or at CityManager@sfcity.org.

Sincerely,


Sylvia Ballin
Mayor

Enclosed:

1. Comments on the East San Fernando Valley Transit Corridor Draft EIS/EIR (SCH No. 2013021064) dated October 25, 2017.



THE CITY OF
SAN FERNANDO

CITY COUNCIL

November 17, 2020

MAYOR
JOEL FAJARDO

Mr. Walter Davis, Project Manager

VICE MAYOR
HECTOR A. PACHECO

East San Fernando Valley Transit Corridor

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SYLVIA BALLIN

Los Angeles County Metropolitan Transportation Authority

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COUNCILMEMBER
ROBERT C. GONZALES

**SUBJECT: Comments on Final Environmental Report/Statement (EIR/EIS) for
the East San Fernando Valley Transit Corridor (ESFVTC) Project**

COUNCILMEMBER
MARY MENDOZA

Dear Mr. Davis:

I would like to thank Metro staff for the presentation of the ESFVTC final EIR/EIS to the San Fernando City Council on October 19, 2020 and appreciate extending the review period through November 17, 2020. Upon review of the final EIR/EIS and the responses provided to the City's comments, the City continues to have concerns with the level of impact that was studied through the EIR/EIS process.

The corridor on the existing rail right-of-way through San Fernando has different challenges than the segment along Van Nuys Boulevard in the City of Los Angeles. Consequently, the City believes the level of analysis should be different for both segments, which leaves the current EIR/EIS analysis lacking in the following areas:

Project Definition – The EIR/EIS only studied the addition of two light rail tracks to the existing rail right of way. According to Metro staff, the Metrolink Brighton to Roxford Dual Track project was not included in the analysis because that project is not funded. However, the Metrolink Antelope Valley Line (AVL) Dual Track project is now funded and, through that project, Metrolink has a stated goal of 15-minute headways during peak hours. The construction of the AVL project will make the "Brighton to Roxford" segment a significant bottleneck and barrier to achieving Metrolink's 15-minute headway goal. Therefore, it is reasonable to assume that "Brighton to Roxford" is now a high priority to receive funding.

Based on this information, the "Project Definition" for the segment through San Fernando needs to be revised and the EIR/EIS needs to include an analysis of a second Metrolink track and 15-minute peak hour headways. All related environmental studies must be revised and the environmental impact must consider a total of four tracks with 15-minute peak hour headways for Metrolink and 6-minute peak hour headways for Metro. The City believes this will have a

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Comments on East San Fernando Valley Transit Corridor (ESFVTC) Project

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significant impact on the environmental conditions in San Fernando that are not contemplated in the current EIR/EIS.

Safety Analysis – Unlike the Van Nuys Blvd segment, there is a long history of safety concerns and a high rate of pedestrian/vehicle versus train collisions at or near the intersections in San Fernando along the existing rail right-of-way. Since 2018, there have been three pedestrian versus train collisions, the most recent occurring on October 20, 2020. Looking back ten years, there are almost double that number of incidents, many of them resulting in loss of life. Additionally, San Fernando Middle School (LAUSD) is located directly adjacent to the rail right-of-way and hundreds of students cross the tracks during school days, which creates a high-risk environment. This poor safety record is in the current condition, which is only one Metrolink track.

After reviewing the Grade Crossing Safety Study produced by Metro in 2018 to evaluate the safety of each grade crossing, it does not appear to include pedestrian counts at key walking intersections, such as Brand Boulevard, where the aforementioned San Fernando Middle School is located. Other than the standard pedestrian gates, there is no consideration of increased safety measures by the ESFVTC project, such as a pedestrian bridge or grade separation, which should be analyzed at a highly trafficked pedestrian crossing directly adjacent to a middle school. The Grade Crossing Study also does not seem to take into account the significantly increased vehicle wait times at all the impacted intersections and how that will impact driver behavior over the long term. Specifically, drivers that try to “beat the gate” because they know they will be stuck idling for a significant amount of time, causing them to be late to work or school.

Lastly, there is no analysis of the impact of the four tracks on **San Fernando Police Department’s** ability to provide public safety to the residents living on the southwesterly portion of the tracks. Approximately 7,000 residents (more than 25% of the City’s population) live on the other side of the railroad right of way from the Police Department building. The addition of three at-grade tracks will significantly impact SFPD’s response time and ability to service 25% of the City’s population as officers will be stuck behind safety gates as up to 28 trains per hour transverse the City.

Due to the long history of significant safety concerns along this corridor, the City feels there should be a higher level of safety study and additional mitigation measures, including grade separation, pedestrian bridges, and public safety overrides, that exceed the baseline safety measures that Metro typically constructs. Additional analysis of this corridor is particularly imperative as the

MR. WALTER DAVIS, PROJECT MANAGER

Comments on East San Fernando Valley Transit Corridor (ESFVTC) Project

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built environment will be increasing from one heavy rail track to two heavy rail and two light rail tracks.

Vehicular and Traffic Circulation Analysis – The City has maintained the position that there are significant flaws with the Traffic study conducted as part of the EIR/EIS analysis. Particularly, the traffic counts utilized in the EIR/EIS Transportation Impact Report are from 2010, 2011, and 2012, which makes them 8-10 years old and measured in the midst of a deep economic recession with very high unemployment and high commercial vacancy rates.

Additionally, since 2012, there has been significant development of housing units along Foothill Boulevard in Sylmar and along San Fernando Road in Sylmar as well as a significant increase in the student population at Mission Community College in Sylmar. All of these have added vehicle traffic, especially along Hubbard Avenue, since the traffic counts were conducted in 2012. Therefore, the traffic counts are not reflective of current or future traffic levels.

The City also questions why there was no study of other intersections that could be impacted by significant queuing, such as at First Street and Maclay Avenue, First Street and Hubbard Avenue, and Second Street and Hubbard Avenue. Furthermore, two new signalized intersections are proposed as part of the project on First Street where it crosses at Brand Boulevard and at Jessie Street. These new signalized intersections are very close to the San Fernando Middle School and the intersection at Brand Boulevard is adjacent the SFPD station. An updated Level of Service traffic analysis should consider waiting periods at all of these intersections, as well as specific impacts to both the school and police station.

Additionally, as previously mentioned, the study did not include the impact of the Metrolink Brighton to Roxford project that will further exacerbate traffic impacts. More detail on the City's concerns are outlined in the letter to Metro dated October 25, 2017 and further expanded upon in the letters to Metro dated February 20, 2018 and March 30, 2020 (Attachments No. 1, 2 and 3).

To adequately address the traffic impacts of the Metro and Metrolink projects on the City of San Fernando, Metro should conduct a more comprehensive circulation study to determine where vehicles queuing at impacted intersections are originating and their ultimate destination. This will inform: a) whether the vehicles are going in the same direction as the proposed LRT, in which case the LRT can be considered a mitigation, and b) if the vehicles are NOT going in the same direction as the LRT, meaningful mitigation measures, such as signage, traffic

MR. WALTER DAVIS, PROJECT MANAGER

Comments on East San Fernando Valley Transit Corridor (ESFVTC) Project

Page 4 of 5

signal synchronization, and improvements to local arterial streets to route traffic to the 5, 118 and 210 Freeways and avoid grade crossings in San Fernando.

Air Quality Analysis – Past studies conducted by other agencies, including South Coast Air Quality Management District and Los Angeles County Public Health, have determined that San Fernando experiences a heat island effect¹ and our residents are disproportionately impacted by childhood asthma.² For these reasons, the City received a grant, in partnership with Tree People, to plant more than 700 trees in San Fernando. As part of the traffic and circulation analysis, an air quality analysis should be conducted to study the impact of additional vehicles idling at impacted intersections for longer periods of time. It stands to reason that this additional idling time will further exacerbate the City's existing heat island condition and incidents of childhood asthma.

Acquisition of Public and Private Property – The San Fernando City Council has been adamantly against private property acquisition along this critical commercial corridor since this issue first arose in late 2017. These concerns are outlined in the letters to Metro dated October 25, 2017, February 20, 2018, and March 30, 2020. Although most of the private properties located adjacent to the Metro right-of-way will be preserved, there are still multiple properties that will be impacted.

Additionally, the City was open to Metro acquiring portions of the San Fernando Police Department property and public parking lot 6N PROVIDED that Metro replace the parking and/or construct a parking structure adjacent to the proposed Maclay station. However, Metro's response in the EIR/EIS is that the parking will not be replaced. Consequently, the City does not support acquisition of the Police Department and public parking lot 6N. If parking is not constructed to support the Maclay station, Metro patrons will park in the City's public lots (Lots 4, 5 and 6N) that are reserved for customers of the City's Downtown Business District and the maintenance of those lots is paid for by a Business Improvement District. This will create a significant parking issue in the area.

Conclusion – All of the concerns included in this letter have been raised at various times throughout the Draft EIR/EIS process. However, the City feels that these concerns have not been adequately addressed in the final document and failing to consider the impact of the Metrolink "Brighton to Roxford" project represents a significant deficiency in the EIR/EIS.

¹ <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf>

² http://publichealth.lacounty.gov/docs/HealthNews/Child_Asthma_2014.pdf

MR. WALTER DAVIS, PROJECT MANAGER

Comments on East San Fernando Valley Transit Corridor (ESFVTC) Project

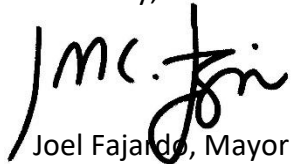
Page 5 of 5

Lastly, the City believes the two segments of the ESFVTC present very different environmental conditions with Segment One running parallel to a very busy major arterial (i.e. Van Nuys Boulevard) and Segment Two running along a busy railroad right of way with multiple future regional rail projects in the planning stages.

Therefore, the City of San Fernando requests the Metro Board consider conditional certification of EIR/EIS pending additional study of Segment Two as outlined in this letter. Additionally, the City requests a commitment from Metro that Segment Two will be constructed pending additional analysis and redesign.

Should you have any questions regarding our comments, please feel free to contact Mr. Nick Kimball, City Manager at (818) 898-1202, or via email at Nkimball@sfcity.org.

Sincerely,

A handwritten signature in black ink that reads "JMC. Fajardo". The signature is stylized and cursive.

Joel Fajardo, Mayor
City of San Fernando

Attachments:

1. Comment Letter to Metro, dated October 25, 2017
2. Comment Letter to Metro, dated February 20, 2018
3. Comment Letter to Metro, dated March 30, 2020

cc: Nick Kimball, City Manager, City of San Fernando
Monica Born, Deputy Executive Officer, Program Management, Metro
Karen Swift, Manager, Community Relations, Metro

From: noreply@salesforce.com on behalf of [Karen Swift](#)
To: [Lisecki, Lee](#); [Baker, Sarah](#); [Joel Falter](#); [Davis, Walter](#); [Gonzalez, Ivan D.](#)
Subject: Comment from LA County Flood Control District [ref:_00Df42UDS._5005GZueON:ref]
Date: Tuesday, November 17, 2020 3:44:06 PM
Attachments: [image001.png](#)

----- Original Message -----

From: Toan Duong [tduong@dpw.lacounty.gov]
Sent: 11/17/2020, 1:06 PM
To: eastsfvtransit@metro.net
Cc: jdulay@dpw.lacounty.gov; jsuarez@dpw.lacounty.gov; jrietze@dpw.lacounty.gov; wswindle@dpw.lacounty.gov; lthang@dpw.lacounty.gov
Subject: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT FEIR COMMENTS

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT
ENVIRONMENTAL PLAN (RPPL2020007435)

Thank you for the opportunity to review the final Environmental Impact Report for the East San Fernando Valley Light Rail Transit project. The Project would provide improved transit service along the busy Van Nuys Boulevard and San Fernando Road corridors serving the eastern San Fernando Valley. The proposed project would extend from the Metro Orange Line in the south to Sylmar/San Fernando Metrolink Station in the north and provide area residents, businesses, and transit-dependent populations with improved mobility and access to the regional transit system.

The Los Angeles County Flood Control District (LACFCD) has reviewed the FEIR and has no objection to the proposed project. The LACFCD has the following comments for your consideration:

General Comment – LACFCD Permit

- 1.1. Project components affecting LACFCD facilities or right of way will require a permit from Public Works, Land Development Division. For Metro projects related permit, please contact Bill Swindle of Public Works, Railroad Coordinator, at (626) 458-3935 or wswindle@pw.lacounty.gov.

General Comment - Flood Risk Mitigation

- 2.1. Due to the potential impact to flood risk mitigation by the preferred alternative, which will place the light rail over LACFCD's storm drain approximately 3.5 miles, Public Works and Metro are exploring further alternatives.

For questions regarding comments 1 and 2, please contact Jason Rietze of Public Works, Stormwater Planning Division at (626) 300-3248 or jrietze@pw.lacounty.gov.

If you have any questions or require additional information, please contact Toan Duong of Public Works, Land Development Division, at (626) 458-4921 or tduong@pw.lacounty.gov.

Sincerely,

Toan Duong

Civil Engineer

Los Angeles County Public Works

Office: (626) 458-4921



From: East San Fernando Valley Light Rail Transit <eastsfvtransit@metro.net>

Sent: Monday, November 16, 2020 3:37 PM

To: Bill Swindle <WSwindle@dpw.lacounty.gov>

Subject: Updated links: Public Comment Period Ending and Details for Planning & Programming Committee

CAUTION: External Email. Proceed Responsibly.

To view this email as a web page, go [here](#).

Para Español [haga clic aquí](#).



East San Fernando Valley Light Rail Transit
November 16, 2020
Updated links below

Public comment ending soon

Thank you again for your participation in the public comment period for the East San Fernando Valley (ESFV) Light Rail Transit Project. We've had the chance to present to nearly 800 people since October 2nd and appreciate all your comments and questions!

Reminder: Public comments on the ESFV FEIS/FEIR will be accepted until November 17, 2020 by email to eastsfvtransit@metro.net or by visiting www.metro.net/eastsfvtransit and completing the Comment Form under "Contact Us." You may view the FEIS/FEIR on the [Metro website](#).

The ESFV Light Rail Transit Project Final Environmental Impact Statement/Final Environmental Report (FEIS/FEIR) and the ESFV First/Last Mile Plan will be considered by the Metro Planning and Programming Committee at their virtual meeting on Wednesday, November 18, 2020. You may view the board report for the FEIS/FEIR [here](#) and the board report for the First/Last Mile Plan [here](#).

Following review and possible action by the Planning and Programming Committee, the ESFV FEIS/FEIR and First/Last Mile Plan will be considered at Metro's regular Board meeting on Thursday, December 3, 2020.

The draft First/Last Mile Plan, identifying pedestrian and bicycle improvements connecting to the 14 stations of the planned Metro Rail corridor, is also available for review on the [Metro website](#).

If you would like to submit a live, public comment at the virtual Planning and Programming Committee meeting, you may do so by attending the meeting online or by phone:

Planning and Programming Committee Meeting

Wednesday, November 18

3:00 p.m.

Watch online: <http://boardagendas.metro.net> OR Listen by phone:

Dial +1 (877) 422-8614 and enter extension 3490185#

Individuals who require ADA accommodations and translations to participate in the public information meetings should contact 323.466.3876 at least 72 hours in advance of the meeting.

Please reach out to us if you have any questions and concerns.

Visit [project web page](#)

E-mail eastsfvtransit@metro.net

Call 818-701-3844



You have subscribed to receive Metro information, [edit your preferences](#), [manage subscriptions](#), or [unsubscribe](#).
Your privacy is important to us, please review the [Privacy Policy](#).
View this email [online](#).

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This email was sent to wswindle@dpw.lacounty.gov

Bus & Rail Transit information
323.GO.METRO (323.466.3876)
6:30am - 7pm (Monday - Friday)
8am - 4:30pm (Saturday/Sunday)



ref:_00Df42UDS._5005GZueON:ref



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 881-2401

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

March 29, 2013

Walt Davis, Project Manager
Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-3
Los Angeles, CA 90012

Dear Mr. Davis:

NOTICE OF PREPARATION, NOTICE OF INTENT OF AN ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT, EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT, TO IMPROVE MOBILITY, ENHANCE TRANSIT ACCESSIBILITY, PROVIDE RELIABLE TRANSIT SERVICE, ENCOURAGE MODAL SHIFT TO TRANSIT IN THE EAST SAN FERNANDO VALLEY (FFER #201300034)

The Notice of Preparation has been reviewed by the Planning Division, Land Development Unit, Forestry Division and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. The subject property is entirely within the City of Los Angeles, which is not a part of the emergency response area of the Los Angeles County Fire Department (also known as the Consolidated Fire Protection District of Los Angeles County). Therefore, this project does not appear to have any impact on the emergency responsibilities of this Department.

LAND DEVELOPMENT UNIT:

1. This project does not propose construction of structures or any other improvements at this time. Therefore, until actual construction is proposed the project will not have a significant impact to the Fire Department, Land Development Unit.
2. There are no additional comments regarding this project. The applicant's reply acknowledging our comments is acceptable at this time.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS
ARTESIA
AZUSA
BALDWIN PARK
BELL
BELL GARDENS
BELLFLOWER
BRADBURY

CALABASAS
CARSON
CERRITOS
CLAREMONT
COMMERCE
COVINA
CUDAHY

DIAMOND BAR
DUARTE
EL MONTE
GARDENA
GLEN DORA
HAWAIIAN GARDENS
HAWTHORNE

HIDDEN HILLS
HUNTINGTON PARK
INDUSTRY
INGLEWOOD
IRWINDALE
LA CANADA FLINTRIDGE
LA HABRA

LA MIRADA
LA PUENTE
LAKEWOOD
LANCASTER
LAWNDALE
LOMITA
LYNWOOD

MALIBU
MAYWOOD
NORWALK
PALMDALE
PALOS VERDES ESTATES
PARAMOUNT
PICO RIVERA

POMONA
RANCHO PALOS VERDES
ROLLING HILLS
ROLLING HILLS ESTATES
ROSEMEAD
SAN DIMAS
SANTA CLARITA

SIGNAL HILL
SOUTH EL MONTE
SOUTH GATE
TEMPLE CITY
WALNUT
WEST HOLLYWOOD
WESTLAKE VILLAGE
WHITTIER

Walt Davis, Project Manager
March 29, 2013
Page 2

3. The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project.
4. The statutory responsibilities of the County of Los Angeles Fire Department, Land Development Unit, are the review of, and comment on, all projects within the unincorporated areas of the County of Los Angeles. Our emphasis is on the availability of sufficient water supplies for firefighting operations and local/regional access issues. However, we review all projects for issues that may have a significant impact on the County of Los Angeles Fire Department. We are responsible for the review of all projects within Contract Cities (cities that contract with the County of Los Angeles Fire Department for fire protection services). We are responsible for all County facilities, located within non-contract cities.

The County of Los Angeles Fire Department, Land Development Unit may also comment on conditions that may be imposed on a project by the Fire Prevention Division, which may create a potentially significant impact to the environment.
5. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit Inspector, Claudia Soiza, at (323) 890-4243.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Draft Environmental Impact Statement/Report.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. The Health Hazardous Materials Division has no objection to the proposed project.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



FRANK VIDALES, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

FV:ij



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

September 26, 2017



Adam Stephenson, Program Specialist
Federal Transit Administration Region 9
Los Angeles Metropolitan Office
888 South Figueroa, Suite 1050
Los Angeles, CA 90017

Dear Mr. Stephenson:

NOTICE OF AVAILABILITY OF AN ENVIRONMENTAL IMPACT STUDY/IMPACT REPORT, "EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT," TO EVALUATE THE ENVIRONMENTAL, SOCIAL, AND ECONOMIC ISSUES ASSOCIATED WITH THE PROPOSED IMPROVEMENTS INCLUDED IN THE PROJECT, SYLMAR/SAN FERNANDO MERTOLINK STATION , NORTH TO VAN NUYS METRO ORANGE LINE STATION WITHIN THE CITY OF LOS ANGELES SOUTH, FFER 201700107

The Notice of Availability of an Environmental Impact Study/Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

The subject property is entirely within the City of Los Angeles which is not a part of the emergency response area of the Los Angeles County Fire Department (also known as the Consolidated Fire Protection District of Los Angeles County). Therefore, this project does not appear to have any impact on the emergency responsibilities of this department.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

- | | | | | | | | |
|--------------|-----------|------------------|----------------------|-----------|----------------------|-----------------------|------------------|
| AGOURA HILLS | BRADBURY | CUDAHY | HAWTHORNE | LA HABRA | LYNWOOD | PICO RIVERA | SIGNAL HILL |
| ARTESIA | CALABASAS | DIAMOND BAR | HIDDEN HILLS | LA MIRADA | MALIBU | POMONA | SOUTH EL MONTE |
| AZUSA | CARSON | DUARTE | HUNTINGTON PARK | LA PUENTE | MAYWOOD | RANCHO PALOS VERDES | SOUTH GATE |
| BALDWIN PARK | CERRITOS | EL MONTE | INDUSTRY | LAKEWOOD | NORWALK | ROLLING HILLS | TEMPLE CITY |
| BELL | CLAREMONT | GARDENA | INGLEWOOD | LANCASTER | PALMDALE | ROLLING HILLS ESTATES | WALNUT |
| BELL GARDENS | COMMERCE | GLENDDORA | IRWINDALE | LAWNDALE | PALOS VERDES ESTATES | ROSEMEAD | WEST HOLLYWOOD |
| BELLFLOWER | COVINA | HAWAIIAN GARDENS | LA CANADA-FLINTRIDGE | LOMITA | PARAMOUNT | SAN DIMAS | WESTLAKE VILLAGE |
| | | | | | | SANTA CLARITA | WHITTIER |

Adam Stephenson, Program Specialist
September 26, 2017
Page 2

LAND DEVELOPMENT UNIT:

This project is located entirely in the City of Los Angeles. Therefore, the City of Los Angeles Fire Department has jurisdiction concerning this project and will be setting conditions. This project is located in close proximity to the jurisdictional area of the Los Angeles County Fire Department. However, this project is unlikely to have an impact that necessitates a comment concerning general requirements from the Land Development Unit of the Los Angeles County Fire Department.

Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department Land Development Unit's, Inspector Nancy Rodeheffer at (323) 890-4243.

The County of Los Angeles Fire Department's Land Development Unit appreciates the opportunity to comment on this project.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance.

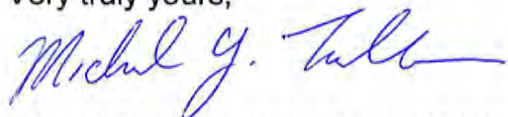
The County of Los Angeles Fire Department's Forestry Division has no further comments regarding this project.

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments or requirements for the project at this time.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



MICHAEL Y. TAKESHITA, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

MYT:ac



OFFICE OF THE SHERIFF

COUNTY OF LOS ANGELES

HALL OF JUSTICE

ALEX VILLANUEVA, SHERIFF



November 16, 2020

Mr. Walt Davis
Project Manager
Los Angeles County Metropolitan Transportation Authority
Transit Corridors Planning
One Gateway Plaza
Los Angeles, California 90012

Dear Mr. Davis:

**REVIEW COMMENTS
FINAL ENVIRONMENTAL IMPACT STATEMENT/
FINAL ENVIRONMENTAL IMPACT REPORT
EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT**

Thank you for inviting the Los Angeles County Sheriff's Department (Department) to review and comment on the September 2020 Final Environmental Impact Statement/Final Environmental Impact Report (Final EIS/EIR) for the East San Fernando Valley Transit Corridor Project (Project). The proposed Project alignment extends from the City of San Fernando and the Sylmar/San Fernando Metrolink Station in the north to the Van Nuys Metro Orange Line Station within the City of Los Angeles in the south. The eastern San Fernando Valley includes the two major north-south arterial roadways of Sepulveda and Van Nuys Boulevards, spanning approximately 10 to 12 miles and the major north-west arterial roadway of San Fernando Road. The Final EIS/EIR was prepared by the US Department of Transportation (USDOT) and the Los Angeles County Metropolitan Transportation Authority (Metro), and describes the Locally Preferred Alternative (LPA) which consists of an approximately 9.2-mile median-running at-grade Light Rail Transit (LRT) system with 14 stations of the proposed Project.

The Department does not have a security contract with Metro to provide law enforcement services for the transportation lines that the new LRT and local

211 WEST TEMPLE STREET, LOS ANGELES, CALIFORNIA 90012

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transportation buses would utilize in these areas. The Los Angeles Police Department (LAPD) provides police protection for this proposed Project and the surrounding neighborhoods since July 2017. However, the Department does provide law enforcement services for other portions of the Metro transit rail and bus systems as a multi-agency approach to system safety and security.

Please note that the Section 4.14.2.4 Police Protection Existing Crime for Metro Train/Bus Facilities and Rights-of-Way and the corresponding summary Table 4.14-2 on pages 4.14-8 and 4.14-10 indicated on the Final EIS/EIR belong to the Department prior to July 2017. The Department recommends that Metro consults with LAPD for recent crime statistics in the surrounding neighborhoods after the aforementioned timeframe.

Also, for future reference, our Department provides the following updated address and contact information for all requests for review comments regarding law documents, the California Environmental Quality Act and/or other related correspondence that could potentially impact our Department services and facilities:

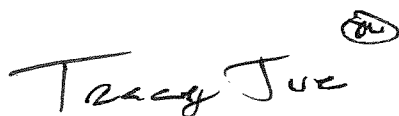
Tracey Jue, Director
Facilities Planning Bureau
Los Angeles County Sheriff's Department
211 West Temple Street
Los Angeles, California 90012

Attention: Planning Section

Should you have any questions regarding this matter, please contact me at (323) 526-5667, or your staff may contact Ms. Rochelle Campomanes, of my staff, at (323) 526-5614.

Sincerely,

ALEX VILLANUEVA, SHERIFF

A handwritten signature in black ink that reads "Tracey Jue". To the right of the signature is a small circular stamp containing the initials "TJ".

Tracey Jue, Director
Facilities Planning Bureau

MICHELLE KING
Superintendent of Schools

DIANE H. PAPPAS
Chief Executive Officer
District Operations and Digital Innovation

ROBERT LAUGHTON
Director, Environmental Health and Safety

CARLOS A. TORRES
Deputy Director, Environmental Health and Safety

October 16, 2017

Walt Davis
Project Manager
Metro
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012

Submitted via electronic mail

SUBJECT: PROJECT NAME: East San Fernando Valley Transit Corridor Project

Presented below are comments submitted on behalf of the Los Angeles Unified School District (LAUSD or District) regarding the proposed East San Fernando Valley Transit Corridor Project.

The alternatives being considered include transit systems management improvements, new Bus Rapid Transit alternatives, and two rail alternatives near LAUSD schools. Specifically, the Project would be adjacent to or within 100 feet of:

- Panorama High School (HS)
- Arleta HS
- San Fernando Middle School (MS)

In addition, the Project would potentially impact the pedestrian routes to several elementary schools, including:

- Van Nuys Elementary School (ES)
- Liggett ES
- Beachy ES
- Sharp ES

Due to the proximity of the Project to District schools, LAUSD has the following concerns about the potential negative impacts of the Project on the operation of schools as well as the school communities, including students, teachers, staff, and parents.

Noise and Vibration

Noise created by construction and operation activities may impact those District schools that are adjacent to the Project corridor. The California Environmental Quality Act requires that such impacts be quantified and eliminated or reduced to a level of insignificance. LAUSD established maximum allowable noise levels to protect students and staff from noise impacts generated in terms of Leq. These standards were established based on the California High Performance Schools (CHPS) noise standard. LAUSD's exterior noise standard is 67 dBA Leq and the interior noise standard is 45 dBA Leq. A noise level increase of 3 dBA or more over ambient noise levels is considered significant for existing schools and would require mitigation to achieve levels within 2 dBA of pre-Project ambient level. LAUSD requests that the construction and operation noise

impacts at District schools near the proposed rail line alternatives be analyzed in relation to LAUSD's Noise Standards.

In addition, to ensure that effective measures are employed to reduce construction and operation related noise impacts on District sites, LAUSD asks that the following language be included in the control measures for noise impacts:

- If the control measures do not reduce noise impacts to District schools to a level of insignificance, the project applicant shall develop new and appropriate measures to effectively reduce construction or operation related noise. Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when such measures are warranted.

Pedestrian Safety

Construction

Construction activities that include sidewalk closures, street closures, the presence of heavy equipment, and increased truck trips to haul materials on and off the Project site can lead to safety hazards for people walking in the vicinity of the construction site. To ensure that effective measures are employed to reduce construction and operation-related pedestrian safety impacts on District sites, LAUSD asks that the following language be included in the pedestrian safety control measures:

- Contractors must maintain ongoing communication with District schools administrators, providing sufficient notice to forewarn children and parents when existing pedestrian routes to school may be impacted.
- Contractors must maintain safe and convenient pedestrian routes to District schools. The District's School Pedestrian Route Maps are available at: <http://www.lausd-oehs.org/saferoutestoschools.asp>.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- Haul routes are not to pass by any school, except when school is not in session.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.
- Funding for crossing guards or flaggers, at the contractor's expense, may be required when safety of children may be compromised by construction-related activities at impacted school crossings.
- Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

Operation

Due to the potential for the median-running alternatives to encourage illegal street and track crossings, the District believes the Curb-Running BRT would have less impacts to pedestrian safety than the median-running alternatives. If one of the median-running options is selected, the District requests that a barrier the length of the alignment be installed to prevent illegal pedestrian crossings (this was an option discussed in the Draft EIS/Draft EIR for the median-running BRT alternative).

The District is opposed to any design of the rail alternatives for the East San Fernando Valley Transit Corridor that would include at-grade crossings of pedestrian right-of-ways near school sites, unless it is

demonstrated that alternative mitigation measures will eliminate all safety hazards. If the Project moves forward with one of the rail alternatives and does not grade-separate the rail alignment at all pedestrian crossings near schools, the District requests that automatic pedestrian gates with audible-visual warning devices and channeling railings be installed at all at-grade pedestrian crossings to prevent pedestrians from crossing the rail lines when trains are present.

The District requests that, whichever alternative is selected, the buses or rail slow down when in school zones or at school crossings.

Traffic/Transportation

LAUSD's Transportation Branch **must be contacted** at (213) 580-2950 regarding the potential effect upon existing school bus routes. The Project Manager or designee will have to notify the LAUSD Transportation Branch of the expected start and ending dates for various portions of the proposed Project that may affect traffic within nearby school areas. To ensure that effective mitigations are employed to reduce construction and operation related transportation impacts on District sites, we ask that the following language be included in the traffic control measures:

- School buses must have unrestricted access to District schools.
- During the construction phase, truck traffic and construction vehicles may not cause traffic delays for our transported students.
- During and after construction, changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school buses' on-time performance and passenger safety.
- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety.
- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing vehicle routes to school may be impacted.
- Parents dropping off their children must have access to the passenger loading areas.

The District's charge is to protect the health and safety of students and staff, and the integrity of the learning environment. The comments presented above identify potential environmental impacts related to the proposed Project that must be either analyzed further or addressed to ensure the welfare of the students attending District schools, their teachers and the staff, as well as to assuage the concerns of the parents of these students. Therefore, the measures set forth in these comments should be adopted as conditions of project approval to offset unmitigated impacts on the students and staff at District schools.

Thank you for your attention to this matter. If you need additional information please contact me at (213) 241-3432.

Regards,

Will Meade, Environmental Planning Specialist
LAUSD, Office of Environmental Health & Safety



THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

Office of the General Manager

October 5, 2017

EMAIL AND USPS

Mr. Walt Davis, Project Manager
East San Fernando Valley Transit Corridor
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS-99-7
Los Angeles, CA 90012
Email: DAVISWA@metro.net

Dear Mr. Davis:

Draft Environmental Impact Report for the
East San Fernando Valley Transit Corridor Project (State Clearinghouse No. 2013021064)

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Draft Environmental Impact Report (EIR) for the East San Fernando Valley Transit Corridor Project. The proposed project would extend from the Sylmar/San Fernando Metrolink Station on the north to the Metro Orange Line on the south and provide area residents, businesses, and transit-dependent populations with improved mobility and access to the regional transit system.

Metropolitan is a public agency and regional water wholesaler. It is comprised of 26 member public agencies serving approximately 19 million people in portions of six counties in Southern California, including Los Angeles County.

Metropolitan's East Valley Feeder is located within the public right-of-way (generally along Haddon Avenue in an east-west direction) within the northern portion of the project area (see attached location map). The East Valley Feeder is a 48-inch inside diameter treated water pipeline. Based on our review of the proposed project, the project could interfere with Metropolitan's ongoing operation, maintenance and repair activities on the East Valley Feeder, which requires unrestricted and unobstructed access to these facilities. Metropolitan requires unobstructed access to its facilities, to maintain and repair its system.

In order to avoid potential conflicts with Metropolitan's facilities and rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval. Approval of the project is contingent on Metropolitan's approval of design plans for portions of the proposed project that could impact its facilities. Any future design plans associated with this project should be submitted to the attention of Metropolitan's Substructures Team.

Mr. Walt Davis
Page 2
October 5, 2017

Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist the applicant in preparing plans that are compatible with Metropolitan's facilities and easements, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easement of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

Metropolitan encourages projects within its service area to include water conservation measures. While Metropolitan continues to build new supplies and develop means for more efficient use of current resources, projected population and economic growth will increase demands on the current system. Water conservation, reclaimed water use, and groundwater recharge programs are integral components to regional water supply planning. Metropolitan supports mitigation measures such as using water efficient fixtures, drought tolerant landscaping, and reclaimed water to offset any increase in water use associated with the proposed project. Metropolitan, therefore, encourages evaluation in the EIR of the potential for using recycled water for any proposed new rail car maintenance and storage facilities (MSF) for washing and other industrial purposes, or consider rail car washing systems that recycle water on-site. MSF water use is discussed in "Surface Water Use and Flows" (page 4.13.28). Additionally, Metropolitan encourages the EIR to also evaluate the potential for incorporating low-water use landscapes, or using recycled water where possible for any landscapes associated with the project.

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future documentation and plans for this project. For further assistance, please contact Ms. Lilia I. Martínez at (213) 217-5656.

Very truly yours,



Jennifer Harriger
Team Manager, Environmental Planning Section

LIM/lim

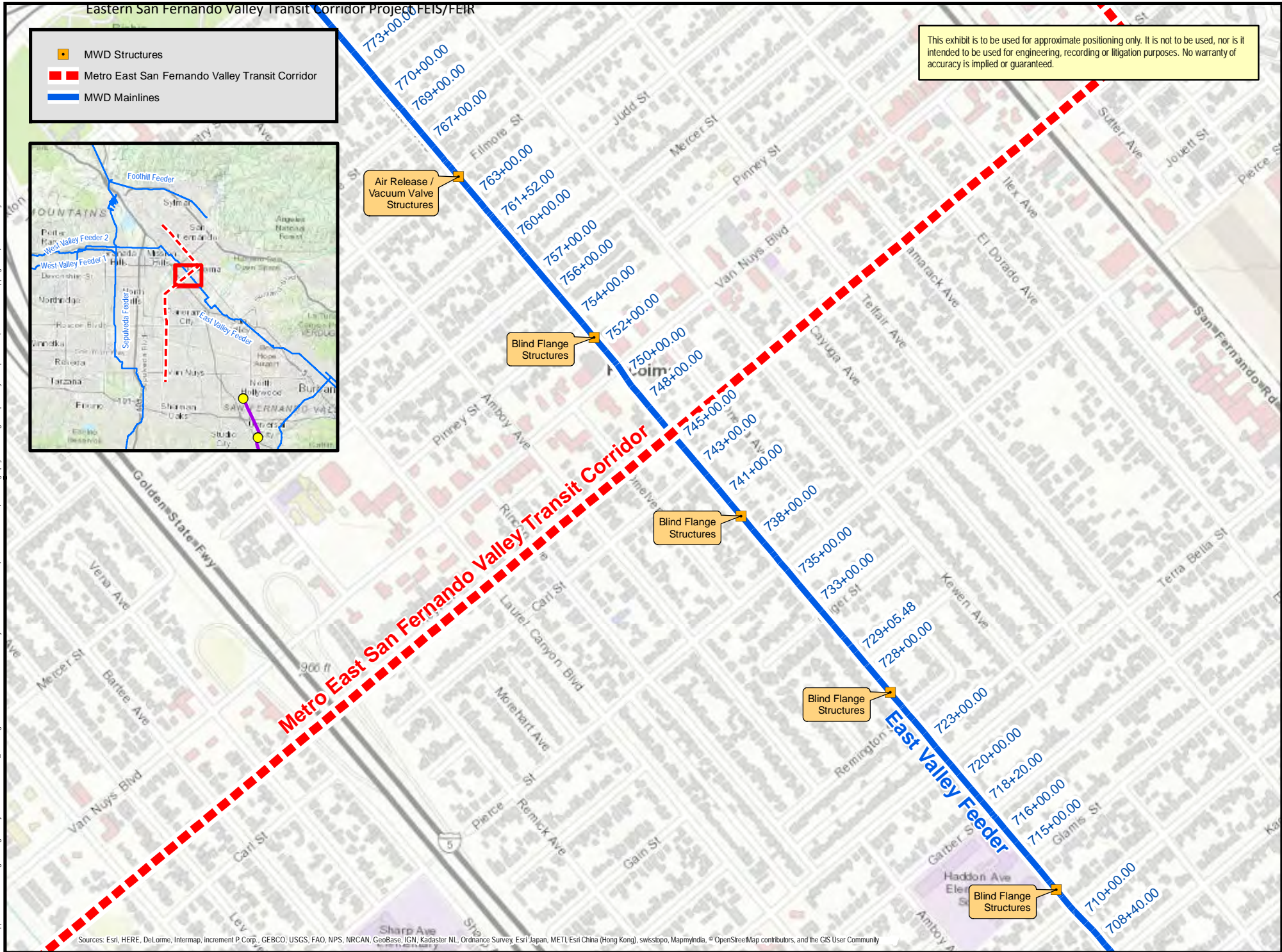
Enclosures:

- 1) Location Map of Metropolitan's East Valley Feeder within Project Limits
- 2) Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California

cc: Kieran Callanan, Substructures Team
Warren Teitz, Water Resources Management

- MWD Structures
- - - Metro East San Fernando Valley Transit Corridor
- MWD Mainlines

This exhibit is to be used for approximate positioning only. It is not to be used, nor is it intended to be used for engineering, recording or litigation purposes. No warranty of accuracy is implied or guaranteed.



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

I:\sanfrap\1CR-ES-RWE\Engineering\TP\Projects\Environmental_Planning\MetroEastSanFernandoValleyTransitCorridor.mxd [Printed 9/19/2017] Photography Date: Bing Prepared by: Enrique Chen (Geomatics & Mapping Team) Checked by: Lilia Martinez Job#r GIS17-09-17

Guidelines for Developments in the
Area of Facilities, Fee Properties, and/or Easements
of The Metropolitan Water District of Southern California

1. Introduction

a. The following general guidelines should be followed for the design of proposed facilities and developments in the area of Metropolitan's facilities, fee properties, and/or easements.

b. We require that 3 copies of your tentative and final record maps, grading, paving, street improvement, landscape, storm drain, and utility plans be submitted for our review and written approval as they pertain to Metropolitan's facilities, fee properties and/or easements, prior to the commencement of any construction work.

2. Plans, Parcel and Tract Maps

The following are Metropolitan's requirements for the identification of its facilities, fee properties, and/or easements on your plans, parcel maps and tract maps:

a. Metropolitan's fee properties and/or easements and its pipelines and other facilities must be fully shown and identified as Metropolitan's on all applicable plans.

b. Metropolitan's fee properties and/or easements must be shown and identified as Metropolitan's with the official recording data on all applicable parcel and tract maps.

c. Metropolitan's fee properties and/or easements and existing survey monuments must be dimensionally tied to the parcel or tract boundaries.

d. Metropolitan's records of surveys must be referenced on the parcel and tract maps.

3. Maintenance of Access Along Metropolitan's Rights-of-Way

a. Proposed cut or fill slopes exceeding 10 percent are normally not allowed within Metropolitan's fee properties or easements. This is required to facilitate the use of construction and maintenance equipment, and provide access to its aboveground and belowground facilities.

b. We require that 16-foot-wide commercial-type driveway approaches be constructed on both sides of all streets crossing Metropolitan's rights-of-way. Openings are required in any median island. Access ramps, if necessary, must be at least 16-foot-wide. Grades of ramps are normally not allowed to exceed 10 percent. If the slope of an access ramp must exceed 10 percent due to the topography, the ramp must be paved. We require a 40-foot-long level area on the driveway approach to access ramps where the ramp meets the street. At Metropolitan's fee properties, we may require fences and gates.

c. The terms of Metropolitan's permanent easement deeds normally preclude the building or maintenance of structures of any nature or kind within its easements, to ensure safety and avoid interference with operation and maintenance of Metropolitan's pipelines or other facilities. Metropolitan must have vehicular access along the easements at all times for inspection, patrolling, and for maintenance of the pipelines and other facilities on a routine basis. We require a 20-foot-wide clear zone around all above-ground facilities for this routine access. This clear zone should slope away from our facility on a grade not to exceed 2 percent. We must also have access along the easements with construction equipment. An example of this is shown on Figure 1.

d. The footings of any proposed buildings adjacent to Metropolitan's fee properties and/or easements must not encroach into the fee property or easement or impose additional loading on Metropolitan's pipelines or other facilities therein. A typical situation is shown on Figure 2. Prints of the detail plans of the footings for any building or structure adjacent to the fee property or easement must be submitted for our review and written approval as they pertain to the pipeline or other facilities therein. Also, roof eaves of buildings adjacent to the easement or fee property must not overhang into the fee property or easement area.

e. Metropolitan's pipelines and other facilities, e.g. structures, manholes, equipment, survey monuments, etc. within its fee properties and/or easements must be protected from damage by the easement holder on Metropolitan's property or the property owner where Metropolitan has an easement, at no expense to Metropolitan. If the facility is a cathodic protection station it shall be located prior to any grading or excavation. The exact location, description and way of protection shall be shown on the related plans for the easement area.

4. Easements on Metropolitan's Property

a. We encourage the use of Metropolitan's fee rights-of-way by governmental agencies for public street and utility purposes, provided that such use does not interfere with Metropolitan's use of the property, the entire width of the property is accepted into the agency's public street system and fair market value is paid for such use of the right-of-way.

b. Please contact the Director of Metropolitan's Right of Way and Land Division, telephone (213) 250-6302, concerning easements for landscaping, street, storm drain, sewer, water or other public facilities proposed within Metropolitan's fee properties. A map and legal description of the requested easements must be submitted. Also, written evidence must be submitted that shows the city or county will accept the easement for the specific purposes into its public system. The grant of the easement will be subject to Metropolitan's rights to use its land for water pipelines and related purposes to the same extent as if such grant had not been made. There will be a charge for the easement. Please note that, if entry is required on the property prior to issuance of the easement, an entry permit must be obtained. There will also be a charge for the entry permit.

5. Landscaping

Metropolitan's landscape guidelines for its fee properties and/or easements are as follows:

a. A green belt may be allowed within Metropolitan's fee property or easement.

b. All landscape plans shall show the location and size of Metropolitan's fee property and/or easement and the location and size of Metropolitan's pipeline or other facilities therein.

- 4 -

c. Absolutely no trees will be allowed within 15 feet of the centerline of Metropolitan's existing or future pipelines and facilities.

d. Deep-rooted trees are prohibited within Metropolitan's fee properties and/or easements. Shallow-rooted trees are the only trees allowed. The shallow-rooted trees will not be permitted any closer than 15 feet from the centerline of the pipeline, and such trees shall not be taller than 25 feet with a root spread no greater than 20 feet in diameter at maturity. Shrubs, bushes, vines, and ground cover are permitted, but larger shrubs and bushes should not be planted directly over our pipeline. Turf is acceptable. We require submittal of landscape plans for Metropolitan's prior review and written approval. (See Figure 3).

e. The landscape plans must contain provisions for Metropolitan's vehicular access at all times along its rights-of-way to its pipelines or facilities therein. Gates capable of accepting Metropolitan's locks are required in any fences across its rights-of-way. Also, any walks or drainage facilities across its access route must be constructed to AASHTO H-20 loading standards.

f. Rights to landscape any of Metropolitan's fee properties must be acquired from its Right of Way and Land Division. Appropriate entry permits must be obtained prior to any entry on its property. There will be a charge for any entry permit or easements required.

6. Fencing

Metropolitan requires that perimeter fencing of its fee properties and facilities be constructed of universal chain link, 6 feet in height and topped with 3 strands of barbed wire angled upward and outward at a 45 degree angle or an approved equal for a total fence height of 7 feet. Suitable substitute fencing may be considered by Metropolitan. (Please see Figure 5 for details).

7. Utilities in Metropolitan's Fee Properties and/or Easements or Adjacent to Its Pipeline in Public Streets

Metropolitan's policy for the alinement of utilities permitted within its fee properties and/or easements and street rights-of-way is as follows:

- 5 -

a. Permanent structures, including catch basins, manholes, power poles, telephone riser boxes, etc., shall not be located within its fee properties and/or easements.

b. We request that permanent utility structures within public streets, in which Metropolitan's facilities are constructed under the Metropolitan Water District Act, be placed as far from our pipeline as possible, but not closer than 5 feet from the outside of our pipeline.

c. The installation of utilities over or under Metropolitan's pipeline(s) must be in accordance with the requirements shown on the enclosed prints of Drawings Nos. C-11632 and C-9547. Whenever possible we request a minimum of one foot clearance between Metropolitan's pipe and your facility. Temporary support of Metropolitan's pipe may also be required at undercrossings of its pipe in an open trench. The temporary support plans must be reviewed and approved by Metropolitan.

d. Lateral utility crossings of Metropolitan's pipelines must be as perpendicular to its pipeline alignment as practical. Prior to any excavation our pipeline shall be located manually and any excavation within two feet of our pipeline must be done by hand. This shall be noted on the appropriate drawings.

e. Utilities constructed longitudinally within Metropolitan's rights-of-way must be located outside the theoretical trench prism for uncovering its pipeline and must be located parallel to and as close to its rights-of-way lines as practical.

f. When piping is jacked or installed in jacked casing or tunnel under Metropolitan's pipe, there must be at least two feet of vertical clearance between the bottom of Metropolitan's pipe and the top of the jacked pipe, jacked casing or tunnel. We also require that detail drawings of the shoring for the jacking or tunneling pits be submitted for our review and approval. Provisions must be made to grout any voids around the exterior of the jacked pipe, jacked casing or tunnel. If the piping is installed in a jacked casing or tunnel the annular space between the piping and the jacked casing or tunnel must be filled with grout.

- 6 -

g. Overhead electrical and telephone line requirements:

1) Conductor clearances are to conform to the California State Public Utilities Commission, General Order 95, for Overhead Electrical Line Construction or at a greater clearance if required by Metropolitan. Under no circumstances shall clearance be less than 35 feet.

2) A marker must be attached to the power pole showing the ground clearance and line voltage, to help prevent damage to your facilities during maintenance or other work being done in the area.

3) Line clearance over Metropolitan's fee properties and/or easements shall be shown on the drawing to indicate the lowest point of the line under the most adverse conditions including consideration of sag, wind load, temperature change, and support type. We require that overhead lines be located at least 30 feet laterally away from all above-ground structures on the pipelines.

4) When underground electrical conduits, 120 volts or greater, are installed within Metropolitan's fee property and/or easement, the conduits must be incased in a minimum of three inches of red concrete. Where possible, above ground warning signs must also be placed at the right-of-way lines where the conduits enter and exit the right-of-way.

h. The construction of sewerlines in Metropolitan's fee properties and/or easements must conform to the California Department of Health Services Criteria for the Separation of Water Mains and Sanitary Services and the local City or County Health Code Ordinance as it relates to installation of sewers in the vicinity of pressure waterlines. The construction of sewerlines should also conform to these standards in street rights-of-way.

i. Cross sections shall be provided for all pipeline crossings showing Metropolitan's fee property and/or easement limits and the location of our pipeline(s). The exact locations of the crossing pipelines and their elevations shall be marked on as-built drawings for our information.

j. Potholing of Metropolitan's pipeline is required if the vertical clearance between a utility and Metropolitan's pipeline is indicated on the plan to be one foot or less. If the indicated clearance is between one and two feet, potholing is suggested. Metropolitan will provide a representative to assist others in locating and identifying its pipeline. Two-working days notice is requested.

k. Adequate shoring and bracing is required for the full depth of the trench when the excavation encroaches within the zone shown on Figure 4.

l. The location of utilities within Metropolitan's fee property and/or easement shall be plainly marked to help prevent damage during maintenance or other work done in the area. Detectable tape over buried utilities should be placed a minimum of 12 inches above the utility and shall conform to the following requirements:

1) Water pipeline: A two-inch blue warning tape shall be imprinted with:

"CAUTION BURIED WATER PIPELINE"

2) Gas, oil, or chemical pipeline: A two-inch yellow warning tape shall be imprinted with:

"CAUTION BURIED _____ PIPELINE"

3) Sewer or storm drain pipeline: A two-inch green warning tape shall be imprinted with:

"CAUTION BURIED _____ PIPELINE"

4) Electric, street lighting, or traffic signals conduit: A two-inch red warning tape shall be imprinted with:

"CAUTION BURIED _____ CONDUIT"

5) Telephone, or television conduit: A two-inch orange warning tape shall be imprinted with:

"CAUTION BURIED _____ CONDUIT"

m. Cathodic Protection requirements:

1) If there is a cathodic protection station for Metropolitan's pipeline in the area of the proposed work, it shall be located prior to any grading or excavation. The exact location, description and manner of protection shall be shown on all applicable plans. Please contact Metropolitan's Corrosion Engineering Section, located at Metropolitan's F. E. Weymouth Softening and Filtration Plant, 700 North Moreno Avenue, La Verne, California 91750, telephone (714) 593-7474, for the locations of Metropolitan's cathodic protection stations.

2) If an induced-current cathodic protection system is to be installed on any pipeline crossing Metropolitan's pipeline, please contact Mr. Wayne E. Risner at (714) 593-7474 or (213) 250-5085. He will review the proposed system and determine if any conflicts will arise with the existing cathodic protection systems installed by Metropolitan.

3) Within Metropolitan's rights-of-way, pipelines and carrier pipes (casings) shall be coated with an approved protective coating to conform to Metropolitan's requirements, and shall be maintained in a neat and orderly condition as directed by Metropolitan. The application and monitoring of cathodic protection on the pipeline and casing shall conform to Title 49 of the Code of Federal Regulations, Part 195.

4) If a steel carrier pipe (casing) is used:

(a) Cathodic protection shall be provided by use of a sacrificial magnesium anode (a sketch showing the cathodic protection details can be provided for the designers information).

(b) The steel carrier pipe shall be protected with a coal tar enamel coating inside and out in accordance with AWWA C203 specification.

n. All trenches shall be excavated to comply with the CAL/OSHA Construction Safety Orders, Article 6, beginning with Sections 1539 through 1547. Trench backfill shall be placed in 8-inch lifts and shall be compacted to 95 percent relative compaction (ASTM D698) across roadways and through protective dikes. Trench backfill elsewhere will be compacted to 90 percent relative compaction (ASTM D698).

o. Control cables connected with the operation of Metropolitan's system are buried within streets, its fee properties and/or easements. The locations and elevations of these cables shall be shown on the drawings. The drawings shall note that prior to any excavation in the area, the control cables shall be located and measures shall be taken by the contractor to protect the cables in place.

p. Metropolitan is a member of Underground Service Alert (USA). The contractor (excavator) shall contact USA at 1-800-422-4133 (Southern California) at least 48 hours prior to starting any excavation work. The contractor will be liable for any damage to Metropolitan's facilities as a result of the construction.

8. Paramount Right

Facilities constructed within Metropolitan's fee properties and/or easements shall be subject to the paramount right of Metropolitan to use its fee properties and/or easements for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from the fee properties and/or easements, such removal and replacement shall be at the expense of the owner of the facility.

9. Modification of Metropolitan's Facilities

When a manhole or other of Metropolitan's facilities must be modified to accommodate your construction or reconstruction, Metropolitan will modify the facilities with its forces. This should be noted on the construction plans. The estimated cost to perform this modification will be given to you and we will require a deposit for this amount before the work is performed. Once the deposit is received, we will schedule the work. Our forces will coordinate the work with your contractor. Our final billing will be based on actual cost incurred, and will include materials, construction, engineering plan review, inspection, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount.

10. Drainage

a. Residential or commercial development typically increases and concentrates the peak storm water runoff as well as the total yearly storm runoff from an area, thereby increasing the requirements for storm drain facilities downstream of the development. Also, throughout the year water from landscape irrigation, car washing, and other outdoor domestic water uses flows into the storm drainage system resulting in weed abatement, insect infestation, obstructed access and other problems. Therefore, it is Metropolitan's usual practice not to approve plans that show discharge of drainage from developments onto its fee properties and/or easements.

b. If water must be carried across or discharged onto Metropolitan's fee properties and/or easements, Metropolitan will insist that plans for development provide that it be carried by closed conduit or lined open channel approved in writing by Metropolitan. Also the drainage facilities must be maintained by others, e.g., city, county, homeowners association, etc. If the development proposes changes to existing drainage features, then the developer shall make provisions to provide for replacement and these changes must be approved by Metropolitan in writing.

11. Construction Coordination

During construction, Metropolitan's field representative will make periodic inspections. We request that a stipulation be added to the plans or specifications for notification of Mr. _____ of Metropolitan's Operations Services Branch, telephone (213) 250-_____, at least two working days prior to any work in the vicinity of our facilities.

12. Pipeline Loading Restrictions

a. Metropolitan's pipelines and conduits vary in structural strength, and some are not adequate for AASHTO H-20 loading. Therefore, specific loads over the specific sections of pipe or conduit must be reviewed and approved by Metropolitan. However, Metropolitan's pipelines are typically adequate for AASHTO H-20 loading provided that the cover over the pipeline is not less than four feet or the cover is not substantially increased. If the temporary cover over the pipeline during construction is between three and four feet, equipment must be restricted to that which

imposes loads no greater than AASHTO H-10. If the cover is between two and three feet, equipment must be restricted to that of a Caterpillar D-4 tract-type tractor. If the cover is less than two feet, only hand equipment may be used. Also, if the contractor plans to use any equipment over Metropolitan's pipeline which will impose loads greater than AASHTO H-20, it will be necessary to submit the specifications of such equipment for our review and approval at least one week prior to its use. More restrictive requirements may apply to the loading guideline over the San Diego Pipelines 1 and 2, portions of the Orange County Feeder, and the Colorado River Aqueduct. Please contact us for loading restrictions on all of Metropolitan's pipelines and conduits.

b. The existing cover over the pipeline shall be maintained unless Metropolitan determines that proposed changes do not pose a hazard to the integrity of the pipeline or an impediment to its maintenance.

13. Blasting

a. At least 20 days prior to the start of any drilling for rock excavation blasting, or any blasting, in the vicinity of Metropolitan's facilities, a two-part preliminary conceptual plan shall be submitted to Metropolitan as follows:

b. Part 1 of the conceptual plan shall include a complete summary of proposed transportation, handling, storage, and use of explosions.

c. Part 2 shall include the proposed general concept for blasting, including controlled blasting techniques and controls of noise, fly rock, airblast, and ground vibration.

14. CEQA Requirements

a. When Environmental Documents Have Not Been Prepared

1) Regulations implementing the California Environmental Quality Act (CEQA) require that Metropolitan have an opportunity to consult with the agency or consultants preparing any environmental documentation. We are required to review and consider the environmental effects of the project as shown in the Negative Declaration or Environmental Impact Report (EIR) prepared for your project before committing Metropolitan to approve your request.

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2) In order to ensure compliance with the regulations implementing CEQA where Metropolitan is not the Lead Agency, the following minimum procedures to ensure compliance with the Act have been established:

a) Metropolitan shall be timely advised of any determination that a Categorical Exemption applies to the project. The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

b) Metropolitan is to be consulted during the preparation of the Negative Declaration or EIR.

c) Metropolitan is to review and submit any necessary comments on the Negative Declaration or draft EIR.

d) Metropolitan is to be indemnified for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

b. When Environmental Documents Have Been Prepared

If environmental documents have been prepared for your project, please furnish us a copy for our review and files in a timely manner so that we may have sufficient time to review and comment. The following steps must also be accomplished:

1) The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

2) You must agree to indemnify Metropolitan, its officers, engineers, and agents for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

15. Metropolitan's Plan-Review Cost

a. An engineering review of your proposed facilities and developments and the preparation of a letter response

giving Metropolitan's comments, requirements and/or approval that will require 8 man-hours or less of effort is typically performed at no cost to the developer, unless a facility must be modified where Metropolitan has superior rights. If an engineering review and letter response requires more than 8 man-hours of effort by Metropolitan to determine if the proposed facility or development is compatible with its facilities, or if modifications to Metropolitan's manhole(s) or other facilities will be required, then all of Metropolitan's costs associated with the project must be paid by the developer, unless the developer has superior rights.

b. A deposit of funds will be required from the developer before Metropolitan can begin its detailed engineering plan review that will exceed 8 hours. The amount of the required deposit will be determined after a cursory review of the plans for the proposed development.

c. Metropolitan's final billing will be based on actual cost incurred, and will include engineering plan review, inspection, materials, construction, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount. Additional deposits may be required if the cost of Metropolitan's review exceeds the amount of the initial deposit.

16. Caution

We advise you that Metropolitan's plan reviews and responses are based upon information available to Metropolitan which was prepared by or on behalf of Metropolitan for general record purposes only. Such information may not be sufficiently detailed or accurate for your purposes. No warranty of any kind, either express or implied, is attached to the information therein conveyed as to its accuracy, and no inference should be drawn from Metropolitan's failure to comment on any aspect of your project. You are therefore cautioned to make such surveys and other field investigations as you may deem prudent to assure yourself that any plans for your project are correct.

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17. Additional Information

Should you require additional information, please contact:

Civil Engineering Substructures Section
Metropolitan Water District
of Southern California
P.O. Box 54153
Los Angeles, California 90054-0153
(213) 217-6000

JEH/MRW/lk

Rev. January 22, 1989

Encl.

11-11-88
 METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

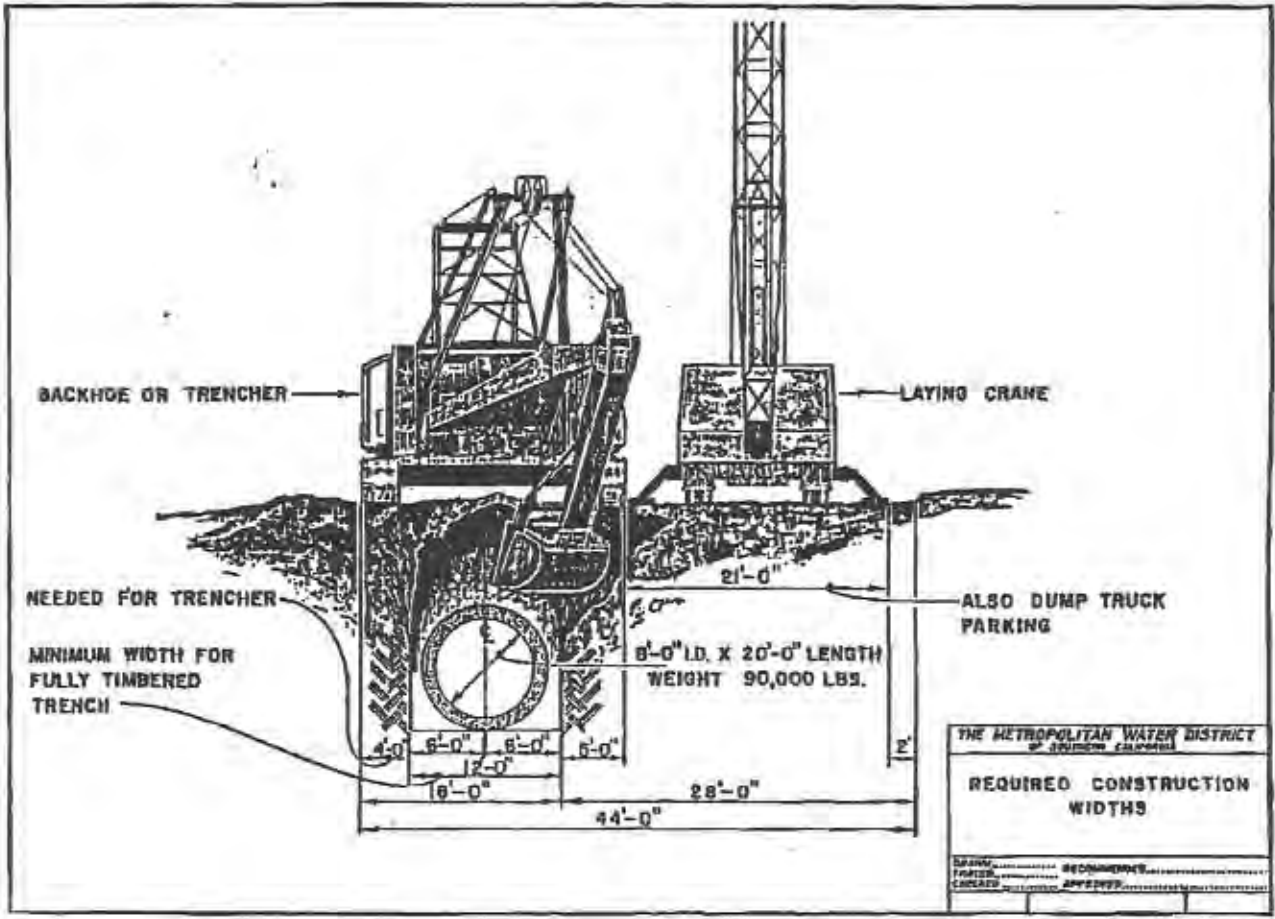
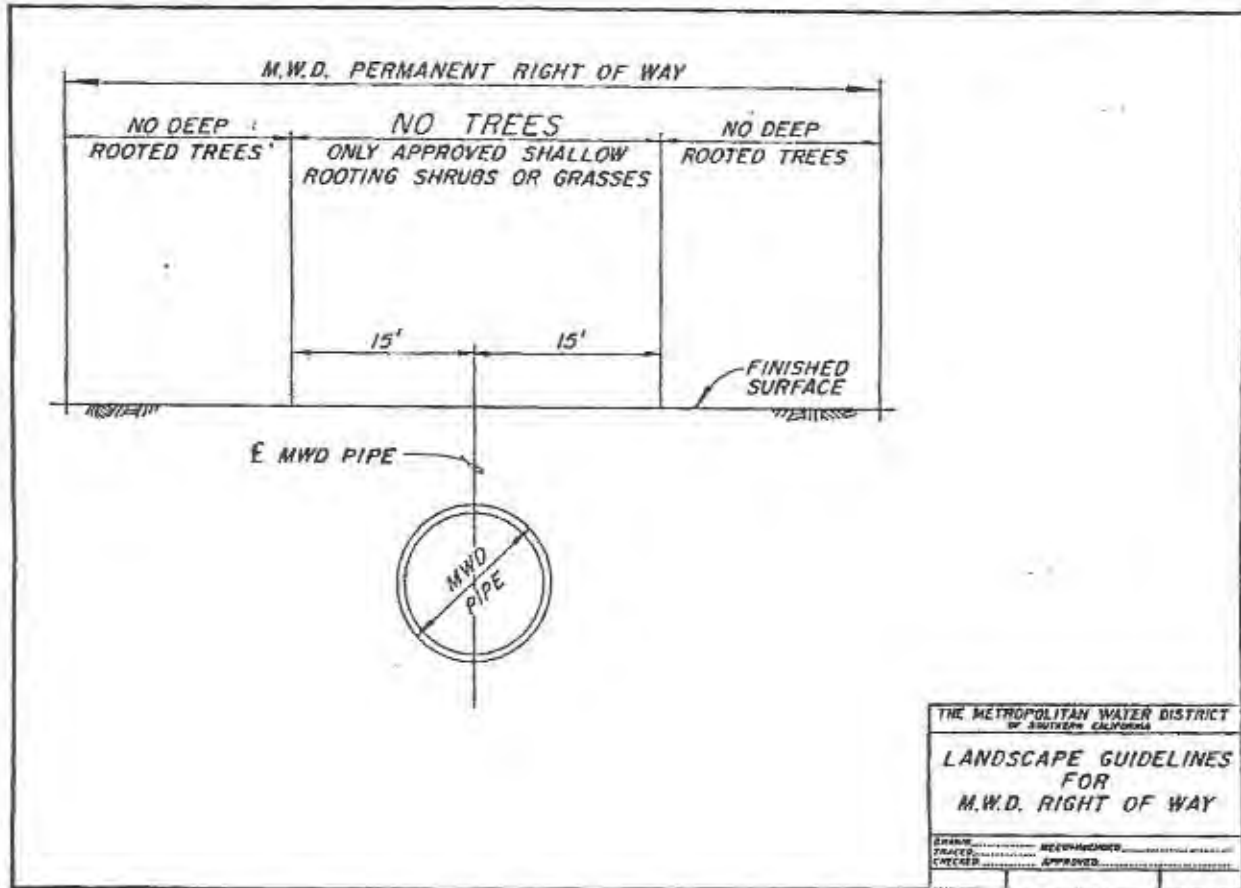


FIGURE 1

FORM NO. 16 B, 1986 (1-22) P.C. 98, 99 (REV)

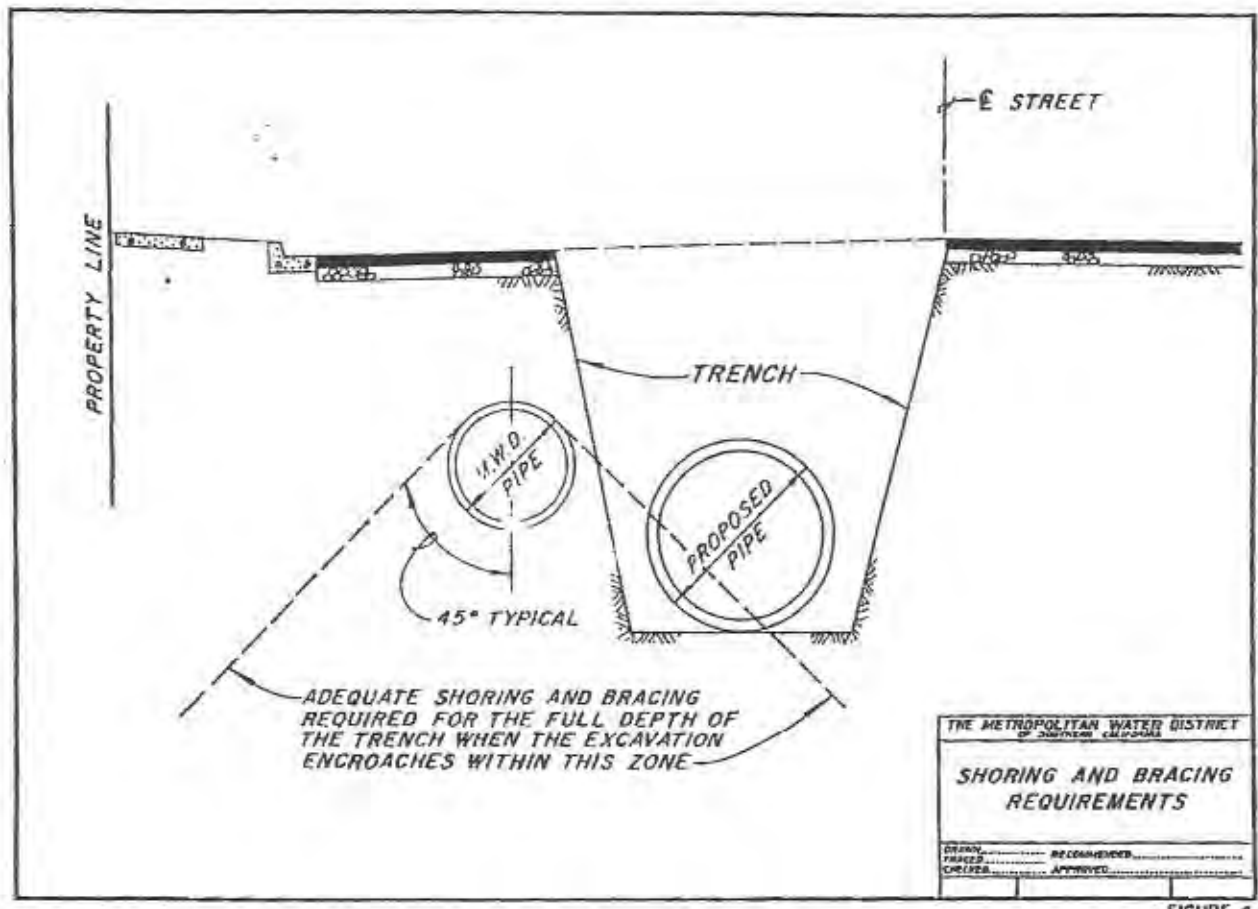
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THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA	
LANDSCAPE GUIDELINES FOR M.W.D. RIGHT OF WAY	
DRAWN.....	RECOMMENDED.....
TRACED.....	APPROVED.....
CHECKED.....	

FIGURE 3

1124 10/10/05 10:00 AM



THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA	
SHORING AND BRACING REQUIREMENTS	
DRAWN.....	BY.....
TRACED.....	RECOMMENDED.....
CHECKED.....	APPROVED.....

FIGURE 4

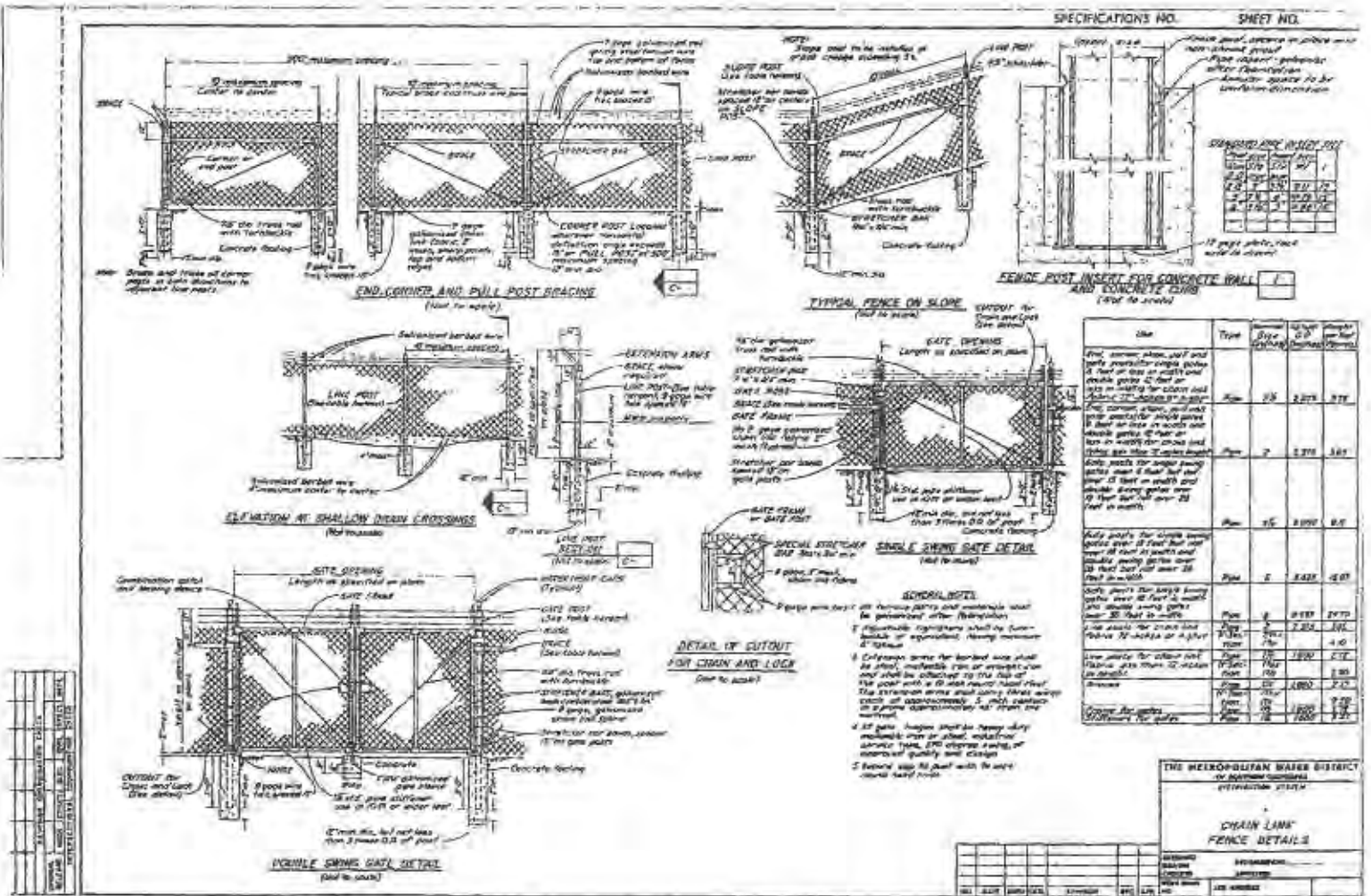
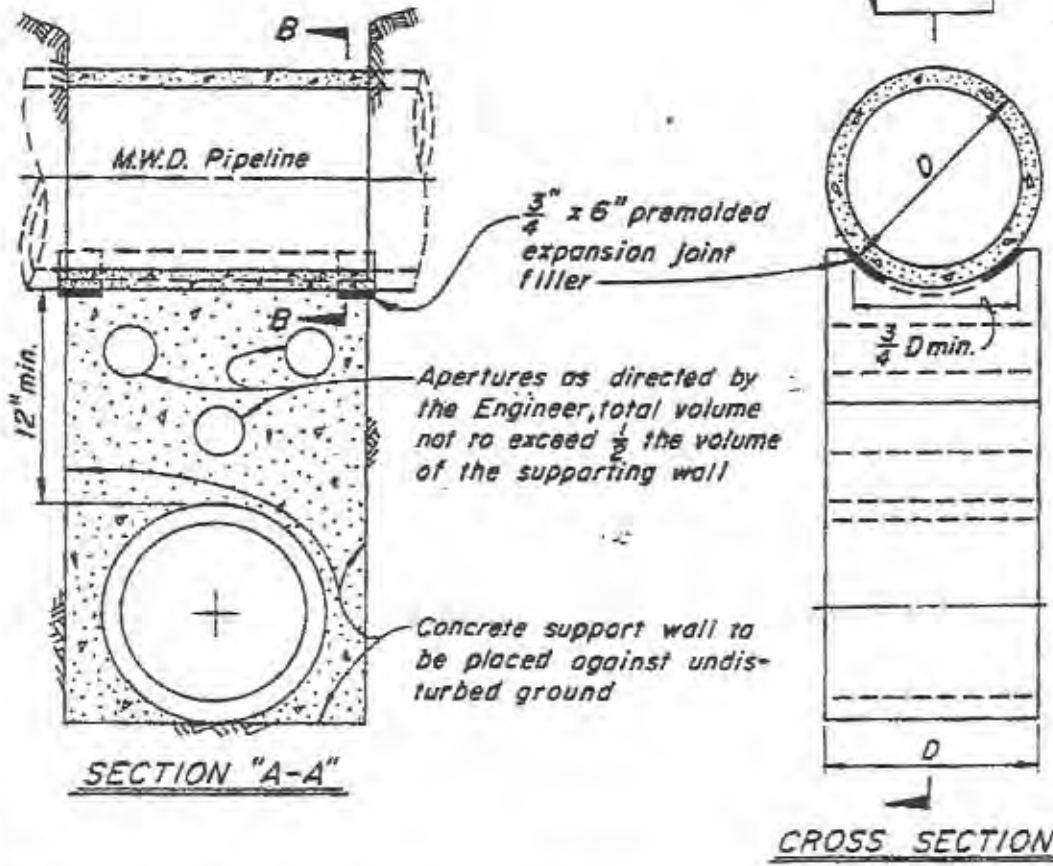
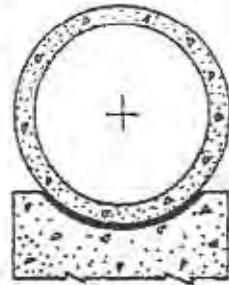


FIGURE 5

FROM HQ 88-9 (000)1187 P.O. 87-8714



1. Supporting wall shall have a firm bearing on the subgrade and against the side of the excavation.
2. Premolded expansion joint filler per ASTM D-1751-73 to be used in support for steel pipe only.
3. If trench width is 4 feet or greater, measured along centerline of M.W.D. pipe, concrete support must be constructed.
4. If trench width is less than 4 feet, clean sand back-fill, compacted to 90% density in accordance with the provisions of ASTM Standard D-1557-70 may be used in lieu of the concrete support wall.

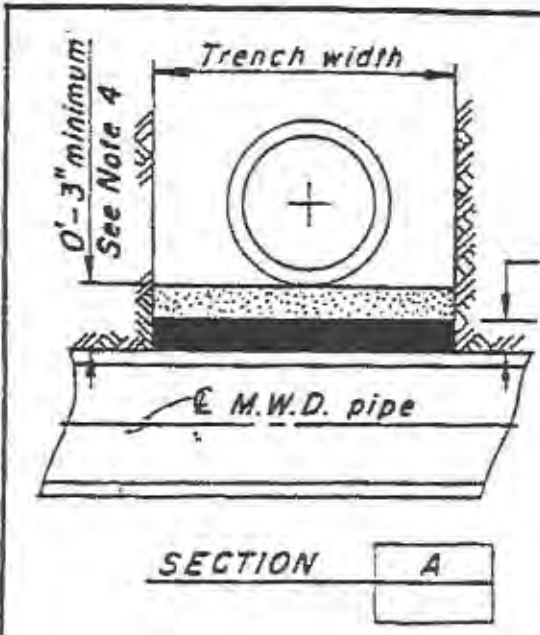


**THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA**

**TYPICAL SUPPORT FOR
M.W.D. PIPELINE**

DESIGN _____	RECOMMENDED _____
TRACE _____	APPROVED _____
CHECKED _____	
C-9547	

11-62 DIETENFON-PORT CLEARWAY 1001

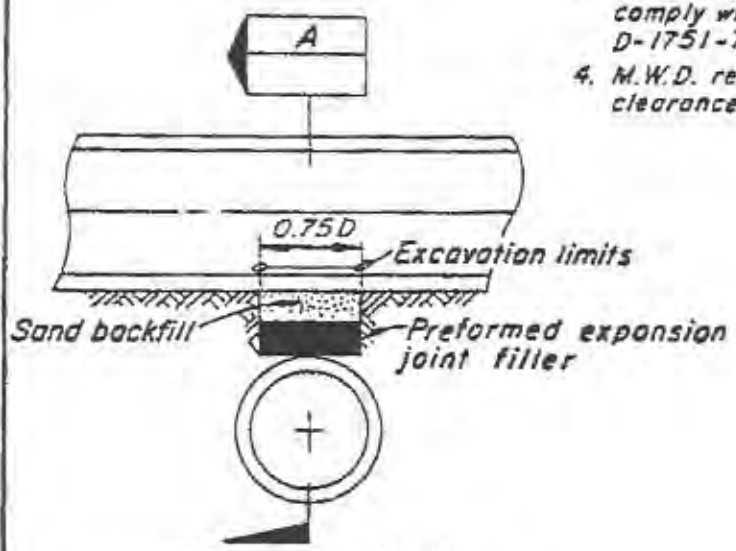


3" Preformed expansion joint filler

NOTES

1. This method to be used where the utility line is 24" or greater in diameter and the clearance between the utility line and M.W.D. pipe is 12" or less.
2. Special protection may be required if the utility line diameter is greater than M.W.D. pipe or if the cover over the utility line to the street surface is minimal and there is 12" or less clearance between M.W.D. pipe and the utility line.
3. Preformed expansion joint filler to comply with ASTM designation D-1751-73.
4. M.W.D. requests 12" minimum clearance whenever possible.

SECTION A



CROSS SECTION

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA	
TYPICAL EXPANSION JOINT FILLER PROTECTION FOR OVCROSSING OF M.W.D. PIPELINE	
DESIGN: _____	RECOMMENDED: _____
TRACES: _____	APPROVED: _____
CHECKED: _____	
C-11632	

CITY OF LOS ANGELES

CALIFORNIA

PANORAMA CITY NEIGHBORHOOD COUNCIL

Directors

Gregory Wilkinson, Chair • Viviano Montes, Vice Chair
John DiGregorio, Treasurer • Cheryl Compton, Secretary
Maricar Summer Bernardo • Jan Brown
Martha Cortez, VP • Pamela Gibberman
Danilo Guerra • Michael Hasz
Michelle Klein-Hass, VP • Chris Martinez
Saúl Mejía, VP • Gurgen Mkrtychyan, VP
Marisa Persaud, VP • Ryan Reich, VP
Tony Wilkinson, VP

Vacant seats:

Homeowner Center-West (2019)
Renter Center-West (2021) • Business (2019) X2
Youth Representative: Douglas Bernal



ERIC GARCETTI
MAYOR

PANORAMA CITY NEIGHBORHOOD COUNCIL

POSTAL MAIL

14500 Roscoe Blvd, Suite 425
Panorama City, CA 91402

TELEPHONE

(818) 714-2133

ELECTRONIC MAIL

info@pcnc.us

ALTERNATES (2019)

Alt1 Nathan Bouldin Alt2 Salvador Ortega
Alt3 Dante Harris Alt4 (vacant)
Alt5 (vacant)

RESOLUTION

October 26, 2017

Support for Light Rail 14-Stops for East San Fernando Valley Transit Corridor

At its regular meeting on October 26 the Panorama City Neighborhood Council (PCNC) adopted the following resolution by unanimous vote. Further due to the incredible importance of selecting light rail the Board further authorized all its Members to advocate for this resolution in any forum, to submit it to the Metro ESFVTC Draft Environmental Impact Report, to submit it as a Community Impact Statement on any applicable Council File, and to disseminate it to elected officials, the public, and the press.

The Panorama City Neighborhood Council adopts the following positions for East SFV Transit.

- SUPPORT the Light Rail Transit 14-stops option for the East San Fernando Valley Transit Corridor,
- SUPPORT the use of long platforms (such as for 6-car trains) to increase future capacity,
- STRONGLY OPPOSE Option A (South of the Orange Line) for the Maintenance & Storage Facility (MSF),
- STRONGLY OPPOSE any proposed use of the DWP property East of Van Nuys Boulevard for the MSF,
- SUPPORT Option B (South of the railroad, West of Van Nuys Boulevard) as the preferred MSF location,
- SUPPORT Option C (North of the railroad, West of Van Nuys Boulevard) as an alternate MSF location,
- STRONGLY OPPOSE any subway for the LRT South of the railroad, which is not funded,
- STRONGLY OPPOSE any bus line solution for the corridor,
- STRONGLY ENDORSE planning this project as an integral part of the Sepulveda Pass solution to connect the San Fernando Valley to the city's west side, including the possibility of a future extension of the rail line South on Van Nuys Boulevard.

Notes regarding the resolution:

- (1) Light rail with 14 stops provides the highest capacity and the highest speed. The 14-stop option helps keep "last mile" funding to connect with adjacent transit. This funding is lost with the 28-stop tram option.
- (2) Surface rail is FUNDED. A subway from Rayen in the North to beyond Sherman Way at the South will double costs. PCNC supports ending the subway just South of the Metrolink station to reduce costs.
- (3) Three maintenance locations are in the EIR. PCNC strongly prefers Option B. Option A has no support.
- (4) This project is about economic development as much as transit. Light rail has the power to spur adjacent development for the entire Northeast Valley. Using rail instead of bus is an economic justice issue.

This is a once in 50 years decision and the PCNC strongly wishes Metro to make the correct decision to select effective light rail as specified in this letter.

Gregory L. Wilkinson
Chair of the Board
Panorama City Neighborhood Council



San Fernando Valley Council of Governments

October 10, 2017

Phil Washington
CEO, Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

RE: East San Fernando Valley Transit Corridor

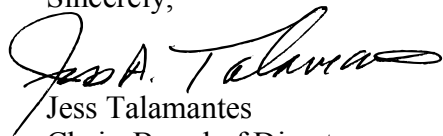
Dear Mr. Washington,

At the San Fernando Valley Council of Governments (SFVCOG) September 28, 2017, Special Meeting, the Board of Directors voted unanimously to support the East San Fernando Valley Transit Corridor being built as grade-running light rail with 14 stations and that also retains local bus service.

As part of the Measure M development process, the SFVCOG developed a project priority list and submit it to Metro, including funding for the East San Fernando Valley Transit Corridor Project. This project was originally a Measure R (2008) funded project, but only had \$170 million assigned to it, not enough to build either bus or rail. During public outreach, the community had indicated a desire for higher use mode along the Corridor. With that in mind, the SFVCOG Board of Directors submitted this project as a Measure M project that was then included in the adopted ballot language approved the voters.

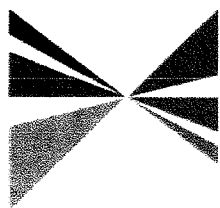
We urge Metro to move forward with this project as light rail to serve the regional need along this corridor and its connection to the rest of the region.

Sincerely,


Jess Talamantes
Chair, Board of Directors

cc: Manjeet Ranu, Senior Executive Officer, Countywide Planning & Development

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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Cheryl Viegas, Walker, El Centro

Transportation

Keith Millhouse, Ventura County
Transportation Commission

May 6, 2013

Mr. Walt Davis

Project Manager

Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza

Los Angeles, CA 90012

eastsfvtransit@metro.net

**RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report
for the East San Fernando Valley Transit Corridor Project [I20130062]**

Dear Mr. Davis:

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the East San Fernando Valley Transit Corridor Project to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.¹ Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the East San Fernando Valley Transit Corridor Project. The proposed project includes several transit alternatives to reduce existing and project levels of traffic congestion in the corridor that limits mobility and reduces the reliability of transit services in San Fernando Valley in the County of Los Angeles. As set forth in the attached, SCAG recommends that the draft EIR include a review and consideration of the adopted RTP/SCS goals and that the analyses reflect the most recently adopted growth forecasts.

When available, please send environmental documentation to SCAG's office in Los Angeles or by email to leep@scag.ca.gov providing, at a minimum, the full comment period for review. If you have any questions regarding the attached comments, please contact Pamela Lee at (213) 236-1895 or leep@scag.ca.gov. Thank you.

Sincerely,

Jonathan Nadler

Manager, Compliance and Performance Assessment

¹ SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for certain CEQA streamlining for projects consistent with the RTP/SCS. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining "consistency" of any future project with the SCS. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a finding of consistency under SB 375 for purposes of CEQA streamlining

May 6, 2013
Mr. Davis

SCAG No. I20130062

**COMMENTS ON THE NOTICE OF PREPARATION OF AN ENVIRONMENTAL
IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT FOR THE EAST
SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT
[SCAG NO. I20130062]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS.

RTP/SCS Goals

The 2012-20135 RTP/SCS links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations (see <http://rtpscs.scag.ca.gov>). The goals included in the 2012 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2012-2035 RTP/SCS are the following:

SCAG 2012-2035 RTP/SCS GOALS	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and non-motorized transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies</i>

May 6, 2013
Mr. Davis

SCAG No. I20130062

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format. Suggested format is as follows:

SCAG 2012-2035 RTP/SCS Goals		
Goal		Analysis
RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness.</i>		<i>Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why DEIR page number reference</i>
RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region.</i>		<i>Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why DEIR page number reference</i>
RTP/SCS G3: <i>Ensure travel safety and reliability for all people and goods in the region.</i>		<i>Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why DEIR page number reference</i>
etc.	etc.	etc.

Regional Growth Forecasts

The Notice of Preparation of an Environmental Impact Report for the East San Fernando Valley Transit Corridor Project should reflect the most recently adopted SCAG forecasts (see <http://scag.ca.gov/forecast/index.htm>), which are the 2012-2035 RTP/SCS population, household and employment forecasts. The forecasts for the region and applicable jurisdictions are below.

Forecast	Adopted SCAG Region Wide Forecasts		Adopted County of Los Angeles Forecasts	
	Year 2020	Year 2035	Year 2020	Year 2035
Population	19,663,000	22,091,000	10,404,000	11,353,000
Households	6,458,000	7,325,000	3,513,000	3,852,000
Employment	8,414,000	9,441,000	4,558,000	4,827,000

MITIGATION

SCAG staff recommends that you review the SCAG 2012-2035 RTP/SCS Final Program EIR List of Mitigation Measures Appendix for additional guidance, as appropriate. The SCAG List of Mitigation Measures may be found here: http://scag.ca.gov/igr/pdf/SCAG_IGRMMRP_2012.pdf



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178

(909) 396-2000 • www.aqmd.gov

March 28, 2013

Walt Davis, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-3
Los Angeles, CA 90012

Notice of Preparation of a CEQA Document for the East San Fernando Valley Transit Corridor Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. The lead agency may wish to consider using land use emissions estimating software such as the recently released CalEEMod. This model is available on the SCAQMD Website at: <http://www.aqmd.gov/ceqa/models.html>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the

recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,



Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

IM
LAC130307-05
Control Number



METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017

metrolinktrains.com

November 16, 2020

Mr. Walt Davis
Project Manager
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012

**RE: Comments on East San Fernando Valley Transit Corridor Project –
FINAL ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT
REPORT (EIS/EIR)**

Dear Mr. Davis:

The Southern California Regional Rail Authority (SCRRA/Metrolink) has received and reviewed the East San Fernando Valley Transit Corridor (ESFVTC) Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR). We appreciate that Metro has addressed some of SCRRA's comments on the Draft EIS/EIR and in an accompanying study, East San Fernando Valley Transit Corridor Project – Metro Grade Crossing Safety Policy Analysis of the Proposed Metro Right-of-Way Crossings. However, additional work, refinement, and coordination is still required in order to develop a mutually acceptable project for the portions of the identified Locally Preferred Alternative (LPA) that overlap with Metro owned railroad right of way. The subject area is a 2.5-mile section of railroad right of way that currently services Metrolink's Valley Subdivision (also commonly referred to as the "Antelope Valley Line") and freight service operated by the Union Pacific Railroad (UPRR).

SCRRA notes that our comments on the Draft EIS/EIR and Metro's responses thereto were not published in Appendix A1 and A2 of the Final EIS/EIR. We have enclosed our letter, dated October 30, 2017, as **Attachment A**, to this letter for your reference. We appreciate Metro's correspondence outside the prior Draft EIS/EIR comment period on October 13, 2020 and subsequent to the October 2, 2020 opening of the comment period for the Final EIS/EIR. We have included Metro's response letter in **Attachment B**.

After reviewing the Final EIS/EIR, SCRRA understands that Metro's Board of Directors will consider splitting the LPA into two phases due, in part, to potential funding challenges. An Initial Operating Segment (IOS) will be considered by the Metro Board, with Phase 1 extending from the southern project terminus at the Van Nuys Metro Orange Line Station north to San Fernando Road. Under Phase 2, a shared corridor

with the proposed LRT, Metrolink, and UPRR service would operate between Van Nuys Boulevard and the Metrolink Sylmar/San Fernando Station.

In our review of the LPA, we did not see our previous comments and related concerns addressed. As a result, we request that Metro's LPA be refined to the funded Initial Operating Segment (Phase 1) of the ESFVTC Project and an interim operating condition for Phase 2 in recognition of the constrained right of way. This refinement to the LPA would provide SCRRA and Metro with sufficient time to address the project development and right-of-way issues that remain in a shared corridor scenario under Phase 2 and identifying feasible, cost-effective solutions in the corridor for an interim and ultimate operating condition.

This letter outlines SCRRA's comments on the Final EIS/EIR and suggested next steps in the two following sections –

- (1) Avoidance of the Metro-owned Metrolink Valley Subdivision (Antelope Valley Line) Right-of-Way
- (2) The funded IOS between the Metro Orange Line and the interim terminus at San Fernando Road and Van Nuys Boulevard

Please note that these comments on the Final EIS/EIR are initial general comments submitted to meet the CEQA and NEPA lead agency public comment periods. SCRRA may follow up with more specific comments, including technical comments for consideration, during the engineering and design of the project as it deems necessary. Comments are as follows:

1. Avoidance of the Metrolink ROW between Van Nuys Boulevard and Sylmar /San Fernando Station

Comments

Cumulative Impacts with Metrolink "Brighton to Roxford" Double-Track Project

Phase 2 of the LPA overlaps with a portion of Metro's and SCRRA's proposed "Brighton to Roxford" (B2R) project, which is undergoing final design, was environmentally cleared in June 2020, and is partially funded for construction. The B2R project would add a second track for conventional rail use across the entire length of the shared corridor, resulting in a combined total of four tracks in the corridor's ultimate configuration.

Double tracking associated with the B2R project was identified as a necessary project to support various scenarios in Metro's Antelope Valley Line Feasibility Study (October 2019). Furthermore, Metro's Board of Directors in Board Motion 5.1 (July 25, 2019) authorized the programming of \$6.6 million in unprogrammed FY18-22 Multi-year Subregional Programming (MSP) Transit Program funds and \$6.15 million in FY23 MSP Transit Program funds from the North County Subregion, in order to bring a portion of the B2R project and a set of other capital projects to "shovel ready" status (**Attachment**

C). Because of the priority the Metro Board has assigned to both the B2R Project and the ESFVTC Project, they should not be designed in isolation, but in coordination with one another to optimize the shared use of the corridor.

If Metro and FTA proceed with the LPA as defined in the Final EIS/EIR, SCRRRA requests that the Metro design team analyze the ultimate condition for Phase 2, which would be characterized by two light rail tracks and two Metrolink tracks. At this time, SCRRRA requires additional information to understand how a two-parallel track layout would operate and what additional right of way and if any new grade separations would be required. These concerns are elaborated further below. This coordination is important prior to certification of the Final EIR and issuance of the Record of Decision (ROD), because additional ROW needs may have the potential to result in new significant impacts not evaluated in the draft EIS/EIR.

Right-of-Way Acquisition

The Final EIS/EIR analysis appears to require additional consideration of the right-of-way needs for Phase 2 of the LPA. With the addition of two proposed light rail tracks to the corridor, the existing (approximately 100-foot-wide) rail corridor, which is narrower between N. Brand Blvd. and just west of N. Maclay Avenue, is expected to require additional right of way due to the placement of Metrolink's second track in the ultimate build-out condition. Based on our initial estimates, Metro will require no less than 120 feet in width to accommodate the following:

- Four railroad tracks (2 ESFVTC tracks and 2 Metrolink tracks);
- Proposed center platform LRT stations near Paxton Street and Maclay Avenue (*FEIS-FEIR, page ES-9*);
- Supporting signal infrastructure (signal houses and PTC towers);
- Reconstruction of intersections and grade crossings in their ultimate configuration;
- Required Metro and SCRRRA access for maintenance of track and structures, including physical barriers, fencing, and gates;
- Utilities with access for maintenance; and
- Existing leases and licenses within the corridor.

Grade Crossing Configurations

There are five existing at-grade crossings within this 2.5-mile stretch that will be shared between Metrolink, freight and the proposed LRT. The ESFVTC team has studied the effect on grade crossing safety through these five crossings with the ESFV Transit Corridor Project, Metro Grade Crossing Safety Policy Analysis (Study) under the premise that the LRT system will be constructed first before the B2R project and, therefore, only considers a three-track at-grade crossing in their study. The Study concluded that the proposed improvements on the ESFVTC project would safely support a three-track at-grade crossing. SCRRRA requests a more thorough analyses

that considers the full build-out condition as described above. Our initial comments for this Study are provided in **Attachment D**.

Particularly, according to the Policy, a complete Rail Operations Check that fully explores the need for Metrolink and UP trains to operate at full-speed through intersections is required. Furthermore, a Safety Operations check with the proposed mitigations also needs to be completed. These analyses need to be completed for both an interim three-track configuration (or interim condition) as well as a potential four-track configuration (or ultimate condition).

Required Next Steps – Metrolink ROW between Van Nuys Boulevard and Sylmar /San Fernando Station

Based on our review, the Final EIS/EIR analysis only evaluates an initial operating condition for Phase 2 of the LPA. For this reason, SCRRA recommends additional coordination with the analysis the Metro Board directed (**Attachment C**) to better understand the ultimate condition and related LRT, commuter train, freight, pedestrian, and vehicular interactions along Metro's ROW between Van Nuys Boulevard and the Sylmar/San Fernando Station. With the issues highlighted above, we recommend the following:

- 1) Refine the LPA to include the IOS Phase 1 Project (along Van Nuys Boulevard) and an initial operating condition for Phase 2 that avoids impacts to Metrolink's AVL line and UPRR's existing freight service. The ultimate condition for Phase 2 (along the Metrolink Valley Subdivision [Antelope Valley Line] ROW between Van Nuys Boulevard and the Sylmar / San Fernando Station) should be deferred until additional analysis is completed to address a four-track configuration and related transportation impacts (traffic and rail operation), grade crossing and safety requirements, and right-of-way needs (*FEIS-FEIR, page ES-8*).
- 2) Perform a more thorough analysis of Connection Alternatives between the AVL and the ESFVTC project:
 - a. **Baseline:**
Triple Track from Van Nuys to Sylmar/San Fernando [in right-of-way: ESFV (2 tracks) + AVL (1 track)]
 - b. **Full-Build:**
Quadruple Track from Van Nuys to Sylmar/San Fernando [in right-of-way: ESFV (2 tracks) + AVL (2 tracks)]
 - c. **ESFV IOS With New Connection:**
Build the IOS (Phase 1), create a new Transfer Connection station/hub at Van Nuys/San Fernando, and complete SCRRA double track between Van Nuys and Sylmar/San Fernando to support increased

frequencies on Metrolink in this segment to feed into the ESFV Metro Rail Line. The new transfer connection station/hub could possibly be a relocation of the Sun Valley station to Van Nuys Boulevard.
[in right-of-way: AVL (2 tracks)]

d. **FRA-Compliant Light Rail:**

Build ESFVTC to FRA Tier-III Compliant standards for Light Rail, which at a minimum would make it easier and safer for ESFVTC to share the shared corridor, and could open the door to shared tracks solutions that benefit both the ESFVTC and AVL with more efficient, phased investment. Building the IOS to FRA Tier-III light rail standards leaves the door open to these solutions in the future, even if FRA interoperability is not pursued in the IOS.

NOTE: this was not an option during the DEIS/DEIR in 2017, as FRA adopted Tier-III standards in late 2018 well after the Draft EIS/EIR comment period closed.

[in right-of-way: TBD (3-4 total tracks)]

e. **Grade-Separated Metro Rail** Grade separate ESFVTC on the shared corridor (this connection may consider combination of the ESFVTC project with the Sepulveda Pass Transit Corridor Project as we suggested in our comments to the Draft EIS/EIR).

[in right-of-way: AVL (2 tracks); Over/under ROW: ESFV (2 tracks)]

All Connection Alternatives need to be brought to the same level of concept design and environmental analysis, including a comprehensive analysis of grade crossing requirements and consultation with CPUC, UP, City of San Fernando, City of Los Angeles, and SCRRA. In the absence of this information, it is not possible to determine the feasibility of a four-track interface, potential impacts of each of the Connection Alternatives, and the associated mitigation requirements when compared to the LPA.

- 3) Perform a thorough cost analysis of each Connection Alternative to fairly allocate the cost of the Cumulative Impacts and long-term requirements of each alternative in the corridor.

2. The Funded IOS between the Metro Orange Line and the Interim Terminus at San Fernando Road and Van Nuys Boulevard

Comments

Station Connectivity between Metrolink and ESFVTC Station at the Van Nuys (Ventura County Line) Metrolink

SCRRA supports the development of quality transit connections to its system, and encourages the ESFVTC project to design customer-friendly connections between the

project and the Metrolink's AVL. The connection at Van Nuys (Ventura County Line) Metrolink Station requires a winding roughly quarter-mile walk along poorly lit sidewalks between the two stations; if the ESFVTC station cannot be moved closer, then consideration should be given to linking the two stations with dynamic signage, lighting, and other pedestrian improvements such as a small paseo.

Parking

With no parking provided at the new ESFVTC stations (*Final EIS/EIR, page ES-10*), SCRRA requires that there be a plan for reserving parking for Metrolink riders at our stations during and after LRT construction. Furthermore, SCRRA requires a plan by Metro to ensure that the Metrolink parking spaces in Van Nuys Station (350 spaces / 14 ADA-accessible spaces) and Sylmar/San Fernando Station (375 spaces / 9 ADA-accessible spaces) will not be taken by the ESFVTC riders.

Required Next Steps – for the IOS Section between the Metro Orange Line and the Interim Terminus at San Fernando Road and Van Nuys Boulevard

SCRRA requests development of a Memorandum of Understanding (MOU) to indicate Metro's commitment to resolving the coordination issues noted above and a plan for resolving these issues associated with the interim and ultimate operating conditions for Phase 2 of the project. The MOU should be fully executed no later than 6 months after the certification of the Final EIR and issuance of the Record of Decision (ROD). Further, SCRRA requests that no construction activities related to phase 2 of this project would be advanced along the rail right of way until studies are completed and agreements are reached with SCRRA.

Thank you again for providing us with the opportunity to comment on the Final EIS/EIR. We look forward to our continued participation in this important transportation project that will provide many regional benefits. Should you have any questions, please feel free to contact me at (213) 452-0468 or via e-mail at McIntyreT@scrra.net or Roderick Diaz at (213) 452-0455 or via e-mail at DiazR@scrra.net.

Sincerely,



Todd McIntyre
Chief Strategy Officer



METROLINK

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

One Gateway Plaza Twelfth Floor Los Angeles, CA 90012

metrolinktrains.com

October 30, 2017

Mr. Walt Davis
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS: 99-22-3
Los Angeles, CA 90012

**RE: East San Fernando Valley Transit Corridor Project –
Draft Environmental Impact Statement (DEIS) / Draft Environmental Impact
Report (DEIR)**

Dear Mr. Davis:

The Southern California Regional Rail Authority (SCRRA) has received the DEIS/DEIR for the East San Fernando Valley Transit Corridor. Thank you for the opportunity to comment on key issues relative to SCRRA and operations of the railroad adjacent to the project site. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. Additionally, SCRRA provides rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (Metro), San Bernardino Associated Governments (SANBAG), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

The railroad right of way portion adjacent to the proposed project is operated and maintained by SCRRA and owned by Metro.

Below is a list of general comments that are of concern for all proposed projects near or adjacent to the railroad right of way. Please note that these are initial general comments submitted to meet the public comment period. SCRRA may follow up with more specific comments for consideration if further analysis deems it necessary. Comments fall into several categories and associations with specific alternatives are called out below:

Support for Connectivity

All Alternatives – SCRRA, as regional transportation provider, is very supportive of projects in the region that provide rail connectivity to other modes of transportation. We see that both the Bus Rapid Transit and Rail Alternatives would provide connections to Metrolink's Van Nuys Station on the Ventura Line and the Sylmar/San Fernando Station on the Antelope Valley Line. We would request that all connections to existing stations be ADA accessible.

Traffic Impacts

All Alternatives – Both the Bus Rapid Transit (BRT) and Rail Alternatives (LRT) provide some concerns in the area of traffic maintenance and safety impacts during construction and then long term post construction operation and maintenance of the systems. The Metrolink Antelope Valley Line in the 2.5 mile stretch between Van Nuys Blvd. and the Sylmar San Fernando Station have close paralleling streets on both sides of the rail right of way and complicated intersections involving vehicles, commuter/freight rail traffic, pedestrians, bicycles and now proposed LRT and BRT. The impacts during construction and subsequent operation of the bus and rail systems would impact and compound the complexity of existing signalized intersections that are pre-empted with the railroad crossing signals. A detailed analysis of the impacts, hazards and risks to the all the gate activations and potential queuing of vehicular and pedestrian traffic must be done. Traffic impacts shall be mitigated as appropriate.

Grade Crossing Operation and Safety

Light Rail Alternative – The light rail option within the existing rail corridor that is operated and maintained by SCRRA for Metrolink commuter and freight rail operations would add two new light rail tracks and relocate the existing single track Metrolink mainline to a new two track mainline operation. There are 6 existing at-grade crossings within this 2.5 mile segment along San Fernando Road at Van Nuys Boulevard, Paxton Street, Wolfskill Street, Brand Boulevard, Maclay Avenue, and Hubbard Avenue. Having 4 tracks (1 or 2 commuter/freight plus 2 light rail) within the same corridor would present grade crossing long term life cycle safety, inspection and maintenance concerns in the following areas:

- Number of gate activations and interconnected signalized intersections that are preempted with the rail signals creating the potential for vehicle traffic queuing (stopping) on the tracks with an approaching train.
- Complicated vehicle truck turning movements from paralleling streets over the rail crossings creating the potential for a truck (stopping) on the tracks with an approaching train
- Pedestrian and bicycle traffic ability to safely negotiate and clear relatively long combined segments of LRT and Commuter/Freight tracks with frequent traffic and gate activations (20 to 30 per hour)
- Compatibility of grade crossing design, operation and long term inspection and maintenance for combined systems commuter rail/freight and LRT.

Traffic impact concerns would be present during construction and after both systems are in operation. We note that Metro has not included its analysis per its Grade Crossing Policy in the document. We request that a detailed analysis be performed and that in the course of the analysis that Metro both fully analyze the traffic, safety and long term operation, inspection and maintenance impacts and also specifically undertake a risk and safety hazards analysis with respect to crossings with three or four tracks in a complicated intersection environment. Especially for these crossings, SCRRA's recommendation is that subject to the detailed analysis strong consideration be given for at least partial (LRT flyover) or preferably full grade separation (LRT + commuter/freight) for the crossings in order to mitigate the traffic potential safety operational and maintenance impacts.

Trespassing into the Rail Corridor

Light Rail Alternative – With the light rail option being placed within the same rail corridor there would have to be separation of the respective rail corridors freight/commuter and LRT (approximately 30 to 35 feet) with a fence, placed between the respective active rail lines. These rail corridor and separation and fence requirements are generally consistent with Federal Railroad Administration (FRA) and Federal Transit Administration (FTA) shared freight/commuter LRT corridors.

Sharing of Existing Rail Corridor

Light Rail Alternative – The existing mostly 100 ft. wide rail corridor (narrows down between N. Brand Blvd. and just west of N. Maclay Ave.) currently has a single mainline track which is planned for double tracking in the near future. We applaud that your plan for the light rail option does consider this double tracking need of Metrolink within this corridor. However, there are also numerous utilities and an existing bike path as well as maintenance road access within this same corridor that need to be considered. Some areas needing to be addressed if the right of way is shared with light rail are as follows:

- SCRRA access for maintenance of track and structures
- Addition of physical barrier, fencing and gates
- Roadway worker issues when worker on parallel tracks
- Existing utilities with potential relocation and access for maintenance
- Location of SCRRA signal houses, PTC and communication towers within the reduced rail corridor width
- Existing leases and licenses within the corridor
- Implications to existing Shared Use Agreements with Union Pacific

The project design especially with regard to work near or within the Metro rail corridor on which Metrolink operates should comply with applicable Metrolink Standards Manuals and Practices. These documents are available on Metrolink's web site.

Consideration of Alternatives that Demonstrate Integration with other Projects

All Alternatives – Given the significant mitigations for safety, traffic, and other environmental resources that may be required of the Light Rail Alternative, Metro should evaluate a longer-term strategic plan for the corridor, where the transit investments are tiered. For example, the capital budget for the East San Fernando Valley Transit Corridor could be used to serve BOTH a local transit solution such as BRT or a Low Floor LRT / Tram for all or a portion of the corridor AND a northern extension of the Sepulveda Pass Transit Corridor to the north to serve the Sylmar / San Fernando Metrolink Station. This approach could serve the purpose of serving both the local transit needs and the regional transit needs in the corridor with the mode that is best suited to the task. This approach also serves to integrate the proposed solutions with nearby transit facilities such as the Sepulveda Pass Transit Corridor, the two Metrolink Corridors (Ventura County Line and Antelope Valley Line), and the Orange Line corridor. A schematic map of the potential Sepulveda Pass Transit Corridor is provided in Exhibit A.

Thanks again for providing us with a copy of this DEIS/DEIR for review. We look forward to working with Metro on the successful completion of the East San Fernando Valley Transit Corridor. If you have any questions, please contact Roderick Diaz at (213)452-0455 or via e-mail at diazr@scrra.net.

Sincerely,



Arthur T. Leahy
Chief Executive Officer

Cc: Kimberly Yu, SCRRA
Roderick Diaz, SCRRA
Darrell Maxey, SCRRA
Jeanet Owens, Metro

Attachment B

**Metro Transmittal of East San Fernando Valley Transit Corridor Response to
Comments to the Southern California Regional Rail Authority**

October 13, 2020

Diaz, Roderick

From: Davis, Walter <DAVISWA@metro.net>
Sent: Tuesday, October 13, 2020 2:11 PM
To: Diaz, Roderick
Subject: [EXTERNAL] FW: SCRRA/Metrolink Public Comments
Attachments: AL 14-1-14-6 SCRRA Comments.pdf

EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe.

Roderick,

Attached are the responses we drafted in response to the comment letter received from the SCRRA on Oct 30, 2018 during the ESFVLR Project's, Public Review Period. Again, my apologies for our oversight in not including the letter and response in the FEIS/R.

If you'd like to meet to go over the attached, I'd be happy to make myself and my consultants available.

Walt Davis

LA Metro

Project Manager, East San Fernando Valley LRT

Transit Corridors Planning

213.922.3079

metro.net | [facebook.com/losangelesmetro](https://www.facebook.com/losangelesmetro) | [@metrolosangeles](https://twitter.com/metrolosangeles)

Metro's mission is to provide world-class transportation for all.

Metro ESFV Transit Project – Response to SCRRA Comment Letter

AL 14-1 Comment noted. All LRT station on the ESFV line will be ADA accessible in accordance with ADA guidelines and Metro Design Criteria.

AL 14-2 The DEIS/DEIR document includes a traffic analysis along the entire 9.2 mile corridor. The analysis includes an assessment of the signalized intersections along the alignment and adjacent to the at-grade crossings along the Metro owned SCRRA Antelope Valley Line. The intersections evaluated in the document were determined in consultation with the cities of San Fernando and Los Angeles public works/transportation staff. In addition to the analysis of signalized intersections, an assessment of grade crossing safety was also undertaken. The analysis was prepared in accordance with the Metro *Grade Crossing Safety Policy for Light Rail Transit* dated October 28, 2010. The DEIS/DEIR also identifies construction impacts and mitigation strategies at a general level. A more detailed assessment of construction impacts as well as a subsequent analysis of rail operations on local circulation will be evaluated during the preliminary engineering phase of the project at which time construction mitigation and other measures will be identified for implementation.

AL 14-3 An assessment of grade crossing safety was undertaken. The analysis was prepared in accordance with the Metro *Grade Crossing Safety Policy for Light Rail Transit* dated October 28, 2010. The analysis evaluates the proposed Metro East San Fernando Valley (ESFV) Transit Project's grade crossings along the Metro-owned railroad right-of-way currently serving the Metrolink Antelope Valley Line and the UPRR (UPRR) Valley Subdivision. The five grade crossings analyzed in that document were Hubbard Avenue, Maclay Avenue, Brand Boulevard, and Jessie Street/Wolfskill Street in the City of San Fernando, and Paxton Street in the City of Los Angeles. It should be noted the analysis considered a three track corridor.

AL 14-4 The LRT tracks will be protected/separated from the SCRRA tracks by an FRA/PUC complaint barrier with an intrusion detection fence. Additional protection via pedestrian gates and warning lights will also be provided at grade-crossings and station platforms to deter pedestrians from crossing the tracks when a train is present or approaching.

AL14-5 Metro has taken all of the characteristics of the corridor noted in your comment into consideration as part of the environmental documentation and conceptual engineering. The needs of Metro, the SCRRA and its equipment, adjacent infrastructure such as utilities, the adjacent bike path have been considered as well. The shared use agreement with the UPRR, SCRRA and Metro will be jointly discussed during the preliminary engineering phase of the project between the respective parties.

AL 14-6 The ESFV Transit Corridor is an integral part of Metro's long term transit and transportation strategic plan for the San Fernando Valley. It is a Measure M project with wide support from Valley residents as well as the Cities of Los Angeles and San Fernando, the Metro Board and numerous civic organizations. The project has also been identified as

a 28 by 28 project by Los Angeles Mayor Eric Garcetti. As the Purpose and Need document for this project demonstrated, the ESFV transit project would provide significant transportation benefits to East Valley residents and commuters in term of local short trips along the corridor as well longer commute trips via its connections to Metrolink's two Valley lines, Amtrak and the Metro Orange Line. The project will provide additional regional benefits as transit improvements are realized along the Sepulveda Corrdor. The planning and integration of these projects and other bus transit projects are under active study.

Metro

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



Board Report

File #: 2019-0571, File Type: Motion / Motion Response

Agenda Number: 5.1

REGULAR BOARD MEETING JULY 25, 2019

Motion by:

DIRECTORS BARGER, NAJARIAN, KREKORIAN AND SOLIS

Related to Item 5: Antelope Valley Line Motion

Two recently completed MTA studies, the Metrolink Antelope Valley Line (AVL) Study and the LA-Burbank- Glendale Feasibility Study, recommend both short and mid-term goals to ultimately increase frequency to 30-minute headways with bi-directional service throughout the day. Short term improvements require \$41.8 million in capital improvements and \$4 million more in annual costs. Mid-term improvements would require approximately \$180 million in capital costs, mainly for double-tracking identified in the AVL study as 4 projects. To get these projects through environmental clearance and shovel ready, staff has estimated that \$12.75 million is required. Shovel-ready is an important benchmark to position these projects for grant funding opportunities. Implementation of Scenarios 1 through 3 in the Antelope Valley Line Study will significantly improve service, as detailed in both studies.

The AVL plays a critical role in connecting North Los Angeles County, Union Station and cities in between. It carries the third highest ridership in Metrolink's commuter rail system, and growing, reducing the equivalent of one lane of traffic from major freeways during peak commute hours, and removing approximately 1,000,000 weekday automobile trips per year.

Since the implementation of a now permanent fare reduction program in 2015, the AVL is the only rail transit line in Los Angeles County that has seen consistent, month-over-month ridership growth. As of last year, revenues from this ridership growth surpassed Metro's cost to subsidize the program. In many ways, the AVL is a model for the current regional rail system and it will play a critical role in unlocking regional mobility, as outlined in the State Rail Plan and Metrolink's SCORE program. It also faces serious physical constraints that limit its optimal performance.

SUBJECT: ANTELOPE VALLEY LINE MOTION

APPROVE Motion by Directors Barger, Najarian, Krekorian and Solis that the Board:

- A. Support implementation of Scenarios 1 through 3, as detailed in the Antelope Valley Line Study, and prioritize the Balboa Siding Project so as to open up the expedited delivery of hourly commuter rail service between North Los Angeles County and Los Angeles Union

Station;

- B. Direct the CEO and staff to coordinate with Metrolink on the implementation of Scenarios 1 through 3 and the inclusion and prioritization of the capital projects detailed therein as part of Metrolink's SCORE program;
- C. Authorize the programming of \$6.6 million in unprogrammed FY18-22 Multi-year Subregional Programming (MSP) Transit Program funds and \$6.15 million in FY23 MSP Transit Program funds from the North County Subregion, in order to bring the capital projects included in Scenarios 1 through 3 to "shovel-ready" status, and direct the CEO to report back to the Board in October with project development plans, cash flow considerations, and associated operating costs;
- D. Direct the CEO to coordinate with Metrolink on a discretionary grant strategy, and with the North County Subregion on additional local funding options that could be leveraged, to fully fund the remaining construction costs of the capital projects included in Scenarios 1 through 3, and include an update in the October report back to the Board;
- E. Support the implementation of a diesel, electric, battery electric, or hybrid multiple unit train pilot program on the Antelope Valley Line and direct the CEO to coordinate with Metrolink in the pursuit of grant funding opportunities that focus on the offsetting of mobile source pollution in order to implement the pilot program, and;
- F. Direct the CEO to work in partnership with Metrolink to engage appropriate state agencies and the private sector on additional strategies in order to implement the above directives and unlock the service potential of the Antelope Valley Line, in support of the integrated service goals laid out in the State Rail Plan.



METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

2700 Melbourne Avenue Pomona, CA 91767

metrolinktrains.com

DATE: 10/23/2020

TO: Walt Davis

FROM: Joseph McNeely

SUBJECT: Review of East San Fernando Valley (ESFV) Transit Corridor Project, Metro Grade Crossing Safety Policy Analysis of the Proposed Metro Right-of-Way Crossings

The ESFV Transit Project proposes to implement a new light rail transit (LRT) from the Van Nuys Metro G Line (Orange) station, to the Sylmar/San Fernando Metrolink Station. A portion of the alignment is proposed at grade along the Metrolink Valley Subdivision between mile post (MP) 19.60, just north of the Van Nuys Boulevard at-grade crossing near Pinney Street, and the Sylmar/San Fernando Station at MP 21.90. Five grade crossings are located along the Metrolink subdivision including from north to south:

1. Hubbard Avenue, San Fernando
2. Maclay Avenue, San Fernando
3. Brand Boulevard, San Fernando
4. Jessie Street/ Wolfskill Street, San Fernando
5. Paxton Street, Los Angeles.

This document contains a technical review of the traffic operations elements in the *East San Fernando Valley Transit Corridor Project, Metro Grade Crossing Safety Policy Analysis of the Proposed Metro Right-of-Way Crossings*, prepared by KOA Corporation, 9/6/19. The following additional documents were reviewed.

- MTA Grade Crossing Policy for Light Rail Transit, December 4, 2003.
- Final Environmental Impact Statement/ Final Environmental Impact Report (Volume I) for the
- East San Fernando Valley Transit Corridor Project, September 2020
- Appendix G, Transportation Impacts Report for the East San Fernando Valley Transit Corridor, July 2016
- Appendix FF, Advanced Conceptual Engineering Drawings July 31, 2020
- LA County Grade Crossing and Corridor Safety Final Report Volumes 1 through 5, September 1, 2017

This review follows the organization of the Grade Crossing Safety Policy Analysis report and review comments are listed and numbered with a reference to the report page, section, paragraph, and sentence or text.

1. (Page 1), Section 1.0, Analysis Step 1 – Initial Screening, second paragraph from bottom: *“Metrolink, given that they would be confined to a single track, would operate at its current maximum frequency of four per hour.”*

This does not account for the Metro Brighton to Roxford Double Track Project which will add a second mainline track through this section of the Metrolink subdivision. The future second mainline track is presented on the ESFV Advanced Conceptual Engineering (ACE) Drawings. Consideration should be given to the double tracking project, effects on the grade crossings, and increased Metrolink train frequencies (and potential increased UPRR train frequency if any).

2. (Page 1), Section 1.0, Analysis Step 1 – Initial Screening, last paragraph: *“The turning movement volumes for the adjacent intersection used in the EIR are as follows.”*

Please provide the document referenced with the ESFV Alternative 4 LRT traffic volumes.

3. (Page 5), Section 2.1, Existing Conditions, first paragraph: *“All feature median barriers to prevent motorists from making illegal movements around lowered gates.”*

Several of the crossing median barriers are substandard. These are intended to prevent illegal movements around lowered gates but may not do so. FRA Highway -Rail Crossing Handbook Third Edition Chapter 6 specifies with traffic channelization arrangements (for example, non-mountable curb or mountable curb with delineators) at least 100 feet in length on each side of the crossing (or 60 feet where there is an intersecting roadway) and no commercial or industrial driveway.

4. (Page 5), Section 2.1, Existing Conditions, Figure 3: Crossing Storage Distance (CSD) for Maclay Avenue:

The grade crossing should be a four-track cross section to account for the double tracking project. The CSD was measured from the ROW lines. CSD measurements may need to be revised where the second Metrolink mainline track is not accommodated by the ROW shown at the crossings on the Advanced Conceptual Engineering Drawings.

5. (Page 6), Section 2.1, Existing Conditions, Table 2: Clear Storage Distances (CSD):

The CSD at all the locations were verified based on the Appendix GG Advanced Conceptual Engineering Drawings. The following CSD measurements differed from Table 2 in the report.

- Hubbard Ave WB – 125 feet (reported as 140 feet)
- Hubbard Ave EB – 140 feet (reported as 175 feet)
- Maclay Ave EB – 130 feet (reported as 155 feet)
- Brand Blvd WB – 120 feet (reported as 100 feet)
- Jessy St WB – 100 feet (reported as 120 feet)

The eastbound intersection at Jessie Street is Robert F Kennedy Drive.

6. (Page 6), Section 2.2, Proposed Conditions, first paragraph: *“To assure that traffic can be cleared from the crossings when trains approach, unsignalized intersections immediately downstream of a crossing, such as the intersection of Brand Boulevard and 1st Street or the intersection of Jessie Street and 1st Street, should become signalized and preempted.”*

The intersections of Brand Blvd/ 1st Street and Jessie Street/ Robert F Kennedy Drive are currently 1 way stop control on the side street. Signaling these intersections may not be desirable due to queuing. This recommendation needs to be reviewed further including intersection observations of pedestrian activity when school is in session and traffic signal warrant analysis for both intersections.

7. (Page 6), Section 2.2, Proposed Conditions: *“The proposed roadway geometries will be as described in the Advanced Conceptual Engineering (ACE) report dated April 3, 2019.”*

Is this the same document as Appendix G, Transportation Impacts Report for the East San Fernando Valley Transit Corridor? Please provide the ACE report if not.

8. (Page 6), Section 2.2, Proposed Conditions, paragraph 3: *“As of 2019, the amount of time allocated for flasher signals, bells, and gate descent at the crossings would be set in accordance to the City of Los Angeles Department of Transportation (LADOT) guidelines established in its 2008 spreadsheet calculator, which has become a de facto national standard. (The Texas Department of Transportation’s Traffic Signal Preemption Guide is the other widely used standard.) Under current guidelines, the minimum warning time would be at least 28 seconds for the five railroad crossings along the Metro right-of-way. Typical warning time for these crossings would be about 30 seconds.”*

The LADOT form is derived from the TxDOT guidelines and provides a convenient spreadsheet calculator. There is a 2014 update. Is the amount of warning time based on LADOT form calculations or previously established values?

Metrolink Design Criteria Manual states in section 18.1.3 Selection of Warning Time – The warning time at a grade crossing must be sufficient for vehicles and pedestrians to clear the tracks. The minimum warning time required by law for motor vehicles is 20 seconds. The design minimum for through train moves on SCRRA is 30 seconds and is based upon 20 seconds minimum warning time plus 10 seconds buffer time.

9. (Page 6), Section 2.2, Proposed Conditions, paragraph 4: *“Advance preemption ensures that pedestrians and motor vehicles in the intersection have adequate time to exit the intersection before the traffic signal serves a green light for traffic that needs to be cleared from the crossing.”*

Not necessarily. Advance preemption is the amount of preemption time received by the traffic signal prior to activation of crossing warning devices. How advance preemption time is used is location specific.

10. (Page 7), Section 2.2, Proposed Conditions, paragraph at the top: *“For the purposes of this grade crossing policy document, it is assumed that traffic signal phases will be sequenced so that sufficient advance preemption time is provided prior to the red lights flashing and the bells ringing. The signal phase sequence might remain unchanged from what is currently used at each crossing today or could be modified based on the grade crossing guidelines agreed upon by the responsible agencies during the final design/construction phase. The Paxton Street crossing was modified in 2014 during the installation of the San Fernando Road Bike Path and is the least likely crossing to need major modification to its crossing controls. In contrast, the four crossings in San Fernando could require changes to traffic signal phasing to meet the guidelines in effect at the time of the project opening.”*

Phase sequence does not provide Advance Preemption Time. APT is provided by the track circuits. Sufficient APT is required for ROW transition and to clear the tracks.

The ACE document shows major crossing modifications at Paxton including new warning devices (exit gates), traffic signals, will need new track circuits, and a new station is located south of the crossing.

The second and last sentences above seem to disagree regarding traffic signal changes. Traffic signal phasing, sequence, and timing are conflated.

11. (Page 7), Section 2.2, Proposed Conditions, second paragraph from top: *“...2008 LADOT guidelines... 75-foot long tractor/semi-trailer... Typically, the longer intervals needed for pedestrian clearance time govern the calculation of advance preemption time.”*

Is the 75-foot tractor trailer included in the original 2008 form or a subsequent revision? Required track clearance time governs preemption time calculations, advance or prime.

12. (Page 7), Section 2.2, Proposed Conditions, third paragraph from top.

Statements regarding advance preemption and total approach time are broad. AREMA C&S Manual 3.1.10 Section C.1 (2019) [Guidance] provides maximum 50 seconds of Total Approach Time. The LADOT form often results in much greater than 60 seconds of TAT.

13. (Page 7), Section 2.3, Rail Operations Check *“the ESFV transit line will run under cab signal control, which is the same as that provided for Metrolink and UPRR, supplemented by automatic train protection (ATP) and automatic train stop (ATS) systems. The LRT vehicles will have full priority over motor vehicle traffic at each of the crossings, thus being able to achieve a 60-mph maximum speed in accordance with California Public Utilities Commission General Order 143-B. The ESFV will be operating under optimal conditions with no delay.... The use of cab signal control... will assure that the ESFV transit line will encounter no predictable amount of delay.”*

Metrolink and UPRR trains do not operate under ATP or ATS on the SCRRA Valley Subdivision. Moreover, to provide a “Pass” result is misleading in that this check ignores the dispatching implications for Metrolink and UPRR train movements. The statement of “assurance” of no delay is unsupported within the analysis.

14. (Page 8), Section 2.4.1, Influence Zone Queues, Figure 4:

Should show a 4-track cross section.

15. (Page 8), Section 2.4.1, Influence Zone Queues, third paragraph: *“Appendix A of the Policy suggests that typical values red time values range from 40 to 60 seconds depending upon the total cycle length and amount of green time allocated to the cross street. A red time of 45 seconds will be used.”*

Why was 45 seconds selected? For example, the Truman/ Wolfskill V/C calculation considers 55 seconds of non-compatible green time on a 100 second cycle length.

16. (Page 8), Section 2.4.1, Influence Zone Queues, end of page:

The “MTA Grade Crossing Policy for Light Rail Transit” dated December 4, 2003, defines the queuing equation for both the influence zone and spill back queuing as follows:

Volume per second x (red time/2 + average delay) x Peaking Factor

The equation used in the project’s safety analysis policy does not account for the average delay. The queue lengths could be longer if the above equation is used. Please confirm this equation was changed in the 2010 policy and please provide a copy of the policy document.

17. (Page 9), Section 2.4.1, Influence Zone Queues, Table 3:

There is insufficient storage for influence zone queues at each crossing, in each direction, for each time except for Paxton EB. First asterisk: preemption alone may not be sufficient. Queue management systems will be required. Second asterisk: the new traffic signal will create influence zone queues. This recommendation needs to be reviewed further including intersection observations of pedestrian activity when school is in session and traffic signal warrant analysis for both intersections.

18. (Page 9), Section 2.4.1, Influence Zone Queues, last paragraph: “... *the influence zone queues are predicted to be longer than the CSD’s. Railroad preemption of the adjacent traffic signal is the recommended solution for this situation. Seven of the downstream intersections for the crossings listed above are currently signalized and feature railroad preemption. At the unsignalized intersections of Brand Boulevard/1st Street and Jessie Street/1st Street, new traffic signals equipped for railroad preemption are recommended to avoid situations where uncontrolled pedestrian activity would interfere with clearance of the crossings.*”

Preemption alone may not be a sufficient solution. Queue management systems will be required. The new traffic signal will create influence zone queues. This recommendation needs to be reviewed further including intersection observations of pedestrian activity when school is in session and traffic signal warrant analysis for both intersections.

19. (Page 10), Section 2.4.1, Influence Zone Queues, first paragraph: “*Preempted signals would have an advance preemption sequence that begins when an oncoming train is detected by track circuitry nearly a minute upstream of each crossing, allowing minimum green times and pedestrian crossing times to complete while inhibiting any other movements that conflict with the track clearance phases. The track clearance phases begin soon after termination of conflicting movements, typically well before the railroad gates descend. The figure below shows the track clearance phases at the Maclay Avenue crossing.*”

Advance preemption will likely be sufficient for minimum green times to complete prior to transferring to track clearance. However, APT will likely not accommodate pedestrian crossing times. The track clearance phase may or may not start well in advance of gate activation. This depends on the active traffic signal phase when the preemption call comes in and the minimum track clearance distance.

20. (Page 10), Section 2.4.1, Influence Zone Queues, Figure 5:

Recommend showing 4 track crossing.

21. (Page 11), Section 2.4.2, Spillback Queues, second paragraph:

Back to back preemptions add to spillback queues. This should be discussed.

“The five crossings within the Metro ROW have left turn lanes within the CSD that reduce the likelihood of such a blockage.”

How do the left turns perform relative to demand and capacity?

22. (Page 11), Section 2.4.2, Spillback Queues, second to last paragraph:

Back to back preemptions will add to spillback queues. Ultimate 4 track cross section and density of signals adds to the complexity. More signals are necessary to manage queues which add to the density of signals and complexity. This should be addressed.

23. (Page 12), Section 2.4.2, Spillback Queues, Table 4:

There is insufficient storage for spillback queues at each crossing, in each direction for each time except for Paxton EB. Statement at asterisk: preemption alone may not be sufficient. Queue management systems will be required.

24. (Page 12), Section 2.4.2, Spillback Queues, second to last paragraph and second paragraph page 13.

“Spillback queues are expected to extend to the nearest upstream intersection on all but one approach to the crossings.... The other crossings would feature traffic signal preemption, intended to clear influence zone queues, but which also provides the additional benefit of preventing movements toward the grade crossing when the gates are down. As a result, the adjacent intersections would be unlikely to suffer blocking by queues.”

“Spillback queues have the potential to become very lengthy, particularly after the consecutive arrival of two or three trains, or after a longer, slower freight train were to traverse the crossing. Although spillback queues could impose travel delays to motorists, they would not result in a safety concern at the crossing. Railroad grade crossing protection will be designed to prevent spillback queues from feeding influence zone queues or interfering with track clearance phases.”

Very lengthy queues and unlikely to create blocking seem to contradict. This deserves more attention to address the queue issues presented by the analysis.

25. General comment regarding queueing:

Results of the queueing analysis show that the queues exceed capacity. In some instances, the queueing exceeds storage for two segments of roadway. This is impacted by the density of signals, traffic, and frequency of crossing activations. In addition, there are existing and proposed conditions that should be discussed relative to queueing including: full access driveways between intersections and the crossing, substandard medians, lane drops, station movements, and feasibility of queue

management techniques. These issues should be discussed and addressed relative to the analysis results.

26. Section 2.4.3 Impact of Preemption on Progressive Movements

Four of the intersections adjacent to the crossings have V/C ratios exceeding 0.95 and operate at LOS F without considering impacts of preemption. Wolfskill and Truman, which operates at LOS D and V/C 0.878 will exceed 0.95 when adjusted for preemption. The document states:

“Thus, for the five crossings, the Policy would regard the impact to progressive traffic movements as “Marginal” if “Little or No” quality of cross street progression is required, as opposed to “Fail” if “Moderate” or “High” quality progression were expected.”

The “Marginal” designation, according to the Policy, indicates that preemption: “results in measurable impact to cross street. Operation with pre-emption subject to engineering review of need for traffic progression and impact to LRT if pre-emption not provided. Alternative at-grade operation with green band or priority control should be feasible provided there are traffic signal phases that are compatible with the LRT movement at this location.”

The Policy implies that green band or priority control would be an acceptable alternative to at-grade operation. However, green band or priority control is presumed to be unacceptable for this particular corridor, because LRT trains would operate at slow speeds and be subjected to traffic signal delays along a corridor where the adjacent Metrolink and UPRR trains currently proceed with no such controls. Not only would the LRT fail to benefit from sharing the same crossing equipment as Metrolink and UPRR, but the movements of LRT trains themselves would be preempted with the passage of each Metrolink or UPRR train.

The at-grade ESFV should be regarded as “Marginal” in terms of impacts on progressive traffic movements at each of the five crossings. The impacts to cross street progression would be measurable, but little or no quality of progression would be expected or required for the five cross streets across this corridor. For each of the potential crossings, a determination of “Marginal” should lead to a grade crossing rather than a grade separation.

The analysis concluded that the impact of preemption on progressive traffic movements at each of the grade crossings as “Marginal”. This conclusion is arrived at by determining that little or no quality of progression would be expected or required for the five cross streets across this corridor.

This may be true for Paxton, however the quality of cross street progression required for the other four crossings should be “Moderate”.

Hubbard is the most compelling example. The intersection at Hubbard/ 1st is located 140 feet from the crossing. The intersection of Hubbard/ Truman is located 125 feet from the crossing. The intersection of Hubbard/ San Fernando Road is located 100 feet west of Truman. The San Fernando Road and Truman intersections are controlled by one controller. Cross street progression is required to prevent queues between the traffic signals and possible gridlock.

This becomes more acute in the future considering the traffic volumes and poor levels of service. Additionally, queue management signals such as queue cutters and pre-signals or hybrid versions will be required between the crossing and Truman on the west and 1st Street on the east. The additional traffic signals will require further progression on Hubbard. Providing progression on the corridor is necessary to manage the traffic signals, traffic, and queues.

The analysis at Wolfskill/ Truman show the pre-emption results in significant adverse impact to cross street. The impact of preemption on the cross streets at the other crossings will be similarly adverse. As a result, the impact of preemption on progressive traffic movement should be regarded as "Fail".

27. Section 2.4.4 Traffic Operations Check Conclusion

"The three-part traffic operations check leads to the following conclusions:

- Influence zone queues would extend into the Metro right-of-way at each of the five crossings unless the downstream signals are preempted, with the exception of the Plaza Pacoima Drive signalized intersection east of the Paxton Street crossing. New signals should be installed at adjacent intersections that lack them, and all signalized intersections other than those at the Paxton Street-Plaza Pacoima Drive intersection, should be preempted as agreed upon by the CPUC, the local city, Metro and the two railroad operators.*
- Spillback queues are likely to extend beyond adjacent intersections. Preemption controls as agreed upon by the affected agencies should prevent blockage of track clearance phases.*
- The ESFV will create a "Marginal" impact upon cross-street progressive traffic movements*

Result of Traffic Operations Check: PASS."

Based on review of the analysis:

- Influence zone queues exceed storage capacity. Preemption alone will not address queueing. Back to back preemptions, station movements, traffic progression, density of signals, and roadway geometrics should be evaluated.
- Spillback queues exceed capacity and will extend beyond adjacent intersections. Preemption alone will not address queueing. Back to back preemptions, station movements, traffic progression, density of signals, and roadway geometrics should be evaluated.

- The ESFV will create a significant adverse impact on cross-street progressive traffic movements.

28. Section 2.5, Safety Check

General comments all crossings.

- Traffic Queueing Criteria, evaluation column – Traffic preemption is not a queue prevention solution. Queue prevention solutions are required.
- Visual Confusion/ Sign or Signal Clutter – Listed as “No” concern for all crossings. There is concern at all crossings due to the proximity of closely spaced signals, additional pre and hybrid pre-signals, additional warning devices (flashers and gates), and additional signage.
- Accident History – Listed as “No” concern for all crossings. See rail collision history from 1975 to 2016, south to north (referenced from LAGC Corridor Safety Study). See collision summary table for 5-years from 2014 through 2018 via CA Transportation Injury Mapping System. Accidents are a concern.
- Gate Drive Around Potential – Listed as “No” concern. Substandard and inadequate median locations with drive around potential:
 - Paxton – substandard on both crossing approaches.
 - Jessie/Wolfskill – substandard on both crossing approaches.
 - Brand – East side is substandard.
 - Maclay – substandard on both crossing approaches.
 - Hubbard – East side is substandard.

Item Number	DOT Number	Number of Accidents (1975-1999)	Number of Accidents (2000-2010)	Number of Accidents (2011-2016)*
30	746050R	1	2	0
31	746048P	0	2	2
32	746047H	3	2	1
33	746046B	2	1	1
34	746045U	0	1	0

Collision Type	Total	In RR R/W	Involved Train	At Intersect	Persons Injured	Persons Killed
Paxton St						
Pedestrians	1	0	0	1	1	0
Bicycle	0	0	0	0	0	0
Motor Vehicle or Object	25	1	0	24	38	0
Total	26	1	0	25	39	0
Wolfskill St/Jessie St						
Pedestrians	2	0	0	2	4	0
Bicycle	0	0	0	0	1	0
Motor Vehicle or Object	6	1	1	5	17	0

Total	8	1	1	7	22	0
Brand Blvd						
Pedestrians	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0
Motor Vehicle or Object	2	1	0	5	31	0
Total	2	1	0	5	31	0
McClay Ave						
Pedestrians	3	0	0	3	3	0
Bicycle	1	0	0	1	1	0
Motor Vehicle or Object	12	0	0	12	16	0
Total	16	0	0	16	20	0
Hubbard Ave						
Pedestrians	4	1	1	2	3	1
Bicycle	3	0	0	3	3	0
Motor Vehicle or Object	16	0	0	16	25	0
Total	23	1	1	21	31	1
Total Collisions	73	4	2	74	143	1

29. Section 3.0, Recommendations

The report recommendations are listed followed by review notes regarding crossing and roadway characteristics and operation.

3.1 Hubbard Avenue

Rail operations should be able to traverse Hubbard Avenue at-grade safely and efficiently with the following treatments:

1. *Relocate gates and warning devices to accommodate three tracks and a station ramp within the Metro right-of-way. Add pedestrian gates on the sidewalks, and if possible, locate the gates to prevent pedestrians departing the station platform from turning into the path of oncoming Metrolink trains.*
2. *Modify the traffic signals at Truman Street and 1st Street/Frank Modugno Drive to conform to the preemption needs per CPUC and responsible agencies.*
3. *No potential bottlenecks should be allowed on the far side of a grade crossing. Allow no driveways between the far side of the crossing and the downstream signalized intersections.*

- Substandard median on east side of crossing.
- Full driveway access to adjacent properties.
- Single cabinet controls Truman and San Fernando Road intersections (100 feet apart).
- Mission City Trail and San Fernando Road Bike Path treatments.
- Station stop at Hubbard and longer gate down times.
- Exit gate systems.
- Queue management systems.

3.2 Maclay Avenue

Rail operations should be able to traverse Maclay Avenue at-grade safely and efficiently with the following treatments:

1. *Relocate gates and warning devices to accommodate three tracks and a station ramp within the Metro right-of-way. Add pedestrian gates on the sidewalks, and if possible, locate the gates to prevent pedestrians departing the station platform from turning into the path of oncoming Metrolink trains.*
 2. *Modify the traffic signals at Truman Street and 1st Street to conform to the preemption needs per CPUC and responsible agencies.*
 3. *No potential bottlenecks should be allowed on the far side of a grade crossing. Allow no driveways between the far side of the crossing and the downstream signalized intersections. Close the Maclay Avenue driveway serving the existing shopping center on the northeast corner of Truman Street. Remove the curbside trolley bus stop that could potentially impeded eastbound traffic departing from the track area. If necessary, reduce the number of eastbound lanes approaching the crossing from two lanes down to one lane to avoid a potential bottleneck.*
- Substandard median on east and west side of crossing.
 - Full driveway access to adjacent properties.
 - Eastbound lane-drop across crossing into trap lane at 1st.
 - Mission City Trail treatments.
 - Station stop at Maclay and longer gate down times.
 - San Fernando Road traffic signal 190ft west of Truman.
 - Exit gate systems.
 - Queue management systems.

3.3 Brand Boulevard

Rail operations should be able to traverse Brand Boulevard at-grade safely and efficiently with the following treatments:

1. *Relocate gates and warning devices to accommodate three tracks and a station ramp within the Metro right-of-way. Add pedestrian gates on the sidewalks, and if possible, locate the gates to prevent pedestrians departing the station platform from turning into the path of oncoming Metrolink trains.*
2. *Modify the traffic signals at Truman Street to conform to the preemption needs per CPUC and responsible agencies. Signalize and preempt the intersection of Brand Boulevard and 1st Street to control pedestrian activity at that intersection.*
3. *No potential bottlenecks should be allowed on the far side of a grade crossing. Ensure that eastbound traffic destined for the San Fernando Middle School loading zone does not create queues that could extend back across the crossing and has an exit route when the gates descend, which could be provided by the existing left turn lane and Number One through lane. If necessary, reduce the number of eastbound lanes approaching the crossing from two lanes down to one lane to avoid a potential bottleneck. The school loading zone could also be relocated.*

- Substandard median on east side of crossing.
- Full driveway access to adjacent properties.
- Police line and driveway access.
- Mission City Trail treatments. Existing warning flashers for bike path crossing.
- Station stop at Brand and longer gate down times.
- Consider Brand/ 1st signal vs. one-way stop control.
- School crossing and pick-up/ drop-off operation.
- San Fernando Road traffic signal 190ft west of Truman.
- Exit gate systems.
- Queue management systems.

3.4 Wolfskill Street/Jessie Street

Rail operations should be able to traverse Wolfskill Street and Jessie Street at-grade safely and efficiently with the following treatments:

- 1. Relocate gates and warning devices to accommodate three tracks within the Metro right-of-way. Add pedestrian gates on the sidewalks.*
- 2. Modify the traffic signals at Truman Street to conform to the preemption needs per CPUC and responsible agencies. Signalize and preempt the intersection of Jessie Street and 1st Street (Robert F. Kennedy Drive) to control pedestrian activity at that intersection.*
- 3. No potential bottlenecks should be allowed on the far side of a grade crossing. Allow no driveways between the far side of the crossing and the downstream signalized intersections. Close the Wolfskill Street driveway serving the existing tire shop west of Truman Street.*

- Substandard median on west and east side of crossing.
- Full driveway access to adjacent properties.
- Mission City Trail treatments.
- Consider Jessie/ Robert F Kennedy Drive signal vs. one-way stop control.
- School crossing and pick-up/ drop-off operation.
- San Fernando Road traffic signal 190ft west of Truman.
- Exit gate systems.
- Queue management systems.

3.5 Paxton Street

Rail operations should be able to traverse Paxton Street at-grade safely and efficiently with the following treatments:

- 1. Relocate gates, including the existing pedestrian gates, and warning devices to accommodate three tracks and a station ramp within the Metro right-of-way.*
- 2. Modify the traffic signals at San Fernando Road as needed to conform to the preemption needs per CPUC and responsible agencies.*

- Substandard median at crossing.

- Full driveway access on west side of intersection.
- Station stop at Paxton and longer gate down times.
- Exit gate systems.
- Queue management systems.

30. LA County Grade Crossing and Corridor Safety Final Report

110 at-grade crossings in LA County were reviewed for hazards and scored according to risk. The following is a summary of ESFV crossings rankings.

	Improvement Locations	Pedestrian Improvement	Grade Separation
Hubbard	19	4	16
Maclay	2	-	9
Brand	13	-	13
Jessie/Wolfskill	8	-	-
Paxton	47	-	11

Four of the ESFV crossings rank in the top 20 high ranking candidates in LA County for grade separation.

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Sue Steinberg, 2nd Vice Pres Bus.4
Tom Capps, Treasurer, Res. 2
Avo Babian, Secretary, Bus. 5

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Neighborhood
Empowerment linked
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October 10, 2017

Re: East Valley Corridor DEIR

Walter Davis, Project Manager
Metro
One Gateway Plaza M/S 99-22-3
Los Angeles, CA 90012
Via U.S. Mail and eastsfvtransit@metro.net

Dear Mr. Davis:

Comments on the East Valley Corridor DEIR. The Sherman Oaks Neighborhood Council (SONC) met on October 9, 2017 and voted to make the following four comments on the Draft Environmental Impact Report:

1) *SONC recommends that Metro build a subway through the entire East Valley Corridor, with the expectation of connecting to the future Sepulveda Pass Project and to finance the East Valley Corridor through a public private partnership.*

This route has one of the largest boardings in Metro's system needs the best system that is available. The area has a transit dependent population and will increase exponentially in density during future years through planned rezoning and construction of new multiple family housing. It requires a system that will be capable of hauling the passenger loads of the future that will occupy those new apartment homes. The smaller passenger loads of today will be a mere memory. A connection with the Sepulveda Pass Project will ensure major ridership by offering passengers a one-seat-trip from the Metrolink Station in Sylmar all the way to LAX, and efficient connections with the Metro Purple and Expo lines. Any less will result in trips that will be less attractive to riders by requiring multiple

transfers and lost time waiting at transfer points. The multiple technologies that would exist by installing different and separate systems in the East Valley Corridor and Sepulveda Pass will be less efficient and more expensive for Metro to maintain and carry fewer riders. Installing anything less than the best system available will be money wasted. Through Measure M an income stream is assured into the far distant future. This income stream can be leveraged through a public private partnership to buy the best system for generations to come.

2) *SONC recommends that Metro evaluate the effects of all alternatives being considered and a subway alternative on the operations and effectiveness of emergency vehicles; police, ambulance, and fire through the East Valley Corridor.*

This is a public safety issue. There is no doubt that the four alternatives being considered will each have an impact on emergency vehicle operation. The three alternatives with median running vehicles all require barriers of some kind; guideways or fences. Emergency vehicles now turn on their lights and sirens and zig-zag on both sides of Van Nuys Blvd through vehicles that are stopped. With the three alternatives there will be a single line of cars on either side of the street and barriers. The current method of travel will not be possible. Public safety requires that this issue be addressed prior to finalization of the project. An ambulance delayed can result in deaths. A police car delayed can result in a multitude of problems. Fire trucks present a different type of problem. A Hook and Ladder Fire Truck requires a minimum of 27.5 feet of clear street width in order to maneuver. Will there be 27.5 feet clear available anywhere on most of Van Nuys Blvd? Even if the proper street width is available, when the vehicle reaches its destination, it must be the proper distance from the buildings. The ladder must be deployed at the proper angle. It cannot be deployed in a vertical or horizontal position. Will Van Nuys Blvd lose most or a portion of its fire protection? Will lives and property be lost because fire trucks are delayed or cannot be used to their fullest?

A subway will not have any of these problems.

3) *SONC requests Metro to do a complete traffic study including a flow analysis to evaluate the effects on traffic, circulation, and emergency vehicles caused by all street closures, redirected vehicles, and restrictions.*

We are aware that left turns will not be allowed, left turn pockets on Van Nuys Blvd will be eliminated, drivers will have to make right turns and circle back to go in the direction they want to go, traffic will be forced onto residential streets. We are also aware that Tyrone Ave. is slated to be closed at the Orange Line. That will restrict circulation in the Van Nuys Civic Center area. The only other exit from the area that goes to the south is Hazeltine, which has already been narrowed to a two lane street. None of this has been analyzed, mitigated, or even considered to our satisfaction.

4) *SONC requests Metro to evaluate the installation of drinking fountains and restrooms at all stations to a minimum of United Nations standards.*

Metro currently serves 1.4 million riders a day. There is not a single drinking fountain or restroom in the system. There is a human need for fresh drinkable water and sanitation facilities. Metro not only has no drinking fountains, the loudspeakers on trains warn passengers not to drink anything on a train or platform. Desperate riders use the bushes around stations. They also use the elevators. The

elevators in most stations reek from stale urine. Metro's maintenance crews are forced to clean and sanitize those elevators. The situation is shameful. We would like a higher standard.

The United Nations High Commissioner on Human Rights presented a document entitled "Human Right to Water and Sanitation to the General Assembly where it was approved on July 28, 2010. The US voted in favor of it. UN Fact Sheet 35 says in section 3b "The obligation to fulfill requires (governments) to adopt appropriate legislative, administrative, budgetary, judicial, promotional and other measures to fully realize the right to water."

The Human Rights Directive also calls for one toilet for every 100 persons, with separate facilities for male and female and at a distance of no more than 200 feet from where they are.

On June 30 this year, Mayor Garcetti said "Everyone should be able to ... use the restroom safely and with dignity." The Olympics will be here in only 11 years. Millions of visitors from all over the world will use the Metro system. Our city will leave a lasting impression on them. We should do better. We should start with the East Valley Corridor.

We look forward to your thoughtful response,



Ronald Ziff
President, Sherman Oaks Neighborhood Council



Avo Babian
Chair of Traffic and Transportation Committee
Sherman Oaks Neighborhood Council

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Jason Ackerman, Vice President
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through our website under
"Resources"**

October 11, 2017

Re: East Valley Corridor DEIR

Walter Davis, Project Manager
Metro
One Gateway Plaza M/S 99-22-3
Los Angeles, CA 90012

Dear Mr. Davis:

The Van Nuys Neighborhood Council General Board (VNNC) met on October 11, 2017 (http://vnnc.org/wp-content/uploads/2017/10/10-11-2017_VNNC_GenBoard_Agenda_D.pdf) and voted to approve the following comments on the East Valley Rapid Transit Corridor Draft Environmental Impact Report by a vote of 19 in favor, with no opposition and 1 abstention:

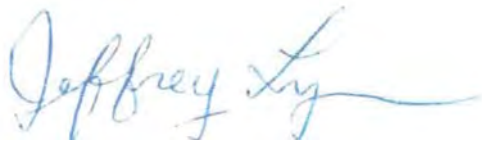
(II. The VNNC to discuss and take possible action on the East Valley Rapid Transit Corridor so as to meet the comment period closing October 30, 2017 (<https://www.metro.net/projects/east-sfv/>) (30 Minutes)

Motion: The VNNC to submit the following as a formal letter to Metro Regarding the East Valley Rapid Transit Corridor Project:

1. The VNNC Strongly Supports "Alternative 4" (High Floor Light Rail Train with 14 Stops), as it will be of maximum long-term benefit to Van Nuys and its neighboring communities along Van Nuys Blvd. The VNNC has been carefully studying other Light Rail Projects both completed, and in the process of completion in Los Angeles County and in Southern California and strongly recommends the following be studied.
 - a. That the route be Grade-Separated (above and/or below the surface of the street) for no less than 50% of its length (like the Crenshaw Line) and that above-grade sections be built with the smallest structural footprint possible, to preserve the maximum amount of space for ground-

- based mobility and minimize the negative impacts of having trains and cars sharing the same space.
 - b. The Platforms should be built to accommodate Six (6)-Car Trains. The Expo Line has shown the perils of thinking too small and we see the eventual SFV to LAX Line Carrying Red-Line Levels of riders once phases 2 and 3 are completed.
 - c. Make sure that the "Sepulveda Pass" project is of the same corridor and technology as the East Valley Rapid Transit Corridor to allow single seat rides between the SFV and the Westside and eventually LAX.
2. The VNNC Understands that if rail is chosen a Maintenance and Storage Facility (MSF) will need to be built and:
- a. The VNNC strongly Opposes MSF Option A (straddling the Orange Line between Kester Avenue and Vesper Avenue). This is a thriving Industrial and artisanal area that if chosen would displace approximately 200 small businesses and hundreds of workers that add tremendous value to the area and the community.
 - b. The VNNC strongly suggests Metro pursue MSF Option B (south of the Metrolink tracks on the west side of Van Nuys Boulevard) or Option C (north of the Metrolink tracks on the west side of Van Nuys Boulevard) either site would benefit Metro as it would be roughly in the center of the route for Phase 1 which minimizes the distance cars would have to travel to the southern or northern terminus.
 - c. The VNNC further recommends that Metro consider acquiring 7600 Tyrone Ave from LADWP, which is and has for years been vacant and would be a far more suitable third option than 'MSF Option A.'

We look forward to your thoughtful response, and hope our proposals will be considered.



Jeffrey Lynn
President, Van Nuys Neighborhood Council



Jason Ackerman
Vice-President, Van Nuys Neighborhood Council