



Board Report

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Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE MAY 19, 2021

**SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT CORRIDOR
PROJECT**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Proposed Project with recommended refinements for the North Hollywood to Pasadena Bus Rapid Transit Corridor Project; and
- B. APPROVING the Project's Title VI Service Equity Analysis in accordance with Title VI of the Civil Rights Act of 1964.

ISSUE

The North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project (Project) proposes to connect the San Fernando and San Gabriel Valleys through one of the region's largest commuter sheds that currently lacks a premium transit service. Transit currently accounts for only 2% of the 700,000 daily trips entering the corridor. Despite the presence of Metro Rail connections at both ends of the corridor, only a third of all trips currently travel the entire corridor from one end to the other.

Metro is the lead agency for the California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for the North Hollywood to Pasadena BRT Corridor Project. Metro, in coordination with the cities of Los Angeles, Burbank, Glendale, and Pasadena, completed an environmental analysis for the Draft EIR in October 2020. Following the Public Review period for the Draft EIR, staff worked with stakeholders on proposed refinements to the Project in key locations.

In Burbank, refinements include a minor reroute of service, relocating a previously proposed station on West Olive Avenue, and recommending an optional station as part of the Proposed Project. In Glendale, an optional station is recommended as part of the Proposed Project and bike lane improvements on Glenoaks Boulevard, currently being studied by the City, will be further coordinated and integrated with the Project. In Eagle Rock, the primary change for the Proposed Project is with the bus lane configuration on Colorado Boulevard. Whereas the Draft EIR proposed side-running bus lanes (Route Option F2), the recommendation for the refined Proposed Project is to implement

primarily center-running bus lanes (Route Option F1) on Colorado Boulevard with two design options east of Eagle Rock Boulevard. One option would include converting one travel lane in each direction to bus lanes while the other option converts portions of landscaped median and street parking to accommodate bus lanes while preserving the existing travel lanes. Additional detail on the recommended refinements is provided in Attachment A and in the Discussion section below. The project design may be further refined through the Final EIR technical process and community input.

Board action on the selection of the Proposed Project is needed to prepare the Final EIR and for the Project to remain on schedule for an opening year of 2024. Selection of the Proposed Project and preparation of the Final EIR are key milestones in the Project delivery process. The Project is included in the Measure M Expenditure Plan and is included in the Twenty-Eight by '28 Initiative.

BACKGROUND

The Project is a proposed 18.1-mile BRT transit corridor that would extend from the North Hollywood Metro B/G Line (Red/Orange) Station to Pasadena City College (PCC). The study area serves the communities of North Hollywood, Burbank, Glendale, Eagle Rock and Pasadena that have dense residential populations and many cultural, entertainment, shopping and employment areas throughout, including the NoHo Arts District, Burbank Media Center, Glendale Galleria, Americana at Brand, Eagle Rock, and Old Pasadena.

In February 2017, Metro staff completed the North Hollywood to Pasadena BRT Corridor Technical Study. The Technical Study explored the feasibility of implementing BRT and identified two candidate BRT concepts - a street-running BRT and a freeway-running BRT - with multiple route options throughout the corridor. In March 2017, the Board approved advancing these concepts into the environmental phase. Upon completion of an initial Alternatives Analysis Study in April 2019, the Board approved a Refined Street-Running Alternative with Route Options and directed staff to initiate a Draft EIR in May 2019. At that same time and based on comments provided by the City of Pasadena, the Board approved discontinuing the further study of dedicated bus lanes in the City of Pasadena.

On June 17, 2019, staff initiated a 45-day Public Scoping period. This Public Scoping period was later extended an additional 15 days to August 15, 2019, based on the overwhelming community interest in the Project. The purpose of public scoping is to inform the public that the lead agency, Metro, is evaluating a project under CEQA and to solicit public comment regarding the Project and extent of environmental analyses to be undertaken. In order to accomplish this, five public scoping meetings were held in July 2019. On August 7, 2019, Metro conducted an additional Community Open House Meeting in Eagle Rock where there was especially strong interest in the Project. During the Public Scoping period, Metro received a total of 2,584 comments, which was a mix of those who either supported or opposed the Project.

Metro released the Draft EIR for public review and comment beginning on October 26, 2020 and ending on December 28, 2020. Described within the Draft EIR are one build alternative (the Proposed Project and route options), one No-Build alternative, and one alternative that improves existing bus service. Metro received almost 500 public comments with approximately half of them specific to Eagle Rock, including comments on a new community-developed proposal supported by many community members. In addition, staff has coordinated with the City of Burbank on a few

additional refinements to the Proposed Project within their jurisdiction.

Based on the feedback received, staff has since refined the build alternative, or Proposed Project, to incorporate many of the key elements in the community-developed proposal, as well as other refinements in the City of Burbank.

DISCUSSION

A detailed description of the Proposed Project and other alternatives considered in the Draft EIR are provided in the attached Executive Summary to the Draft EIR (Attachment B). The full Draft EIR is available on the Project website at:

<https://www.metro.net/projects/noho-pasadena-corridor/draft-environmental-impact-report/>. A description for the Proposed Project and its route options, as well as the other alternatives considered in the Draft EIR are described below.

Proposed Project Alternative in Draft EIR

The primary route of the Proposed Project (Attachment C) uses a combination of dedicated bus lanes and general-purpose traffic lanes for BRT service that would primarily utilize surface streets between the San Fernando and San Gabriel Valleys. The Project traverses the communities of North Hollywood and Eagle Rock in the City of Los Angeles, as well as the Cities of Burbank, Glendale, and Pasadena. Potential connections with existing high-capacity transit services include the Metro B Line (Red) and G Line (Orange) in North Hollywood, the Metrolink Antelope Valley and Ventura Lines in Burbank, and the Metro L Line (Gold) in Pasadena.

The objectives for the Project are summarized as follows:

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

The Proposed Project would generally include dedicated bus lanes on surface streets where there is adequate street width but will operate in general-purpose traffic lanes in the City of Pasadena. BRT service will operate in various bus lane configurations depending upon the characteristics of the roadways. Other proposed elements being considered as part of the Project include: Transit Signal Priority (TSP); enhanced stations with a number of passenger amenities (e.g., lighting, real time transit info, trash receptacles, seating); some selective street repaving and widening; signage and restriping; improvements to existing bike lanes; and electric buses.

North Hollywood

Route would operate eastbound from the North Hollywood station between Chandler Boulevard and Vineland Avenue in a side-running bus lane and westbound sharing the general traffic lane. The route would then operate on Vineland Avenue between Chandler Boulevard and the SR-134 freeway interchange (primarily in center-running bus lanes, transitioning to or from a general-purpose traffic

lane near the freeway). Lastly, the route would continue east via the SR-134 freeway. Proposed stations would be located at North Hollywood Station and on Vineland Avenue at Hesby Street.

Burbank

Route would operate on the SR-134 freeway between Lankershim Boulevard and Olive Avenue. Eastbound service would be provided via Pass Avenue and westbound service would be provided along Hollywood Way to access the SR-134 freeway at Alameda Avenue. In curb-running bus lanes, the route would then operate along Olive Avenue between SR-134 and Glenoaks Boulevard. Lastly, the route would then operate along Glenoaks Boulevard between Olive Avenue and Alameda Avenue (combination of curb- and center-running bus lanes). Proposed stations would be located along Olive Avenue at Riverside Drive, Alameda Avenue, Buena Vista Street, the Olive Avenue bridge, San Fernando Boulevard, with an optional station at Verdugo Avenue.

Glendale

Route would operate via Glenoaks Boulevard in median-running bus lanes between Alameda Avenue and Central Avenue. Proposed stations along Glenoaks Boulevard would include Alameda Avenue, Western Avenue, and Pacific Avenue, with an optional station at Grandview Avenue. The route would then continue on Central Avenue between Glenoaks Boulevard and Broadway (combination of general-purpose traffic lanes and side-running bus lanes) then continue along Broadway between Central Avenue and Colorado Boulevard (combination of curb- and side-running bus lanes). Proposed stations would be located along Central Avenue at Lexington Drive and along Broadway at Brand Avenue, Glendale Avenue, and Verdugo Road.

Eagle Rock

Route would operate along Colorado Boulevard between Broadway and Linda Rosa Avenue (SR-134 interchange) in side-running bus lanes (Route Option F2). Proposed stations would be located along Colorado Boulevard at Eagle Rock Plaza, Eagle Rock Boulevard and Townsend Avenue.

Pasadena

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

Alternative Route Options

Alternative Route Options within each community were evaluated equally to the primary Proposed Project route in order to provide the public with alternate options for further consideration and comment. Each Route Option is summarized below. For a more detailed description of each individual route option, please see Table ES-1 of the Draft EIR Executive Summary.

North Hollywood

Route Option A2 - Route would follow Lankershim between North Hollywood Station Boulevard and the SR-134 freeway interchange, utilizing a combination of side and curb-running bus lanes. A

proposed station would be located on Lankershim Boulevard at Hesby Street.

Glendale

Route Option E2 - Route would operate on Central Avenue between Glenoaks Boulevard and Colorado Street (combination of general-purpose traffic lanes and side-running bus lanes), then on Colorado Street/Boulevard between Central Avenue and Broadway (side-running bus lanes). Proposed stations would be located on Central Avenue at Lexington Drive and Americana Way. Proposed stations would also be located along Colorado Street/Boulevard at Brand Boulevard, Glendale Avenue and Verdugo Road.

Route Option E3 - Route would operate in general-purpose traffic lanes between Glenoaks and the SR-134 freeway via Central Avenue. Eastbound service would be provided via Sanchez Drive and westbound service would be provided along Goode Avenue to access the SR-134 freeway at Brand Boulevard. Lastly, the segment would then run along SR-134 between Brand Boulevard and Harvey Drive using general-purpose traffic lanes. Proposed stations would be located on Goode/Sanchez near Brand Boulevard and at Harvey Drive.

Eagle Rock

Route Option F1 - Route would operate on Colorado Boulevard between Broadway and Linda Rosa Avenue (SR-134 freeway interchange) in a combination of side- and center-running bus lanes. Proposed stations would be located at Eagle Rock Plaza, Eagle Rock Boulevard and Townsend Avenue.

Route Option F3 - Route would run along SR-134 between Harvey Drive and Figueroa Street, Figueroa Street between SR-134 and Colorado Boulevard, and on Colorado Boulevard between Figueroa Street and SR-134 via the N. San Rafael Avenue Interchange. All segments utilize general-purpose traffic lanes with a station pair on the intersection of Figueroa Street and Colorado Boulevard

Pasadena

Route Option G2 - Route would operate via the SR-134 freeway between Colorado Boulevard in Eagle Rock and the Colorado Boulevard exit in Pasadena. A proposed station would be located at Arroyo Parkway near the Metro L Line (Gold).

Route Option H2 - Route would operate in a general-purpose traffic lane along Union Street in the westbound direction (one-way street) and along Green Street in the eastbound direction (one-way street) between Raymond Avenue and Hill Avenue. Proposed stations would be located at Los Robles Avenue, Lake Avenue and at the Eastern Terminus at Hill Avenue adjacent to PCC.

Other Alternatives Considered

Alternative 1 - No Project Alternative

The No Project Alternative is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the Proposed Project would not be implemented by Metro. The No Project Alternative allows decision-makers to compare the impacts of approving the Proposed Project with the impacts of not approving the Proposed Project. The No Project Alternative is evaluated in the context of the existing transportation facilities in the Project Area and other capital transportation improvements and/or

transit and highway operational enhancements that are reasonably foreseeable (e.g., North San Fernando Valley (NSFV) BRT Project and the NextGen Bus Plan).

Alternative 2 - Improved Bus Service

This alternative would implement improved bus service instead of BRT. The improved bus service would have some BRT characteristics (e.g., shelters with some passenger amenities, TSP). The service may be as frequent as that proposed for BRT, though its ability to attract as much ridership may be less due to less travel time savings and amenities, meaning a slightly less frequent service would be operated compared to that proposed for the BRT Project. Buses would operate in general-purpose traffic lanes with TSP. Stops would be more frequent than the BRT line, but less frequent than local bus lines (typically every 0.6 miles on average). Travel times would be faster than for local service but slower than the travel times expected from the BRT Project. Stops would occur at existing bus stations and there would be no modifications to the roadway configuration. This alternative would be expected to generate the fewest adverse impacts as there would be no curb extensions, elimination of parking or travel lanes, or changes to bicycle lanes.

Public Outreach

The Draft EIR was released for a 64-day public review period beginning on October 26, 2020 and ending on December 28, 2020. Noticing of the Draft EIR availability, public review period and meeting dates was accomplished in a number of ways including: U.S certified mail to agencies, organizations and interested parties; newspaper ads; e-blast notices to a database of over 5,000 names; car cards on buses; the Project website; social media ads; and a direct distribution of over 15,000 Project fact sheets along a selective segment of the corridor.

Metro hosted two public hearings to gather comments on the Draft EIR during the review period. In an effort to increase public participation during restrictions on public gatherings and to prevent public health risks posed by COVID-19, the two hearings were held virtually via the Zoom online communication platform on a weekday evening and Saturday late morning/early afternoon. During these 2-hour hearings, staff presented information about the Project and allotted time for members of the public to provide both verbal and written comments.

In order to give the public as much opportunity to comment, an online virtual platform visited by 800 stakeholders was also available during the entire 64-day public review period. The virtual platform allowed the public to view all meeting materials, including the meeting presentation, read more about the Proposed Project, access the Draft EIR, and leave written comments. Other means for the public to leave comments included a special Project hotline number, Project email, Project website, and via U.S. mail. In addition, Metro attended (virtually) and presented on the Project at approximately 23 meetings with elected officials, organizations, and other key stakeholders.

Summary of Public Comments

Approximately 242 persons attended the virtual public hearings. In total, nearly 500 comments were received by mail, email, voicemail, text, through the Project website, and at the virtual hearings. About 280 of those comments were from Eagle Rock. As summarized in Attachment D, some of the more common themes included:

- Most local community members supported and/or were not opposed to the Project;
- Most had specific comments regarding the different route alignment options, particularly in

Eagle Rock;

- Majority of Eagle Rock comments were supportive of the Project with an overall preference for a Colorado Boulevard alignment;
- Eagle Rock community identified and referenced two plans to be considered for further study, including an additional alignment, “Beautiful Boulevard” plan, and consistency with the City of Los Angeles’s Mobility Plan 2035 from the General Plan; and
- Strong support for including existing bike lanes or introducing new bike lanes throughout the corridor, especially on Colorado Boulevard in Eagle Rock.

Community input has been encouraged and received at every step of the Project’s development.

Additional Public Outreach

Of the 280 comments specific to Eagle Rock, the majority supported BRT on Colorado Boulevard. Some of the primary concerns included the loss of parking or travel lanes and impacts to the existing bike lanes. Many of the comments also referenced and supported a community-developed proposal that included varying recommendations for different parts of the corridor, including a travel lane reduction east of Eagle Rock Boulevard. In response to the comments, staff developed a refined design concept emulating the F1 option evaluated in the Draft EIR for Eagle Rock, but with several differences. This refined F1 design concept attempted to incorporate as many feasible elements as possible from the community-developed proposal.

These refinements were shared at three virtual roundtable meetings with key Eagle Rock stakeholder groups, as well as businesses along the corridor. The majority of the 80 attendees supported the refined F1 concept in Eagle Rock, which included a travel lane reduction between Eagle Rock Boulevard and the SR-134 freeway interchange, additional landscaped medians, and the preservation of more on-street parking along Colorado Boulevard. Primary areas of interest included street calming, bicycle safety, and streetscape enhancements.

Staff also held a virtual community meeting on April 1, 2021, to receive feedback on the refined Proposed Project ahead of presenting the recommendation to the Metro Board. Approximately 369 people attended the meeting. Of the questions/comments received, most were related to the Eagle Rock segment of the Project. Key feedback received during the meeting included significant support for the refined F1 concept in Eagle Rock, including the desire to incorporate as many elements of the community-developed proposal as possible. However, many people also expressed concern regarding the proposed street reconfiguration on Colorado Boulevard and the potential for traffic congestion and spill-over traffic onto adjacent neighborhood streets.

Proposed Project Recommendation with Refinements

A Proposed Project needs to be selected by the Board in order to further focus on an alternative that can be environmentally cleared by the time the Board considers and certifies the Final EIR. Based on the Draft EIR technical evaluation and public stakeholder input, the Proposed Project is recommended as the preferred alternative, with the refinements described below. Other key elements of the Proposed Project include twenty-two enhanced stations with passenger amenities; transit signal priority or queue jumps at select intersections; new and/or improved signalized crosswalks at several locations; improvements to left-turn pockets for increased safety and capacity at select locations; some potential improvements to existing bike lanes in several communities; and

new and/or replaced landscaping along the corridor. The project design may be further refined through the Final EIR technical process including additional coordination and feedback from the corridor cities. Refer to Attachment E for renderings of the Proposed Project.

Burbank

Based on comments received from the City of Burbank, a small reroute to more directly serve the Burbank Studios and Providence Saint Joseph Medical Center is being proposed. The BRT will be re-routed off Olive Avenue to operate in curb-running bus lanes along Alameda Avenue between Olive Avenue and Buena Vista Street, and on Buena Vista Street between Alameda Avenue and Olive Avenue. The route will then get back onto Olive Avenue at Buena Vista Street and continue in primarily curb-running bus lanes to Glenoaks Boulevard. In addition, this re-route will allow for the consolidation of two proposed stations at Olive Avenue/Alameda Avenue and Olive Avenue/Buena Vista Street into a new proposed station at Alameda Avenue/Naomi Street. There will also be a proposed station at Olive Avenue and Verdugo Avenue, previously considered as an optional station in the Draft EIR.

The BRT station on the Olive Avenue bridge proposed in the Draft EIR has been shifted to west of the bridge at Lake Street. This station, intended to provide a direct connection to the Burbank Downtown Metrolink Station, is being shifted as a result of concerns expressed by the City of Burbank regarding the age and design of the bridge and the feasibility of installing the infrastructure needed for a safe and accessible BRT station. Improvements to the bridge including widening and or extensive retrofits would be cost prohibitive for the Project. From the new station location at Olive Avenue and Lake Street, passengers will be able to access the Metrolink station. Additionally, the Project will include pedestrian improvements such as increased lighting and wayfinding to enhance the pedestrian connection between Metrolink and the BRT.

There is also a minor refinement on Glenoaks Boulevard from Olive Avenue to Providencia Avenue. The BRT will operate in general-purpose traffic lanes rather than in curb-running bus lanes for a small segment before transitioning over into center-running bus lanes at Providencia Avenue.

Glendale

Based on comments received from the City of Glendale, as well as community members, the Glenoaks Boulevard and Grandview Avenue station, which had been described as optional in the Draft EIR, is now a proposed station. Bicycle lane improvements on Glenoaks Boulevard, under study by the City, will be further coordinated and integrated with the Proposed Project.

Eagle Rock

Based on all the comments and feedback received from the Eagle Rock community, including the many comments related to the community-developed proposal, several refinements were made to the original Proposed Project in the Draft EIR. In Eagle Rock, the BRT would operate in a combination of side- and center-running bus lanes along Colorado Boulevard. The side-running bus lanes would operate from Broadway to just west of Eagle Rock Boulevard where it begins transitioning to center-running, as described in the Draft EIR under Route Option F1. East of Eagle Rock Boulevard, the BRT would operate in center/median-running bus lanes to Linda Rosa Avenue via one of two potential design options. One option maintains the two existing travel lanes in each direction while the second option reduces the number of travel lanes to one in each direction along

this segment. Both design options will be evaluated further with additional stakeholder input during preparation of the Final EIR.

Each of the two design options would have different effects on Colorado Boulevard. The option maintaining two travel lanes in each direction resembles Option F1 in the Draft EIR but may be further refined to potentially reduce the loss of landscaped median space, on-street parking, and/or the curb extensions being planned by the City of Los Angeles. The design option with the travel lane reduction has a greater effect on traffic but preserves most on-street parking, enhances landscaped medians, and maintains most city-planned curb extensions. Both design options maintain buffered bike lanes.

Consistency with Metro's Equity Platform Framework

The North Hollywood to Pasadena BRT Corridor Project is a key regional connection between the San Fernando and San Gabriel Valleys. It has also been identified as one of the most heavily traveled corridors without a premium bus service. While one of the Project's key challenges is to capture a larger share of the corridor's travel market, it is also important to create a premium travel option for the approximately 4% of households within the study area that currently do not own an automobile, which is one of several characteristics usually associated with transit dependency.

This Project considered opportunities to provide a premium transit service through the implementation of BRT, including a number of key BRT attributes that would result in faster travel times, improved service reliability and an enhanced customer experience for the corridor's transit-dependent/low-income communities. This Project also aims to enhance mobility and improve regional access, particularly to key employment centers within the Project corridor. Community outreach efforts have also included innovative and comprehensive approaches to engage historically underserved communities, especially during the challenges and restrictions that arose from COVID-19. The Project is currently being approached and designed for consistency with Metro's Equity Platform Framework and will continue to do so during future phases.

Title VI Service Equity Analysis

Title VI of the Civil Rights Act of 1964 is a federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. As a recipient of federal funds and in compliance with Title VI of the Civil Rights Act of 1964 and FTA Circular 4702.1B Chapter IV, staff conducted a Title VI Service Equity Analysis for the Project. The purpose of the analysis (Attachment F) is to compare the Proposed Project to the rest of the Metro service area to determine whether the new service line will have a disparate impact on the minority population or a disproportionate burden on the low-income population.

Based on the analysis conducted, it was found that there was no disparate impact to minority populations and no disproportionate burden to low-income populations. In summary, the Title VI Service Equity Analysis concludes that the Project would prove beneficial and would not be selected without regard to race, color, or national origin. As the Project continues to be designed and refined, components of the Proposed Project that could potentially negatively impact nearby communities will be analyzed for a potential disparate impact or disproportionate burden.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The current FY 2021 budget included \$2,714,430 in Cost Center 4240, Project 471401 (North Hollywood to Pasadena BRT Corridor). Since this is a multiyear contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining project budget.

Impact to Budget

The funding for this project is primarily Measure M (\$267 million) with approximately \$50 million in SB1 funds. As these funds are earmarked for the North Hollywood to Pasadena BRT, they are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

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

ALTERNATIVES CONSIDERED

The Board may decide not to approve the recommended Proposed Project for the North Hollywood to Pasadena BRT Corridor Project. This is not recommended, as it would delay the initiation and completion of the Final EIR. Delaying the Final EIR would jeopardize the ability to meet the Measure M Expenditure Plan schedule, including both the Project groundbreaking and opening dates.

NEXT STEPS

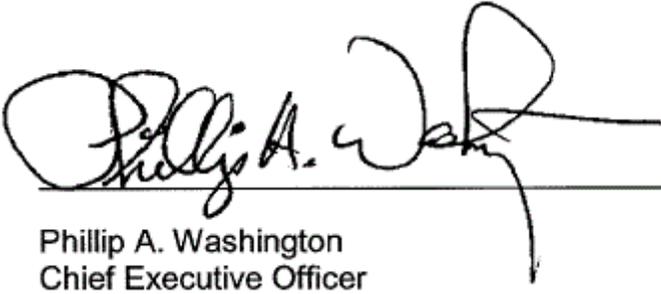
Should the Board select a Proposed Project, staff will initiate work on the Project's Final EIR, including conducting additional community outreach. After completion of the Final EIR, staff anticipates returning to the Board in summer 2021 for Project Certification.

ATTACHMENTS

- Attachment A - Map of Refined Proposed Project
- Attachment B - Executive Summary of the Draft EIR
- Attachment C - Map of Proposed Project and Route Options Studied in Draft EIR
- Attachment D - Public Comment Summary Report
- Attachment E - Conceptual Renderings of BRT
- Attachment F - Title VI Service Equity Analysis

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