A. APPROVED Locally Preferred Alternative (LPA)
   1. Alternative #4 (modified): At-grade Light Transit (LRT)
   2. Rail Maintenance and Storage Facility Option B

B. AUTHORIZED the Chief Executive Officer to:
   1. Execute Modification No. 16 to Contract No. PS4370-2622 with KOA Corporation (KOA) to exercise Option B for the Project’s Final Environmental Impact Statement/Report in the amount of $699,255, increasing the total contract value from $5,559,918 to $6,259,173; and
2. Executed Modification No. 17 to Contract No. PS4370-2622 with KOA for technical analysis in support of an at-grade Alternative #4, in the amount of $2,021,013, increasing the total contract value from $6,259,173 to $8,280,186; and

3. Contract Modification Authority (CMA) specific to modifications for contract No. PS4370-2622 in the amount of $400,000, increasing the total amount from $1,039,443 to $1,439,443

C. AUTHORIZED staff to initiate work on the Final Environmental Impact Statement/Environmental Impact Report
Locally Preferred Alternative:

At-grade LRT with 14-Station

- 6.7 Miles on Van Nuys Blvd
- 2.5 Miles on railroad right-of-way along San Fernando Road

1. Sylmar/San Fernando Metrolink Station
2. Maclay Station
3. Paxton Station
4. Van Nuys/San Fernando Station
5. Laurel Canyon Station
6. Arleta Station
7. Woodman Station
8. Nordhoff Station
9. Roscoe Station
10. Van Nuys Metrolink Station
11. Sherman Way Station
12. Vanowen Station
13. Victory Station
14. Van Nuys Metro Orange Line Station
Study Area/Corridor Characteristics

9.2-Mile Alignment: Metro Orange Line to the Sylmar/San Fernando Metrolink Station:

- 460,000 People reside in the Study Area
- 7th busiest bus corridor in Metro system
- 2nd highest bus boardings in the SFV
- Several Key Activity Centers
- Low average bus speed ~12 mph
Connectivity

Regional connections with existing and future transit projects
Light Rail Transit

• Up to 400 passengers per three car train-set
• Projected 47,000 boardings by 2040
• 31 Minute end-to-end travel-time
• Supported by community by 2 to 1 ratio over BRT
• Per lane carrying capacity:
  - Auto 783
  - LRT 4,800
Potential Sites for a MSF

Minimum MSF Needs:

- 25-30 Acre site
- Located within ¼ mile of alignment

9 MSF Options considered during Project’s Alternatives Analysis (AA) phase

3 MSF Options considered during Project’s Draft EIS/EIR phase
MSF Option B

- 37 Parcels
  - least of MSF Options considered
- No residential properties impacted
  - only MSF Option with no impacts to homes
Capital Costs

- **TSM**: $0.0
- **Bus Rapid Transit**: $0.5
- **Light Rail Transit**: $1.0

**Measure M, R & State 1B Funds**
- **Funds Reserved in 2009 LRTP**: $170 Million

- **$35 Million**
- **$294 Million**
- **$402 Million**

**Median-Running with subway additional $1.4 Billion**
- **$1.3 Billion**
- **Curb-Running $294 Million**
- **Median-Running $402 Million**

**Median-Running without subway $1.3 Billion**
Coordination Studies:

- Metro Orange Line Connection Study
- First/Last Mile Plan
- ROW Acquisition Study (City of S.F.)
- Grade Crossing Safety Study
Schedule:

- Final EIS/EIR: Remainder of 2018
- Board Certification & ROD: Early 2019
- Award PE: Early 2019
- ROW Acquisition/Utility Relocation: Initiate in 2020
- Construction: Initiate in 2022
- Revenue Operations: 2027
We Want to Hear From You

- Submit comments via:

  Walt Davis
  Project Manager, Metro
  One Gateway Plaza, M/S 99-22-5
  Los Angeles, CA 90012

  eastSFVtransit@metro.net
  www.metro.net/eastSFVtransit
  (818) 276-3233

- Metro meetings are held in ADA accessible facilities. Spanish translation provided. *Intérprete en español*