



We're building light rail for the Valley.

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT

Community Leadership Council Virtual Meeting
Thursday, May 9, 2024, 6:00 p.m. – 7:30 p.m.





Bienvenidos / Welcome

- > Interpretación en español disponible
- > Spanish Interpretation Available

Housekeeping



This is a webinar. Attendee cameras are off, and microphones are muted.

Este es un seminario web. Las cámaras de los asistentes están apagadas y los micrófonos silenciados.



Submit your questions by using the Q&A feature

Envíe sus preguntas utilizando la función de preguntas y respuestas



This meeting is being recorded. Video file will be posted on our website at metro.net/eastsfv

Esta reunión será grabada. El archivo de video se publicará en nuestro sitio web en metro.net/eastsfv

Metro's Customer Experience Plan

Together, we can make a difference!

We want to be your ride, and we know we have to earn it, every single day.

See how we're improving your experience and provide feedback at [**metro.net/cxhub**](https://metro.net/cxhub)



New fares on Metro!



New fares are Here!

Fare capping is here, which means that paying fare on Metro bus and rail is now simpler for our customers! Fare capping allows customers to pay per ride with TAP.

Once a customer reaches their set dollar cap for the day or seven-day period, they're no longer charged when they use their TAP card for the rest of the time period.

For more information, visit [*metro.net/fares*](https://metro.net/fares)

Let's Ride Safely Together

Keeping riders safe is our number one priority and we're committed to providing you with a great experience on Metro.

Visit metro.net/safety for more information about our plan that reimagines the way we approach public safety, to ensure all our riders feel safe, comfortable, and welcome on our system.



Thank you for joining us!

Agenda

Item	Presenter
Welcome	Jesse Leon , Community Leadership Council Manager
<ul style="list-style-type: none">Community Leadership Council OverviewCBO Partnering Strategy	Jesse Leon , Community Leadership Council Manager
Cultural Competency Draft Plan	LaShondra Mercurius , SFTC Lead
Business Interruption Fund Update	Jessica Spearman , Principal Transportation Planner, Diversity and Economic Opportunity
<u>Project Phases & Schedule:</u> <ul style="list-style-type: none">Early Planning & Environmental ReviewDesign, Construction & Operations	Stephanie Molen , Manager, Community Relations Greg Gastelum , Senior Executive Officer, Project Manager
Scope of Project	Greg Gastelum , Senior Executive Officer, Project Manager
Q & A	All Metro Teams




Community Leadership Council Overview

Community Leadership Council Overview

The Community Leadership Council (CLC) aims to promote, foster, and advance community-based dialogue and opportunities arising from the project and within the project area. CLC members will work with Metro to help identify opportunities arising from the project that will aid in mitigating construction impacts and promote existing economic development and workforce efforts on the project. CLC members will participate in advisory body meetings, provide feedback on topics discussed at the advisory body meetings, and will lightly review materials in advance of and preparation for the advisory body meetings.

CLC structure and parameters are:

- 15 stakeholders
 - live, work, attend school, active member of a service organization, or a representative of a business or commercial property
- Two-year terms
- Virtual or In-Person Quarterly Meetings
 -  rotating between Arleta, Pacoima, Panorama City, and Van Nuys

Community Leadership Council Overview

The CLC will work with Metro staff on project-related issues such as:

Economic Development & Business Support

- Job Creation / Construction Careers
- Construction activity (timing, size, closures, small impacts, etc.)
- Eat Shop Play
- Business Solution Center
- Business Interruption Fund

Community Engagement

- Landscaping at Traction Power Sub Station (TPSS) sites
- Outreach about arts opportunities
- Station Naming
- Improvements within the Scope of Project
- Metro CBO Partnering Strategy
- Cultural Competency Plan



CLC Members (2023-2025)



Sheila Avila Luna



Sonya Blake



Michael Fiore



Sergio Ibarra



Yvonne Mariajimenez



Jonathan B. Martinez



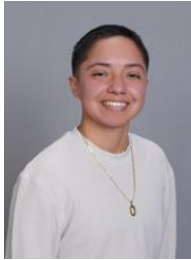
Brenda Morales



Maria Nieto



Sam Papoyan



Roxy Rivas



Maria Salgado



Sandra Sanchez



Kathy Schreiner



Marc Shouhed



Seth Wulkan

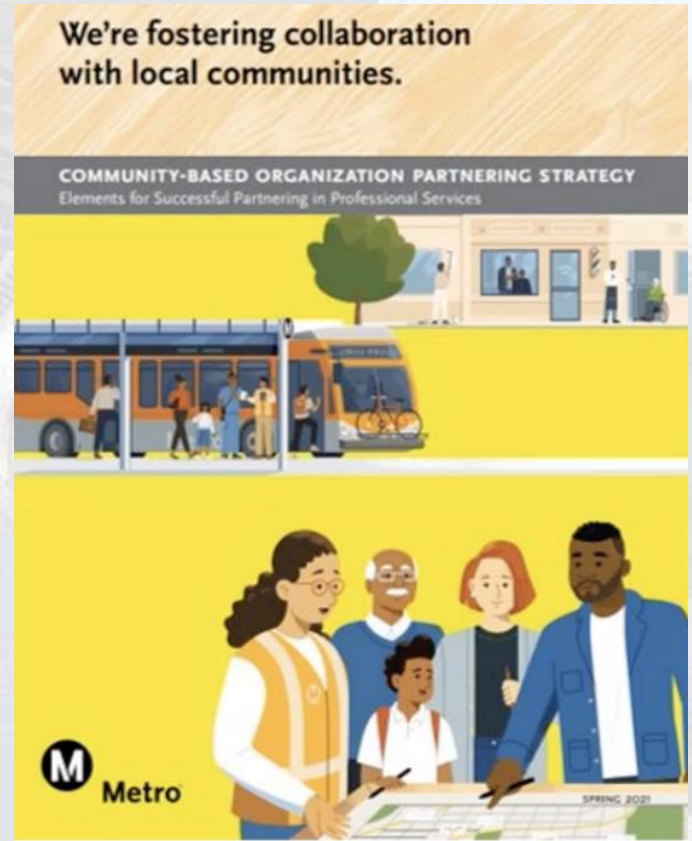


Metro's CBO Partnering Strategy

CBO Partnering Strategy

Overview

- Metro's Community-Based Organization (CBO) Partnering Strategy establishes consistent and equitable processes for Metro to utilize across the agency when directly or indirectly engaging CBOs for professional services.
- The Strategy creates opportunities to strengthen Metro's relationships with CBOs based on mutual benefit, trust, and respect.
- Metro's goal is to consistently use clear and equitable structures and strategies to partner with CBOs across the entire agency.
- The Strategy was **approved by the Metro Board in March 2021** and included seven recommendations for Metro to implement



CBO Partnering Strategy – Recommendations



Establish a Central Point of Contact



Develop and Maintain CBO Data



Establish Compensation Criteria



Create a Resource Library



Craft a Partnership Charter



Train Our Collaborators



Provide Guidance for Growth

What Metro team manages the CBO Partnering Strategy?

Metro's Office of Equity and Race



Office of Equity and Race
Metro
One Gateway Plaza, MS 99-19-2
Los Angeles, CA 90012



cbodatabase@metro.net



metro.net/equity-race



[@metrolosangeles](https://twitter.com/metrolosangeles)



[losangelesmetro](https://www.facebook.com/losangelesmetro)

Benefits of CBO Partnerships


What are some benefits CBO partnerships create?

- CBOs fill many service-gaps in key issue areas such as houselessness, education, environment, workforce development, etc.
- CBOs reach segments of the community that Metro may struggle to reach
- CBOs are trusted leaders in the communities we serve
- CBOs are everyday experts in their communities




Local Example of CBO Partnering

I-405 Sepulveda Pass ExpressLanes Project



I-405 Sepulveda Pass ExpressLanes Project

We are looking to partner with Community-Based Organizations (CBOs) to reach your community! Apply today!



Metro is working with the California Department of Transportation (Caltrans) to explore options to address traffic congestion on the I-405 through the Sepulveda Pass. The project aims to encourage carpooling and transit, improve trip reliability, reduce degradation of the carpool lanes and increase person throughput. Learn more about the project and the alternatives being considered [here](#).

Partner with us!
The I-405 Sepulveda Pass ExpressLanes Project is seeking to partner with organizations serving the Westside and San Fernando Valley to increase our outreach efforts and engage more community members during the environmental clearance process. Our goal for these partnerships is to ensure greater outcomes in public participation, reach additional communities and stakeholders, and cultivate trust with the community.

Up to 5 community-based organizations (CBOs) will be selected and compensated to **support outreach activities** for up to 12-15 months. All interested CBOs are encouraged to apply. Unfortunately, we are not able to consider town councils, neighborhood councils, or businesses for paid partnerships at this time.

Compensation
Compensation up to **\$8,100** will be offered to qualifying CBOs depending on their agreed-upon scope of work. For more details on the types of outreach tasks (both digital and in-person) that may be offered and the range of rates for compensation, please [click here](#). Partner organizations

- Increase outreach efforts during the environmental review process
- Up to 5 CBO's
- 12-15 months
- Up to \$8,100 based on agreed-upon scope of work



Other Examples

Other Examples of previous CBO Partnering

- Conducting community outreach through a door-to-door walking campaign on the Purple Line Extension Project
- Metro's Bicycle Education Safety Training (BEST) Program
- Vermont Transit Corridor
- Low Income Fare is Easy (LIFE) enrollment



How can the CLC help?

Different Ways the CLC can support these efforts

- Notify and encourage CBOs to register on the CBO Database portal
- Refer CBO's with questions to these resources
- Collaborate with Metro ESFV LRT project teams with future and available CBO Partnering Opportunities



Is your CBO interested in working with Metro?

Metro encourages interested organizations to register in our Community Based Organization (CBO) Database (launched in Oct. 2023). CBOs that register in the Database can find opportunities to partner with Metro that are right for your CBO and will also receive invitations by Metro teams for potential collaborations as new projects and programs emerge.

How do I register for the CBO Database?

- Start at our CBO Database portal: cbo.metro.net and check out our helpful instructional [slides](#)
- For questions or comments, contact cbodatabase@metro.net

Who is eligible to register?

- 501 c(3) or 501(c) 4 non-profit organizations, including places of worship
- Organizations with a fiscal sponsor
- Organizations without 501(c)3 or 501(c)4 status, such as block groups, or other groups who aren't non-profits but lead community work.

Cultural Competency Plan



What is the Cultural Competency Plan (CCP)

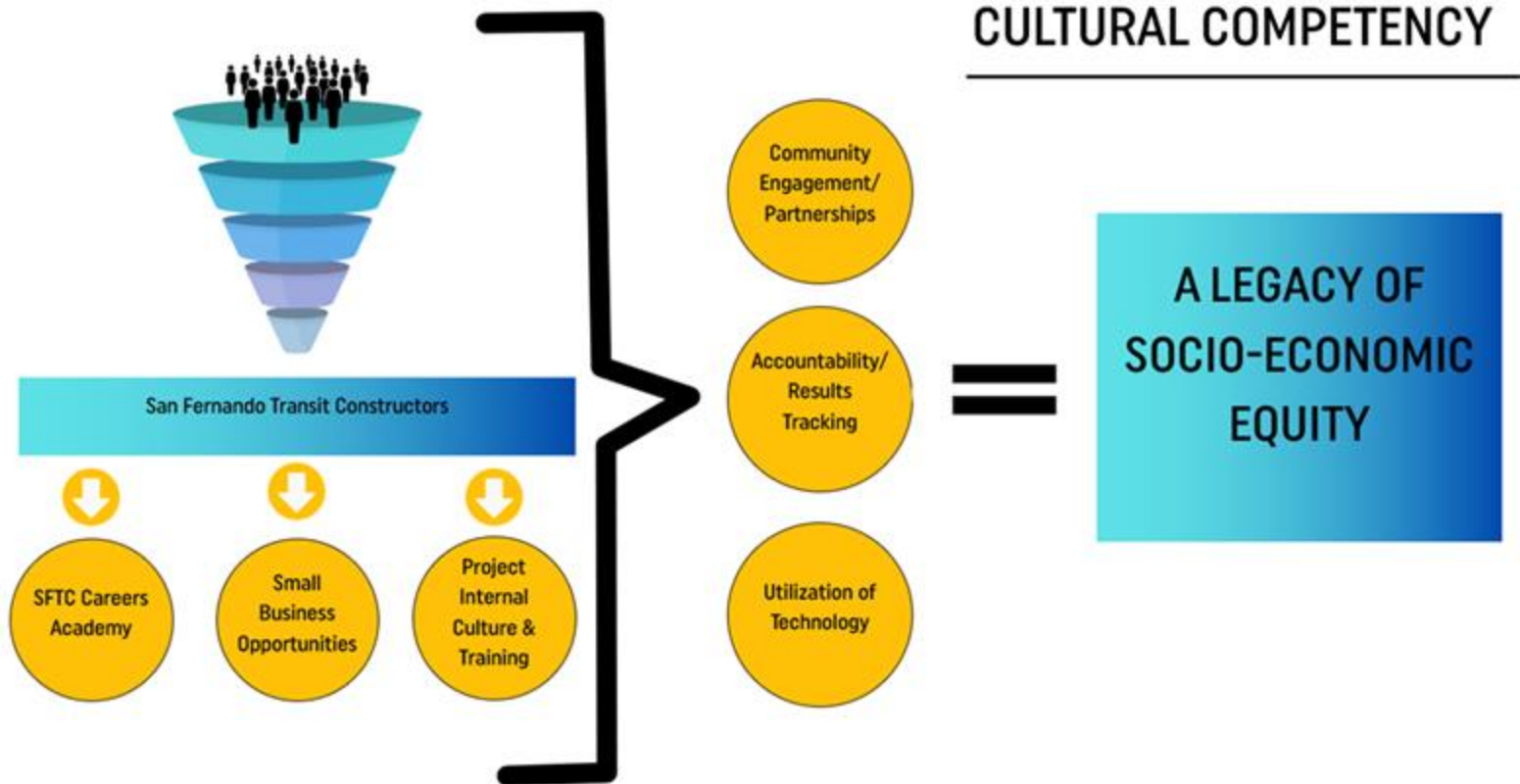
The SFTC Cultural Competency Plan is a comprehensive strategy still in **draft phase** that focuses on engagement with the local community utilizing a multi-layered approach. Understanding the community's diverse cultural heritage as well as socio-economic backgrounds, SFTC will develop intentional and targeted strategies to engage with community stakeholders impacted by the project.

- Cultural Competency Plan – first of its kind at Metro
- SFTC, the Contractor, in collaboration with Metro, is developing a multi-year Project Cultural Competency Plan (CCP) to help ensure that the overall project takes into account a respectful and mutual approach to:
 - cross-cultural and trauma-informed communication
 - nuanced understanding of sociodemographic characteristics and identities
 - flexibility within the Plan to iterate based on shifting community conditions
 - engagement to nearby communities is done in a manner that is equitable, inclusive, and culturally sensitive to their needs
 - CCP will contain best practices for how to respectfully engage communities based on historical context and lived experience



Cultural Competency Plan Objectives

- Educate ourselves about the cultural backgrounds of different groups within the community
- Be a trusted neighbor to the project communities
- Honor the voices of community members and incorporate what we hear into the delivery of the project
- Honor the cultures and traditions:
 - Recognize and celebrate community holidays
 - Recognize and celebrate community events
- Create socio-economic equity programs for the community



Partnership with local community colleges

LACCD accredited training program curriculum developed in partnership with local community colleges

Technology based education and training solutions

Use technology to ensure easy access to training and remove educational barriers

Expansion of career paths

Participants from the community have an opportunity to learn about ALL industry career tracks and enter jobs and careers that offer livable wages and career advancement opportunities

Envoy jobs program

Our team will become a trusted “neighbor” within the community by providing and maintaining open and transparent communication on project construction progress and its impact on services and businesses within the community and investing in community through Envoy job opportunities



Professional careers programs:

- **Next steps:** Courses to be developed by fall/winter 2024

Envoy program:

- **Next steps:** Develop plan for Envoys' recruitment and deployment in alignment with construction schedule (2025)

Collaboration with community colleges:

- **Next steps:** Develop a curriculum in collaboration with LA Mission College for a LACCD accredited course (2025)

Tribal relations and consideration:

- Developing a partnership with Fernandeno Tataviam Band of Mission Indians
- **Next steps:** Develop a strategy for engagement with tribal community in collaboration with the College of the Canyons, Intercultural Center, Native American and Indigenous Alliance

Community Organizations relationship building:

- Current partners: DIY Girls, Goodwill WorkSource Center, Chrysalis, MEND, El Proyecto WorkSource Center
- **Next steps:** Continue identifying community organizations to partner with

SFTC Virtual Community Hub:

- Developing an urban intervention engagement plan related to project utilization of virtual reality kiosk

- Advise on best engagement strategies with key community groups and organizations that the cultural competency team should be collaborating with.
- Advise on key community events SFTC CC Team should support and participate in.
- Share the lived experience of the programs offered by SFTC CC Team.





Community Engagement

Mid Valley YMCA Trunk or Treat
LA Mission College Pacoima Site Grand Opening
Dia de Los Muertos, Pacoima
Dine Tribal Dance and Fry Bread with Wild Horse Native American Association



Business Interruption Fund Update

Business Interruption Fund Update

Metro's Business Interruption Fund (BIF) has officially launched on the East San Fernando Valley Light Rail Transit Project!

- To be eligible for BIF, businesses must:
 - Be located immediately adjacent to the rail corridor for at least two years,
 - Have direct construction impact, and
 - Meet other eligibility requirements
- Grant amounts are determined by business revenue loss directly related to the period of Metro construction disruption up to a maximum of \$50,000.

Community stakeholders and business owners can expect to hear more from Metro and the BIF Fund Administrator, Pacific Coast Regional Business Finance (PCR) as construction along the corridor ramps up.



For more information visit [Metro.net/BIF](https://metro.net/BIF).



Project Phases & Schedule

East San Fernando Valley Light Rail Transit

Different Phases of Project Development & Schedule



ONGOING PUBLIC PARTICIPATION

Early Planning & Environmental Review

Glossary of Terms

EIS (Environmental Impact Statement)

- A comprehensive report required by the National Environmental Policy Act (NEPA)

EIR (Environmental Impact Report)

- A comprehensive report required by California Environmental Quality Act (CEQA)

Both the EIS / EIR

- Analyze and disclose a project's potential effects on the natural and human environment
- Identify mitigation measures
- Solicit community input
- Identify a Locally Preferred Alternative (ultimate project selected)

ROD (Record of Decision)

- Concludes the Federal NEPA EIS process
- Identifies the Locally Preferred Alternative (ultimate project selected)

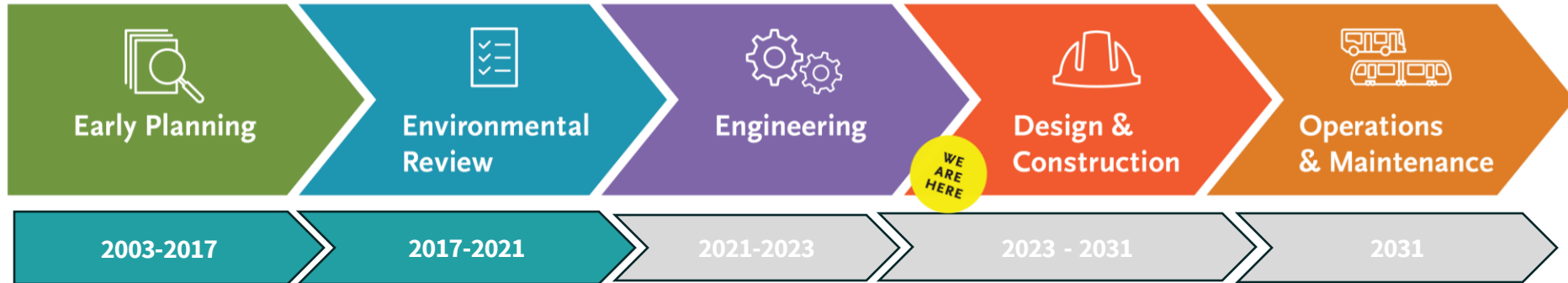
CEQA Addendum (Oct. 2023) / NEPA Reevaluation (May 2024)

- A report that details changes with no significant impacts that take place after the EIR and EIS are approved.
- For example, the project's design was modified to accommodate and meet City of Los Angeles standards



Early Planning and Environmental Review

Project planning begins long before we enter construction. During **Early Planning** and **Environmental Review**, consistent with CEQA and NEPA guidelines, studies are conducted to analyze project alternatives, including benefits and impacts. Outreach is also conducted at the same time to gauge public input. Studies are presented to the Metro Board of Directors, who makes project decisions.



Early Planning Studies

- Notice of Preparation / Intent
- Scoping Meetings / Community Meetings
- Draft EIS / EIR Released
- Notice of Availability
- Final EIS / EIR Released
- Record of Decision
- Project Official Approval
- CEQA Addendum (Oct. 2023)
- NEPA Reevaluation (May 2024)



Environmental Review Overview Video



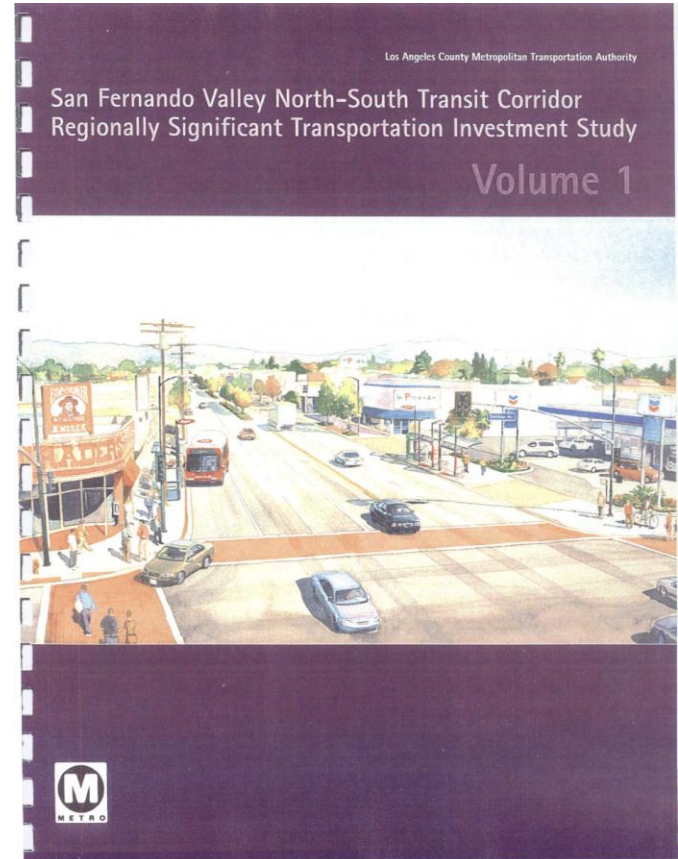
Environmental Review Overview Video

- https://www.dropbox.com/s/pgm1gzjfcclul7ia/22-1429_Metro_EnvironmentalReview_FINAL_220823.mov?e=1&st=svmitxrv&dl=0

Website: [Metro.net/planandbuild](https://metro.net/planandbuild)

Early Planning Studies

- 2003: *San Fernando Valley North-South Transit Corridor Regionally Significant Transportation Investment Study*
- 2008: Impact & Benefit Analysis
- 2010: Measure R Project Delivery Report
- 2012: Alternative Analysis Report
- 2013: Planning & Programming Committee Report



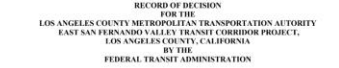
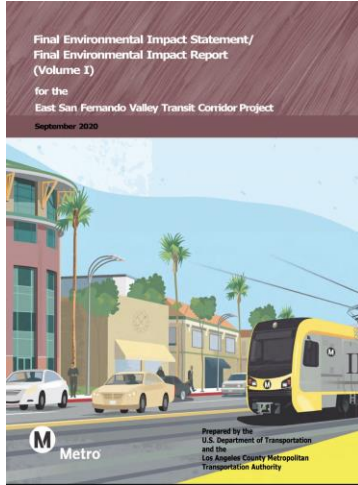
Environmental Review Reports & Timeline

Draft EIS / EIR

Final EIS / EIR

Record of Decision

CEQA Addendum



Decision

The Federal Transit Administration (FTA), pursuant to Title 23 of the Code of Federal Regulations (CFR) Part 771 and Title 40 CFR Parts 1500-1508, has determined that the requirements of the National Environmental Policy Act (NEPA) of 1969 and related federal environmental statutes, regulations, and executive orders have been satisfied for the Los Angeles County Metropolitan Transportation Authority (LACMTA) East San Fernando Valley Transit Corridor Project (Project) located in Los Angeles County, California.

This Record of Decision (ROD) applies to the at-grade light rail transit (LRT) modified Alternative 4, also identified as the Locally Preferred Alternative (LPA), which was described and evaluated in the *East San Fernando Valley Transit Corridor Project Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR)*, dated September 2020. FTA served as the federal lead agency under NEPA and LACMTA served as the lead agency under the California Environmental Quality Act (CEQA).

LACMTA may seek financial assistance from FTA for the Project and carry out the Project's engineering and construction (design-build). The East San Fernando Valley Transit Corridor Project consists of the design, construction, and future operation of a light rail transit (LRT) system that would operate over 9.2 miles along Van Nuys Boulevard (6.7 miles) and within LACMTA owned rail right-of-way (2.5 miles) located in Los Angeles County. The LACMTA may phase the Project and construct the 4.7-mile segment along Van Nuys Boulevard as an Initial Operating Segment (IOS). If FTA provides financial assistance for final design and construction of the Project, FTA will require that LACMTA design and construct the Project as presented in the FEIS/FEIR and the ROD. Any proposed change must be evaluated in accordance with 23 CFR Section 771.129-130 and FTA must approve the change before the agency requesting the change can proceed.

Background

The LACMTA in cooperation with the FTA, has proposed a Project to establish rail transit service along Van Nuys Boulevard and the LACMTA-owned railroad right-of-way within Los Angeles County, California. The Project would consist of a 9.2-mile, at-grade LRT with 14 stations. The Project would include construction of a new Maintenance and Storage Facility (MSF) site located on the west side of Van Nuys Boulevard on approximately 25 acres in the area bounded by Keswick Street on the south, Roymer Street on the east and north, and the Pacoma Wash on the west. The LRT would be powered by electrified overhead lines and would travel 2.5 miles along the LACMTA-owned right-of-way by the Antelope Valley Metrolink line and Union Pacific Railroad from the Sylmar/San Fernando Metrolink Station south to



Subject: CEQA ADDENDUM FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT

Action: APPROVE RECOMMENDATION

Recommendation: AUTHORIZE the Chief Executive Officer to approve the Addendum and adopt its Findings (Attachment A).

Issue: The East San Fernando Valley Transit Corridor (ESVTC) Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) has completed Certification by the Board in accordance with the California Environmental Quality Act (CEQA). Since Certification of the environmental document in December 2020, the project has undergone Preliminary Engineering to further develop the design of the project which has resulted in updates to the project description. The Summary of project description updates is included in the [CEQA Addendum](#) (https://www.metro.net/files/2023/10/19/20231019ESVTC_CEQAAddendum_v8.pdf?file=ceq6680ca719edw7y5m1s7A4d1d) (Attachment A).

Background: In December 2020, the Metro Board certified the Final EIR for the ESVTC Project, a 9.2-mile light rail project with 14 at-grade stations, from the Metro G Line (Orange) Van Nuys Station at the south, to the Sylmar/San Fernando Metrolink Station to the north. The Board also approved a 6.7-mile segment along Van Nuys Boulevard, from the Metro G Line (Orange) Van Nuys Station to an interim terminus station at Van Nuys Boulevard/San Fernando Road, as an initial operating segment (IOS). This segment is known as the ESVTC Light Rail Transit Project (Southern Segment), and it includes 11 stations and one Maintenance and Storage Facility (MSF).

Since the Board's certification of the ESVTC Final EIR in December 2020, the ESVTC Light Rail Transit (Southern Segment) project team has refined the project design to accommodate and meet City of Los Angeles standards. A detailed description of the changes to the Project Description is provided in the attached Addendum to the EIR (Attachment A).



Federal Transit Administration
&
Metro Board Certification

Federal Transit Administration
&
Metro Board Certification

Federal Transit Administration
Project Certification

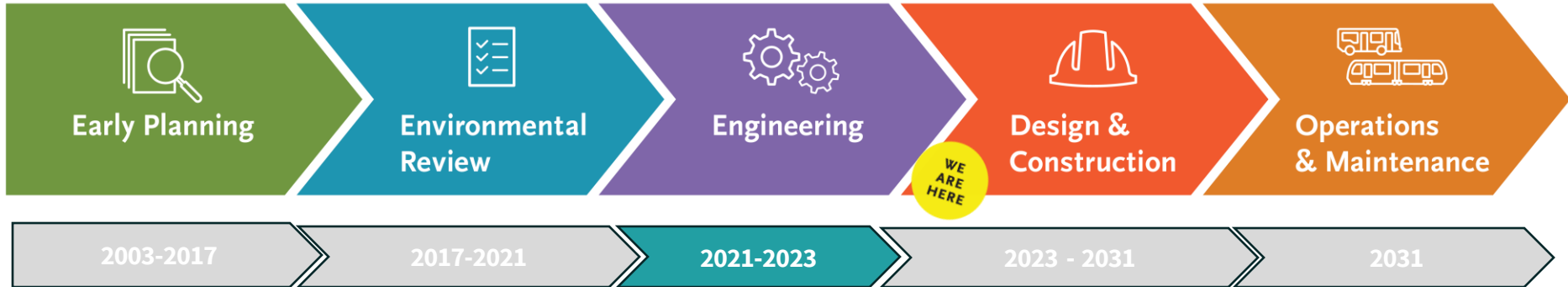
CEQA Addendum
NEPA Reevaluation (May 2024)



Engineering, Construction, & Operations

Engineering

During the **Engineering** phase, Metro selected a contractor (SFTC) that will perform early construction, validate the design of the project, conduct a value engineering assessment (budget savings), finalize the schedule, and present an opinion of probable cost for the project. Concurrently, Metro's Real Estate Team will continue the acquisition of real estate properties needed to construct the project as approved.



Winter 2022-2023

- Groundbreaking
- Contractor Selected

October 2023

- CEQA Addendum

Ongoing through mid 2024

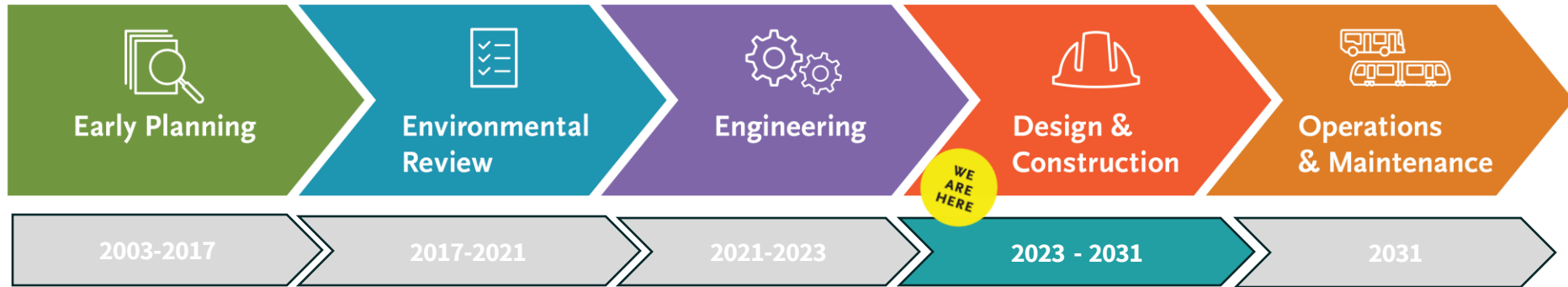
- NEPA Reevaluation (May 2024)
- Preliminary Engineering / Design
- Early Construction
- Real Estate Acquisition / Relocation Plan



Design & Construction

During the **Design & Construction** phase, Metro's selected contractor (SFTC) will continue the early construction work needed to advance the project, finalize the design, and will begin the major construction activities immediately below:

- Track
- Stations & TPSS sites (power stations)
- Maintenance & Storage Facility
- Systems Integration Testing



Mid 2025

Final Design & Engineering
Early Construction Ends
Real Estate Acquisitions/Relocation

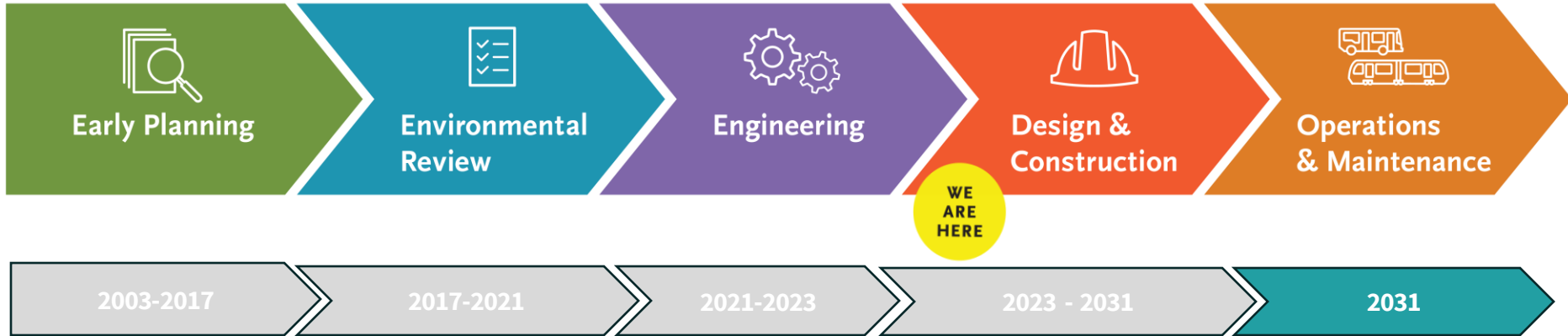
Late 2025

Major Construction Begins



Operations & Maintenance

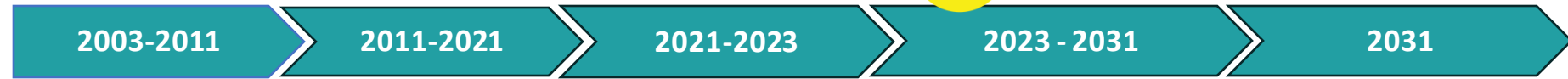
After Major Construction is completed by the Contractor, the Contractor will turn the project over to Metro's **Operations & Maintenance** department. Metro will continue systems testing to ensure the project is fully integrated into Metro's existing rail network and system. Here, Metro will assign a letter to the line and identify a "revenue start date" (line opening).



Forecasted Late 2031
Construction Completion
Systems Testing
Letter Assigned
Line Opening



Project Milestones Summary



Early Planning Studies

Notice of Preparation
 Notice of Intent
 Scoping Meetings
 Community Meetings
 Draft EIS / EIR Released
 Notice of Availability
 Final EIS / EIR Released
 Record of Decision
 Project Official Approval

Winter 2022-2023
 Groundbreaking
 Contractor Selected

October 2023
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Ongoing through mid 2024
 NEPA Reevaluation (May 2024)
 Preliminary Engineering / Design
 Early Construction
 Real Estate Acquisition / Relocation Plan

Mid 2025
 Final Design & Engineering
 Early Construction Ends
 Real Estate Acquisitions/
 Relocation

Late 2025
 Major Construction Begins

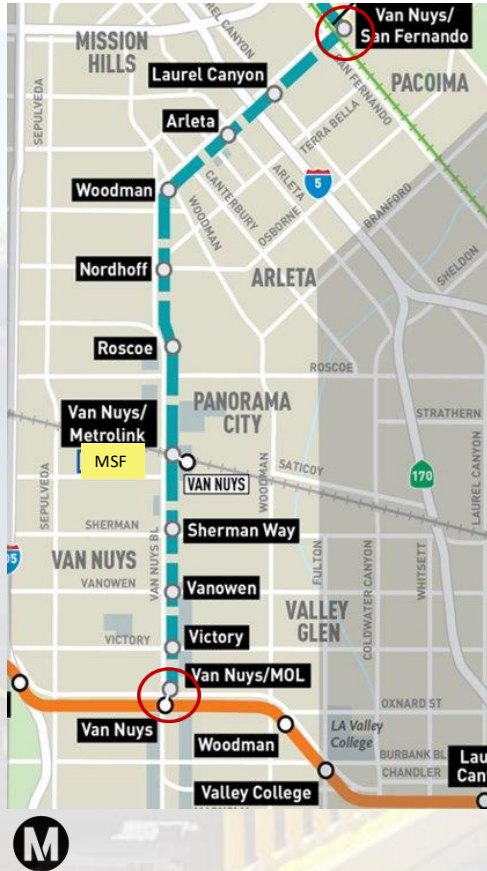
Forecasted Late 2031
 Construction Completion
 Systems Testing
 Letter Assigned
 Line Opening



ONGOING PUBLIC PARTICIPATION

What is the Scope of the Project?

What is the Scope of the Project?



The Project as approved in the Environmental Review process is called the Scope of the Project. As approved, the **Southern Segment** (left figure) will operate on a semi-exclusive right-of-way on the center-median of Van Nuys Boulevard from the G-Line (Orange) Bus Rapid Transit Van Nuys Station to San Fernando Road / Van Nuys Boulevard. The Project is a light rail electric train that will be powered by overhead power lines called an overhead catenary system (OCS) and will include the key project features below.



33
Electric
Light Rail
Vehicles



6.7 mile
At-Grade
Double Tracks
&
Overhead
Contact System



11
Center-Platform
Stations

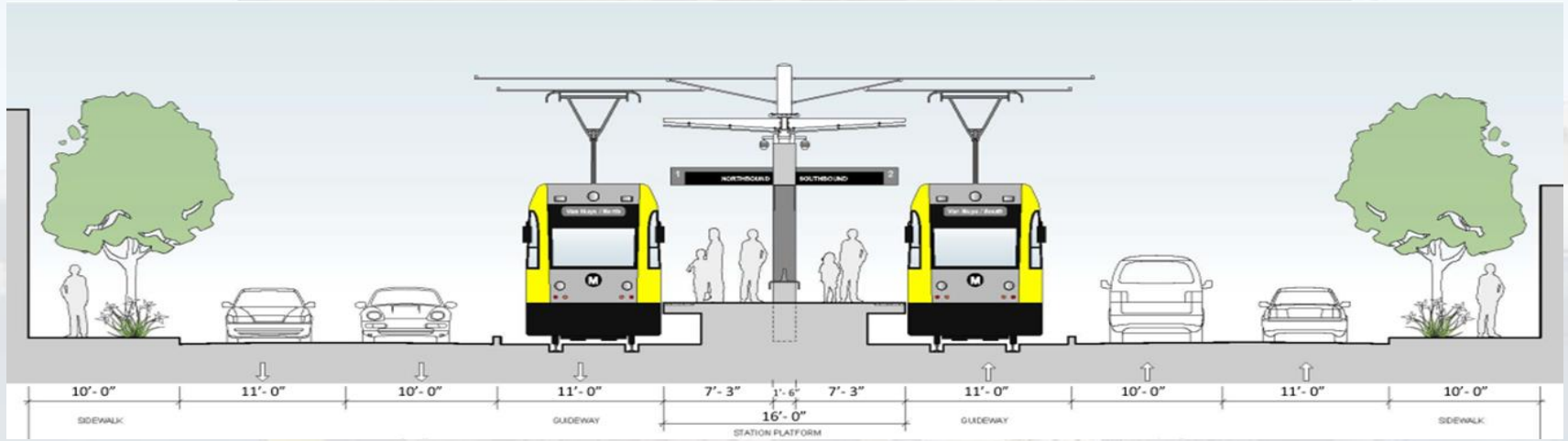


10
Traction Power
Substations
(TPSS) Sites



1
Maintenance & Storage
Facility

What benefits or impacts will the project bring?



Street & Sidewalk
Improvements



New Trees
2:1 Replacement



New Lighting



Parking
Removal



Bike Lane
Removal

Estimated Construction Cost / Funding Plan

The project's estimated cost of construction is **\$ 3.6 Billion** and will be funded through the sources listed below.

Federal Transit Administration

- Expedited Project Delivery Pilot



Federal Transit Administration

State Grants

- TCRP, TIRCP, IIP, RIP, and SB1



Local Measures

- Measures R & M
- Propositions A & C



Metro

Stay connected to this project



818.701.3844



eastsfvtransit@metro.net



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**Public Comment
&
Questions**

A bright yellow speech bubble with rounded corners and a tail pointing towards the bottom right, set against a solid blue background. The words "THANK YOU" are cut out of the bubble in a bold, blue, sans-serif font.

THANK YOU