

COUNTY CLERK'S USE

CITY OF LOS ANGELES
 OFFICE OF THE CITY CLERK
 200 NORTH SPRING STREET, ROOM 360
 LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF EXEMPTION
 (California Environmental Quality Act Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). Pursuant to Public Resources Code Section 21167 (d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY City of Los Angeles Department of Transportation	COUNCIL DISTRICT 1, 4, 9, 13, 14
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PROJECT TITLE: Los Angeles/Long Beach Integrated Mobility Hubs and First Last Mile Transit Connectivity Project	COUNCIL FILE NO: 10-0394, 10-0394-S1
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PROJECT LOCATION: The Primary Hubs would be located within a quarter mile street network distance from the entrance portals of the five Metro Rail stations within Downtown Los Angeles; five Metro Rail stations within Hollywood; and three Metro Rail stations within Long Beach: Pacific Coast Highway, Wardlow, Anaheim Street. The Satellite Hubs would be in the service area of the Primary Hubs within DTLA, Hollywood, and Long Beach. See Attachment A and Figure 1 for a complete description.

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT: Design, construction, operation, and maintenance of 13 Primary Mobility Hubs and 85 Satellite Mobility Hubs. A Mobility Hub connects people to transit, economic centers, job training sites, and resource centers by providing first/last mile transportation options in one location to address the various needs of transit users. The first/last mile transportation options include secured bicycle parking, bike sharing, car sharing, ride sharing, carpooling, public transit, and on-demand transit that facilitate access. The Mobility Hub elements include bike sharing, car sharing, secure bicycle parking, microtransit service, and interactive kiosks. See Attachment A and Figure 1 for a complete description of Mobility Hubs elements.

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY: N/A


CONTACT PERSON Chun Leung, Supervising Transportation Planner I	AREA CODE (213) 364-4008	TELEPHONE NUMBER	EXT.
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EXEMPT STATUS: (Check One)

	STATE CEQA GUIDELINES	CITY CEQA GUIDELINES
<input checked="" type="checkbox"/> MINISTERIAL	Sec. 15268	Art. II, Sec. 2b
<input checked="" type="checkbox"/> CATEGORICAL EXEMPTION	Sec. 15300 <i>et seq.</i>	Art. III, Sec. 1
	Class <u>1 and 3</u> Category <u>1(3), 3(6), and 3(16)</u> (City CEQA Guidelines)	
<input type="checkbox"/> OTHER	(Statutory Exemption: Public Resources Code Sec. 21080.20.5)	

JUSTIFICATION FOR PROJECT EXEMPTION:
 The project is exempt under City CEQA Guidelines and State CEQA Guidelines. This project is exempt from CEQA pursuant to State CEQA Guidelines Article 19, Section 15301 (c) and Section 15303 (e). Additionally, the project is exempt pursuant to Los Angeles CEQA Guidelines Article III, Section 1 Class 1 (3) and Class 3 (6) as minor alteration of an existing street involving negligible or no expansion of use and as location and construction of a limited number of new small structures; and Article III, Section 1 Class 3 (16), which exempts issuance by the Department of Transportation of permits for auto-for-hire, or public service vehicles. None of the limitations set forth in State CEQA Guidelines 15300.2 apply (see attached narrative). Electric carsharing and electric vehicle charging stations are exempt as ministerial projects (Article II) since they involve (1) Issuance of building permits, (5) approval and installation of individual utility service connections and disconnections, (6) Permits issued by the Department of Public Works. Secure bicycle parking is exempt under Article II, Ministerial Class 2 b.9.b.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

SIGNATURE 	TITLE Supervising Transportation Planner I	DATE 7/16/24
FEE: N/A	RECEIPT NO.	REC'D. BY
		DATE

DISTRIBUTION: (1) County Clerk, (2) Agency Record

Attachment A

PROJECT: The Los Angeles/Long Beach Integrated Mobility Hubs and First Last Mile Transit Connectivity Project

LOCATION:

CONTACT PERSON: Chun Leung

I. Project Description

The Los Angeles/Long Beach Integrated Mobility Hubs and First Last Mile Transit Connectivity Project (Mobility Hubs Project) includes design, construction, operation, and maintenance of 13 Primary Hubs and 85 Satellite Hubs. A **Primary Hub** is located at or adjacent to a Metro Rail station and offers all or a combination of the Project services (see Description of Project Elements below). The Project should include five Primary Hubs each in both the Downtown and Hollywood service areas and three in the Long Beach service areas. These proposed Primary Hubs should be located at or within a quarter mile street network distance from the entrance portals of the following Metro Rail stations, which are illustrated in [Figure 1](#):

- Downtown Los Angeles: Pershing Square, Pico, Grand, 7th Street/Metro Center, Civic Center/Grand Park
- Hollywood: Vermont/Santa Monica, Vermont/Sunset, Hollywood/Vine, Hollywood/Highland, Hollywood/Western
- Long Beach: Pacific Coast Highway, Wardlow, Anaheim Street

A **Satellite Hub** offers at least one of the Project services and should be strategically located to maximize the usage of the services, and the reach of the Primary Hub services. The Project should provide up to 85 Satellite Hubs throughout the service areas. It is expected that a Satellite Hub will provide a bike share kiosk, carshare vehicles, and/or a secure bike parking facility. If feasible, a Satellite Hub can also include a combination of these services or other mobility services combinations. The exact services offered will be determined by a technical advisory committee (TAC) and available space.

The Metro Bike Share program is already operational in Downtown Los Angeles and could serve as part of the 85 Satellite Hub locations. The Project's Operating Plan also calls for a minimum of 30 bike share kiosks in the Hollywood service area, which can also serve as part of the required 85 Satellite Hubs.

Description of Project Elements:

The following are the services that the Project should provide at the hub locations, including but not limited to:

1. **Bike Share Service**- bike sharing services will be integrated into the Primary Hubs and Satellite Hubs. Bike sharing stations will consist of new structures that include docks, bikes, kiosks, wayfinding panels placed either within the public right of way, in paved areas on private

property, in transit plazas, or within existing buildings. The Metro Countywide Bike Share Program is currently operating approximately 1,000 bicycles at up to 65 stations in Downtown Los Angeles and tentatively plan to operate 763 bicycles at 53 stations in Hollywood, and surrounding areas. .

2. **Car Share Service** - Select parking spots at or near the Mobility Hubs will be rented out to car sharing companies for operations. Car share users can check out a car for a specified amount of time and return the car to a designated car sharing location. A minimum of 50 carsharing parking spaces are planned for the Project; this includes 25 parking spaces in Downtown Los Angeles and 25 parking spaces in Hollywood.
3. **Secure Bike Parking** - The Project includes secure bike parking services located within pre-existing buildings near the Primary Hubs to accommodate the bicycle commuter. The secure bike parking services would be similar and interoperable with the Metro Bike Hub program.
4. **On-Demand Microtransit Service** - The project includes microtransit services, or a vehicle fleet operated by the Contractor to provide demand-responsive travel routes within the Downtown Los Angeles service area. This service would augment existing transit services by providing enhanced first and last-mile connections. Such a service should also consider opportunities to provide connections for second and third shift workers that do not have access to transit services during these hours.
5. **Interactive Payment Kiosks** - The Mobility Hubs Project would construct user-friendly interactive kiosks at the Primary Hub locations that integrate with existing mobility and trip-planning applications provided in the Project service areas. The interactive kiosks would be small structures that include payment and real-time transportation information and would be located within existing buildings, transit stations, or transit plazas at Primary Hub locations.

II. **Project Background**

In 2009, LADOT secured a Metro Call for Projects grant in the Transportation Demand Management category to implement the First and Last Mile Transit Connectivity Options project. The scope of this project is to implement a membership-based shared mobility program in Downtown Los Angeles. The total grant budget is \$1,640,575, with \$1,312,460 from Congestion Mitigation and Air Quality Improvement (CMAQ) funds and a local match of \$328,115 from Proposition C funding.

In March 2010, the City of Los and the City of Long Beach (Project Sponsors) submitted a proposal to Metro in response to the fiscal year (FY) 2010 solicitation for proposals, funded by the Federal Transit Administration's (FTA) Jobs Access and Reverse Commute (JARC) and New Freedom programs. Metro is the designated recipient of Los Angeles County's JARC funds, apportioned to the Los Angeles-Long Beach-Anaheim Urbanized Area. The Project Sponsors were awarded \$8.35 million in JARC funds to implement the Mobility Hubs Project.

In June 2022, the Metro Board programmed \$2.79 million in Measure M Multi-Year Subregional Programs (MSP) funds to the City of Los Angeles for the Mobility Hubs Project.

Through the Mobility Hubs Project, LADOT, working in coordination with metro and the City of Long Beach intends to create focal points in the transportation network that seamlessly integrate 'first/last mile' transportation options (or Mobility as a Service also referred to as MaaS) that leverage multimodal supportive infrastructure, and placemaking strategies to transform Mobility Hubs into activity centers. A Mobility Hub connects people to transit, economic centers, job training sites, and resource centers by providing first/last mile transportation options in one location to address the various needs of transit users traveling through that specific location. The first/last mile transportation options include secured bicycle parking, bike sharing, car sharing, ride sharing, carpooling, public transit, and on-demand transit that facilitate access. The targeted user groups consist of low-income individuals commuting to work, transit-dependent persons, and people living around the selected Metro stations who would benefit from low- and high-tech solutions to connect to transit and employment centers.

On May 3, 2015, the Los Angeles City Council authorized LADOT to execute an Agreement with Metro and the City of Long Beach to form a partnership to implement the Mobility Hubs Project, and release a Request for Proposals (RFP) to identify and select a team of vendors to implement and operate the Mobility Hubs Project. LADOT released an RFP in November of 2019 and in November 2022 selected Tranzito as the Primary Contractor to implement and operate the Mobility Hubs Project.

Tranzito will be responsible for the permitting, procurement, construction, installation, and license agreements of all necessary building structure, enclosure, interior improvement, mechanical, electrical, data, telecommunications, audio visual, and security systems to actualize each of the 13 Primary Hubs and approximately 85 Satellite Hubs.

III. Environmental Review

A. Basis for Ministerial Exemption

The proposed project elements are exempt from the City of Los Angeles CEQA Guidelines under Article II Exemptions for ministerial projects. Applicable exemptions, including Article, Class and Number are set forth for each project element below:

- **Secure Bike Parking** is exempt as ministerial projects (Article II of the City CEQA Guidelines) since they merely involve (1) Issuance of building permits, and (5) approval and installation of individual utility service connections and disconnections within existing structures.

B. Basis for Categorical Exemption

The proposed project elements are exempt from the City of Los Angeles CEQA Guidelines under Article III Categorical Exemptions. Applicable exemptions, including Article, Class and Number are set forth for each project element below:

- **Bike Share** services are categorically exempt under Article III, Class 1 (3) and Class 3 (6) as minor alteration of an existing street involving negligible or no expansion of use and as location and construction of a limited number of new small structures.
- **On-Demand Microtransit and Car Share** services are categorically exempt under Article III, Class 3 (16) since they involve the issuance by the Department of Transportation of permits for auto-for-hire, or public service vehicles.
- **Interactive Payment Kiosks** services are categorically exempt under Article III, Class 3 (6) construction of a limited number of new small structures. This project is exempt from CEQA pursuant to State CEQA Guidelines Article 19, Section 15301 (c) and Section 15303 (e).

Consideration of Potential Exceptions to use of a Categorical Exemption

The State CEQA Guidelines (CCR Sec 15300.2) limit the use of categorical exemptions in the following circumstances:

1. Location

Classes 3, 4, 5, 6 and 11 are qualified by consideration of where the proposed project is to be located – a project that is ordinarily insignificant in its impact on the environment may be significant in a sensitive environment, such as where it may impact on an environmental resource of hazardous or critical concern as designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The project elements including Bike Share Docks and Interactive Payment Kiosks are eligible for a Class 3 exemption (New Construction of Small Structures) and therefore potentially subject to the location exception. However, the activity that is considered by the local exception includes installing bike share docks and payment kiosks and would all occur either in the existing public right of way, or within existing buildings, or transit stations, or transit plazas in an urban environment with similar character and use. Such activity would not impact sensitive environments or environmental resources of hazardous or critical concern in any way that have been so designated, precisely mapped, and officially adopted in the Project Area.

2. Cumulative Impact

A categorical exemption is not applicable when the cumulative impact of the proposed project, together with other projects within the area of potential impacts of the proposed project, could contribute to cumulative or additive effects that are potentially significant. This exception does not apply here because the project does not contribute incrementally to any impact that would be added to impacts of other projects that are ongoing or planned within the Project Area that could be considered a cumulatively considerable impact.

The physical changes that result in the individual project elements are described above in Section I, Project Description.

3. Significant Effect

This exception applies when there is a reasonable possibility that a project will have a significant effect on the environment due to unusual circumstances. "Unusual circumstances" is judged relative to the typical circumstances of an exempt project. In this case, there are no unusual circumstances relative to the proposed project that would cause this exception to apply. There is no evidence to indicate that any element of this project could have a significant impact on the environment. The following areas are presented where this type of unusual circumstance may typically be found.

Aesthetics

This exception applies when a project may cause a substantial adverse change in the significance of a visual resource. As described in Section I, Project Description, physical elements of the proposed project are minimal. Most activity would involve minor work in the existing public right of way, or within existing buildings, or transit stations, or transit plazas in an urban environment with similar character and use. To the extent project activity occurs on non-public right of way property, it only involves ministerial permits to install individual utility service connections and disconnections and ministerial permits. Therefore, the project would not degrade or be expected to change any visual resource significantly.

Noise

The work shall be performed in accordance with Ordinance No. 144.331, "Noise Regulation" in Chapter XI of the Los Angeles Municipal Code of March 1982. As such, this exception does not apply.

Biological Resources

The proposed project does not involve the loss or alteration to any biological resources. As such, this exception does not apply.

Traffic/Transportation

The project will result in various forms of non-drive alone transportation options that leverage multimodal supportive infrastructure and expand access to transit. The operation of the project is expected to lead to reduced vehicle miles traveled and air pollutant emissions. Given the nature of the project, less vehicles are expected to travel due to an increase in transportation efficiency. Therefore, impacts to transportation in the Project Area are not anticipated.

Standard conditions and construction practices are anticipated for this project. Only minor construction noise or traffic effects are anticipated. No reasonable possibility has been identified

that the project will have a significant effect due to unusual circumstances. As such, this exception does not apply.

4. Scenic Highway

A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.

There are no designated scenic highways in the project area. The project activity would all result in minor physical changes in an urban environment with features of similar character and use and would not impact historical and scenic features, such as the removal of trees on a scenic highway in the project area, as such this exception does not apply.

5. Hazardous Waste Sites

This exception applies when a project is located on a site listed as a hazardous waste site under Government Code Section 65962.5.

LADOT conducted a search of the Department of Toxic Substances Control (DTSC) data management system (<http://www.envirostor.dtsc.ca.gov>) to identify sites in the project area that may indicate potential toxic exposure, which include sites under evaluation or active clean-up. While the project area includes properties that are in the DTSC data management system that meet this criteria, the project would not involve activity that would lead to risks of potential toxic exposure. Some of the activity involves minor trenching to install utility service connections and disconnections for electrical chargers at existing public facilities, such as city-owned parking lots and libraries, such activity is governed by ministerial permitting processes. Additionally, those properties are not included in the DTSC data management system. Since the project activity that is eligible for a categorical exemption will involve minor surface work in the public right of way, and will not be located on eligible sites in the DTSC data management system that have pending actions, this exception does not apply.

6. Historical Resources

This exception applies when a project may cause a substantial adverse change in the significance of a historical resource. The proposed project does not include modifications to a building or structure that is on any list containing historic resources or considered eligible for listing. Therefore, the historical resources exemption does not apply.

Some of the activity involves minor trenching to install utility service connections and disconnections for electrical chargers at existing public facilities, such as city-owned parking lots and libraries, such activity is governed by ministerial permitting processes. The depth excavation is not anticipated to exceed the depth of previously disturbed soil.

In case of any historical artifacts being encountered, City Engineer Standard Specifications, Section 6-3.2, (Greenbook, 2012) states: "If discovery is made of items of archaeological or paleontological interest, the Contractor shall immediately cease excavation in the area of discovery and shall not continue until ordered by the Engineer." Therefore, during activities in which there will be ground disturbances (i.e., digging, drilling, etc.) if any evidence of archaeological, cultural, or paleontological resources are found, all work within the vicinity of the find shall stop until a qualified archaeologist

can assess the finds and make recommendations. No excavation of any finds should be attempted by project personnel unless directed by a qualified archaeologist. Construction activities may continue in other areas. If the discovery proves significant under CEQA (Section 15064.5f; Public Resources Code or PRC 21082), additional work such as testing or data recovery may be warranted.

The discovery of human remains is always a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Los Angeles County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The Los Angeles County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendent (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

In case of unforeseen discovery of cultural resources, measures are in place to manage unanticipated cultural resource finds or discovery of human remains. Therefore, no substantial adverse impact to cultural resources is anticipated.

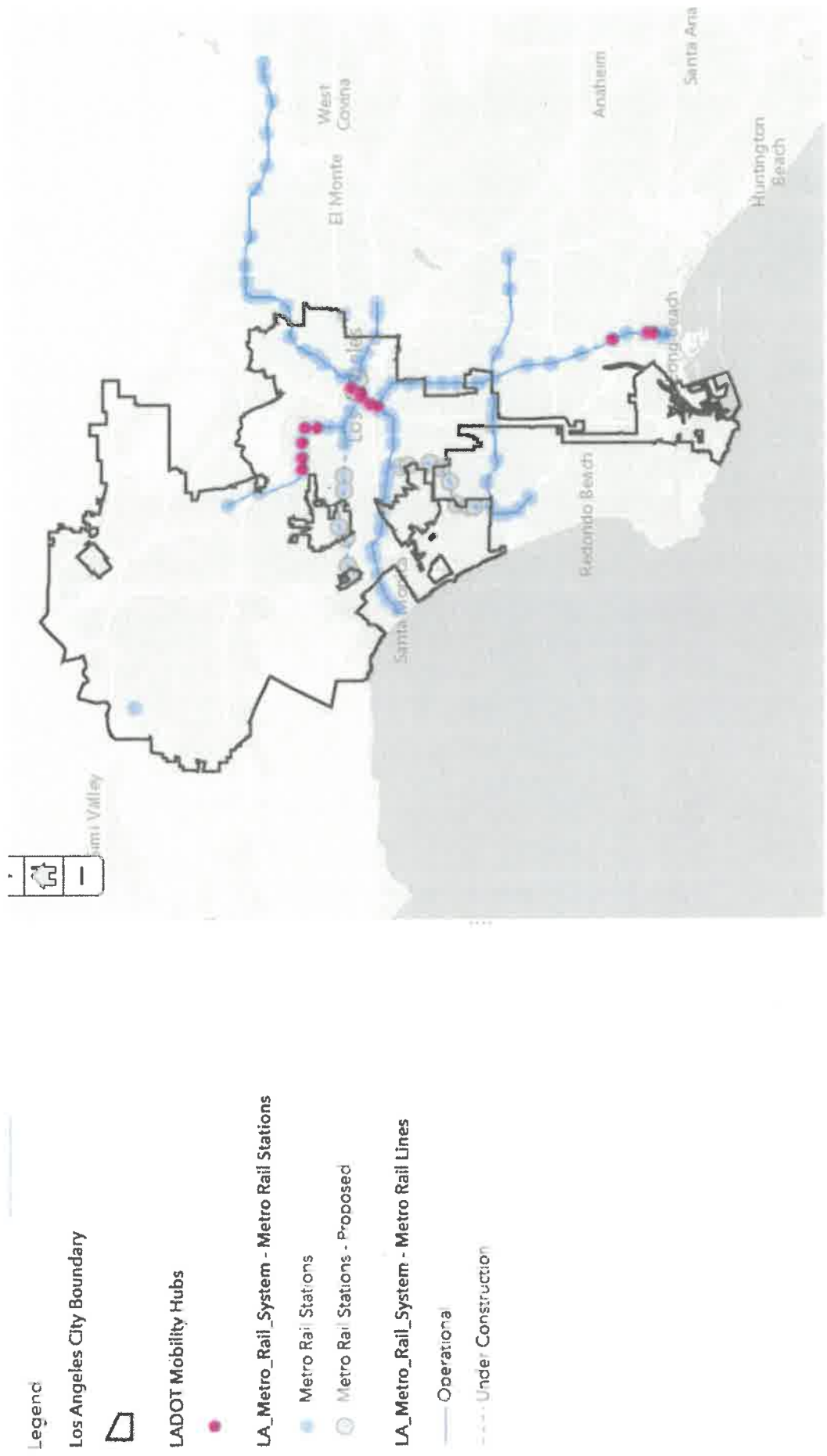


Figure 1 Primary Mobility Hub Locations in Cities of Los Angeles and Long Beach

