

Metro

*Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
3rd Floor Board Room*



Metro

Agenda - Final

Wednesday, April 19, 2017

10:00 AM

**One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room**

Ad Hoc Congestion, Highway and Roads Committee

John Fasana, Chair

Ara Najarian, Vice Chair

Kathryn Barger

Jacquelyn Dupont-Walker

Janice Hahn

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES
(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

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- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item: 5.

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

5. RECEIVE AND FILE **I-710 South Corridor Project EIR/EIS update** [2017-0094](#)
report.

Attachments: [ATTACHMENT A - PROJECT ALTERNATIVES DESCRIPTION](#)
 [ATTACHMENT B - FINAL MOTION 22.1 AMENDED](#)
 [ATTACHMENT C - MOTION 22.1 IMPLEMENTATION STATUS](#)
 [ATTACHMENT D - PROJECT APPROVAL](#)

(ALSO ON PLANNING AND PROGRAMMING COMMITTEE)

NON-CONSENT

6. RECEIVE AND FILE **status report on the HDC project.** [2017-0135](#)

Attachments: [ATTACHMENT A - MOTION NAJARIAN & ANTONOVICH](#)
 [ATTACHMENT B - PROJECT MAP](#)
 [ATTACHMENT C - HDC PREFERRED ALTERNATIVE](#)
 [ATTACHMENT D - PROJECT HISTORY](#)

39. RECEIVE report by the **Caltrans District Director on Delivery of Projects on I-5.** [2017-0261](#)

7. AUTHORIZE Contract Modification No. 114 by Caltrans for **construction contract of the Segment 3 of the I-5 North Capacity Enhancements Project between SR-134 and SR-118** (Project) under the Funding Agreement No. MOU. P0008355/8501A/A6, in the amount of \$552,110.89, using non local fund sources. [2017-0067](#)

Attachments: [ATTACHMENT A – AERIAL MAP](#)
[ATTACHMENT B – MSE WALL AND STRAPS](#)
[ATTACHMENT C – GALVANIZED CONDUIT ON TOP OF MSE WALL.pdf](#)
[ATTACHMENT D MSE WALL \(back\).pdf](#)

(ALSO ON CONSTRUCTION COMMITTEE)

8. AUTHORIZE Contract Modifications No. 56-1 & No. 112 (CCO 56-1 & CCO 112) by Caltrans for the **construction contract of I-5 South Carmenita Road Interchange Improvements Project** (the Project) under the Funding Agreement No. MOU.P0006376A-03, in the total amount of \$4,300,000 within the LOP budget. [2017-0095](#)

(ALSO ON CONSTRUCTION COMMITTEE)

9. CONSIDER: [2017-0098](#)
- A. APPROVING \$11.8 million of additional programming within the capacity of the **Measure R Highway Subregional Programs** and funding changes via the updated project list, as shown in Attachment A;
- Highway Operational Improvements in Arroyo Verdugo
 - Highway Operational Improvements in Las Virgenes Malibu
 - I-405, I-110, I-105 and SR-91 Ramp and Interchange Imp. (South Bay)
 - I-605 Corridor “Hot Spots” Interchange Imp. in Gateway Cities
 - I-710 South and/or Early Action Projects in Gateway Cities
- B. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for approved projects; and
- C. RECEIVING AND FILING the **SR-138 Capacity Enhancements** (North County) project list as shown in Attachment B.

Attachments: [ATTACHMENT A - MEASURE R HIGHWAY SUBREGIONAL PROJECT LIST](#)
[ATTACHMENT B - SR 138 CAPACITY ENHANCEMENTS](#)

10. AUTHORIZE the Chief Executive Officer to: [2017-0096](#)
- A. AWARD three, three-year on-call contracts, Contract Nos. AE30673000, AE30673001, and AE30673002, to AECOM Technical Services, Inc., CH2M Hill, Inc., and Parsons Transportation Group, Inc., respectively, for a total not-to-exceed amount of \$30,000,000, for

Highway Program Project Delivery Support Services for Los Angeles County, subject to resolution of protest(s), if any; and

- B. AWARD Task Orders within the approved not to exceed cumulative value of \$30,000,000.

Attachments: [ATTACHMENT A - PROCUREMENT SUMMARY](#)
 [ATTACHMENT B - DEOD SUMMARY](#)

Adjournment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.



Board Report

File #: 2017-0094, File Type: Informational Report

Agenda Number: 5.

AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE

APRIL 19, 2017

PLANNING & PROGRAMMING COMMITTEE

APRIL 19, 2017

SUBJECT: I-710 SOUTH CORRIDOR PROJECT EIR/EIS UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE **I-710 South Corridor Project EIR/EIS update** report.

ISSUE

The I-710 South Corridor Project is approaching a major milestone, the recirculation of the draft environmental document, in June 2017. The Project alternatives have been revised to reflect community and agency input received during the first circulation of the draft environmental document in 2012 and Metro Board Motion 22.1 (2015), which added primarily non-freeway improvements to the Project and several mitigation and policy considerations. The Project Team has included all scope elements added by Motion 22.1 in the revised Project description and completed all the additional technical evaluations required. Mitigations and policy considerations contained in the Motion will be evaluated in future Project phases as appropriate. Staff is currently establishing the channels by which these elements will be addressed.

Upon completion of the public circulation period, the Project Team will develop a recommendation on a Preferred Alternative and an Initial Phasing Plan. These recommendations will be based on community input, funding availability, and a robust technical analysis of the costs and benefits of each alternative. The recommendations will be vetted through the I-710 advisory committees before being brought to the Metro Board in January 2018. Staff anticipates completing the Final EIR/EIS by summer 2018. In anticipation of potential funding opportunities, staff has developed a series of “early action” project concepts which have been included in Metro’s Measure M Expenditure Plan.

DISCUSSION

Background

The I-710 South study area encompasses an 18-mile long corridor that extends from Ocean Blvd. in Long Beach to State Route 60. The I-710 South is a vital transportation artery linking the Ports of Los

Angeles and Long Beach to major origins and destinations in Southern California and beyond. As a result of population growth, cargo container growth, increasing traffic volumes, and aging infrastructure, the I-710 South experiences serious congestion and safety issues. Among the major concerns in the corridor are higher than average truck accident rates, the projected growth in the study area, and effects of recurring congestion and diesel emissions on air quality in the surrounding communities. The I-710 South project seeks to improve mobility, safety, air quality, public health, and accommodate projected growth.

A Draft EIR/EIS circulated on June 28, 2012 evaluated four build alternatives, three of which included a grade-separated freight corridor. Close to 3,000 comments were received as part of the circulation. Community Alternative 7 (CA-7) was proposed by the Coalition for Environmental Health and Justice (CEHAJ) as a build alternative to be studied in the Draft EIR/EIS. CEHAJ consists of several environmental and community organizations including Communities for Better Environment, Legal Aid Foundation of Los Angeles, Natural Resources Defense Council, East Yard Communities for Environmental Justice, Physicians for Social Responsibility, and Coalition for Clean Air, among others. Under CA-7, CEHAJ proposed no additional general purpose lanes, a separate 4-lane elevated freight corridor restricted for use by zero emission trucks, no new right-of-way acquisition, an aggressive strategy to improve public transit via rail and bus in the I-710 Corridor, comprehensive regional active transportation improvements, comprehensive construction mitigation program, and extensive community benefits programs, and requested that CA-7 be studied in a Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In early 2014, the Project Team began working with the various I-710 advisory committees to present the work accomplished to date (traffic forecasting and alternatives development) and to further refine the preliminary build alternatives and geometric concepts. By mid-2014, the following two Build Alternatives were presented to the I-710 advisory committees for inclusion in the RDEIR/SDEIS (Attachment A):

Alternative 5C - Widen I-710 to 5 mixed flow lanes in each direction plus improvements at I-710/I-405 (including truck by-pass lanes), I-710/SR-91, I-710/I-5 and every local interchange between Ocean Blvd. and SR-60.

Alternative 7 - Two dedicated lanes (in each direction) for clean technology trucks from Ocean Blvd. in Long Beach to the intermodal railroad yards in Commerce/Vernon, plus improvements at I-710/I-405, I-710/SR-91, I-710/I-5 and every local interchange between Ocean Blvd. and SR-60.

Board Motion 22.1

After extensive coordination and collaboration with a variety of stakeholders, the Board approved Motion 22.1 in October 2015. This Motion directed staff to evaluate certain CA-7 scope elements under Alternatives 5C and 7 in the I-710 Corridor Project EIR/EIS, and to report back in 60 days. The additional scope elements included the evaluation of bikeway and pedestrian improvements, right-of-way avoidance design options, additional transit service analysis and additional mitigation concepts (see Attachment B for the Motion language). Three independent bikeway projects were also recommended for study outside the EIR/EIS and staff was directed to come back with recommendations on how to fund those studies.

At the January 2016 meeting, the Board authorized the Chief Executive Officer to execute a contract modification to provide additional funds (\$3,729,598) required to complete the additional work specified in Motion 22.1

Between January and December 2016, the Project Team worked with Caltrans, Metro Transit Operations Planning, LA County Department of Public Works, US Army Corps of Engineers, Air Quality Management District, Gateway Cities COG, the corridor cities, Southern California Edison, LA Department of Water and Power and other stakeholders to develop designs, engineering plans, and cost estimates for every item added to the scope of the Project through Motion 22.1. The culmination of this effort was the completion of a fully-revised Project description, which incorporates Motion 22.1 in its entirety. Since October of 2016, the Project Team has been presenting the Project description revisions and updates to the I-710 advisory committees, highlighting Motion 22.1 elements.

The implementation of some scope elements of Motion 22.1 will fall outside of the jurisdiction of Caltrans or Metro. For example, LA River Bike Path improvements will have to be implemented by the owner of the facility, Los Angeles County. In such cases, Metro staff has initiated discussions with the appropriate agencies to ensure there is an implementation path beyond the environmental clearance of the I-710 Project.

Besides the elements being added to the Project's scope, Motion 22.1 also directed staff to evaluate various policy proposals and possible mitigation measures during construction (e.g. subsidized transit operations in the Project study area during construction). The execution of these tasks will take place during future phases of the project. Nevertheless, Metro staff has initiated the creation of oversight groups that will ensure the continuation and eventual completion of these tasks.

A detailed description of the work performed by the Project Team to revise the Project Description and a description of next steps for every item in Motion 22, including elements to be implemented by others and proposals for future phases of the project, is provided in Attachment C.

Recirculation, Project Approval Process and Early Action Projects

The revised Project Description was used to complete all the technical studies that constitute the basis of the environmental document. The 1st Administrative Draft of the RDEIR/SDEIS was submitted for Caltrans review on January 6, 2017. This submittal is step 1 of Caltrans' 5 Step NEPA review process. Metro is working closely with Caltrans to ensure this review process is completed on schedule for the RDEIR/SDEIS to be out for circulation by mid-June 2017.

The RDEIR/SDEIS will be in circulation for 90 days. After the public circulation period, the Project Team will evaluate all the comments and prepare responses. Furthermore, the Project Team will prepare a recommendation for a Preferred Alternative and Initial Phasing Plan based on the following: 1) Input gathered from public comments and I-710 advisory committees; 2) the results of a baseline funding availability and P3 delivery evaluation (to be completed by June 2017); and 3) the evaluation of costs and benefits for each of the major segments of the Project to develop an implementation strategy that yields the best value for the users of the freeway and the residents of the corridor.

The Preferred Alternative and Initial Phasing Plan recommendation will be vetted through the various I-710 advisory committees between September and November 2017. Staff anticipates bringing the recommendation back to the Metro Board in January 2018. The Metro Board will then forward the recommendation to Caltrans for final concurrence. This process and timeline is illustrated in Attachment D. A Final EIR/EIS will be prepared for the Preferred Alternative and a Record of Decision/Notice of Determination (ROD/NOD) will be prepared for the Initial Phase of the project. The ROD/NOD is anticipated by August 2018. In order to build consensus for the project and for this project approval process to succeed, Metro staff will proactively engage numerous stakeholders through the corridor over the next 10 months. Working with the Community Relations and Government Affairs departments, Highway Program staff is developing a communication action plan that details every step needed to support project approval process.

In anticipation of opportunities to leverage local funding for the Project (\$590 million in Measure R and \$500 in Measure M), Metro staff is evaluating Initial Phase and “Early Action” project implementation under either one of the Project Alternatives. Once a Preferred Alternative and Initial Phase are selected, staff will begin work on final design for the “Early Action” projects. These projects have already been identified in the Measure M Expenditure Plan.

DETERMINATION OF SAFETY IMPACT

The I-710 South Corridor EIR/EIS update will have no impact to the safety of Metro’s patrons or employees or the general public.

FINANCIAL IMPACT

Funding for the recirculation and project approval of the I-710 South Draft EIR/EIS is included in the FY17 budget in Cost Center 4730 (Highway Program B), Project 462316, (I-710 South EIR/EIS), Task 5.2.100, Account 50316 (Services Professional/Technical). Since this is a multi-year project, the cost center manager and the Senior Executive Officer of the Highway Program or designee will continue to be responsible for budgeting the cost in future years. Additional funding will be required to complete the Final EIR/EIS, once a preferred alternative is selected. Staff will request authorization to amend the existing professional services contracts supporting this project at the January 2018 Board meeting.

Impact to Budget

The source of funds for this project is Measure R Highway Capital (20%) Funds from the I-710 South and/or Early Action Projects. These funds are not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may elect not to proceed with completing the environmental document for the Project. This alternative is not recommended as it would be contrary to prior Board directions and Metro’s intent to proceed with implementation of much needed improvements along the I-710 Corridor.

NEXT STEPS

Metro and Caltrans will circulate the RDEIR/SDEIS in mid-June 2017. A recommendation for a Preferred Alternative and initial phase of the project will be brought to the Board in January 2018.

ATTACHMENTS

Attachment A - Project Alternatives Description

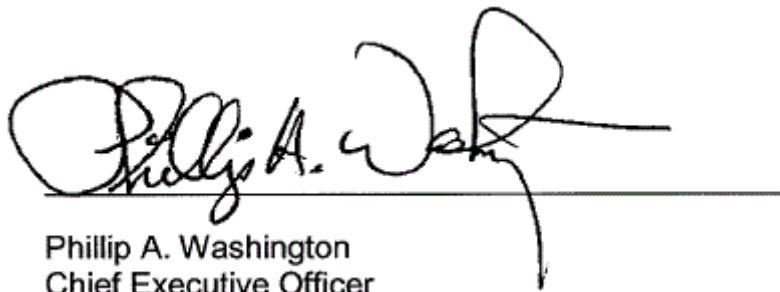
Attachment B - Board Motion 22.1

Attachment C - I-710 Corridor EIR/EIS Motion 22.1 Implementation Status Report

Attachment D - I-710 Project Approval Timeline and Process

Prepared by: Ernesto Chaves, Sr. Director, Highway Program (213) 922-7343
Abdollah Ansari, Sr. Executive Officer, Highway Program (213) 922-4781
Bryan Pennington, Deputy Chief Program Management Officer, (213) 922-7449

Reviewed by: Richard F. Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

I-710 South Corridor Project Alternatives

Alternative 1: (No Build) Future Travel Conditions without Further Transportation Improvements

Alternative 5C: Modernizes and Widens the I-710 Freeway

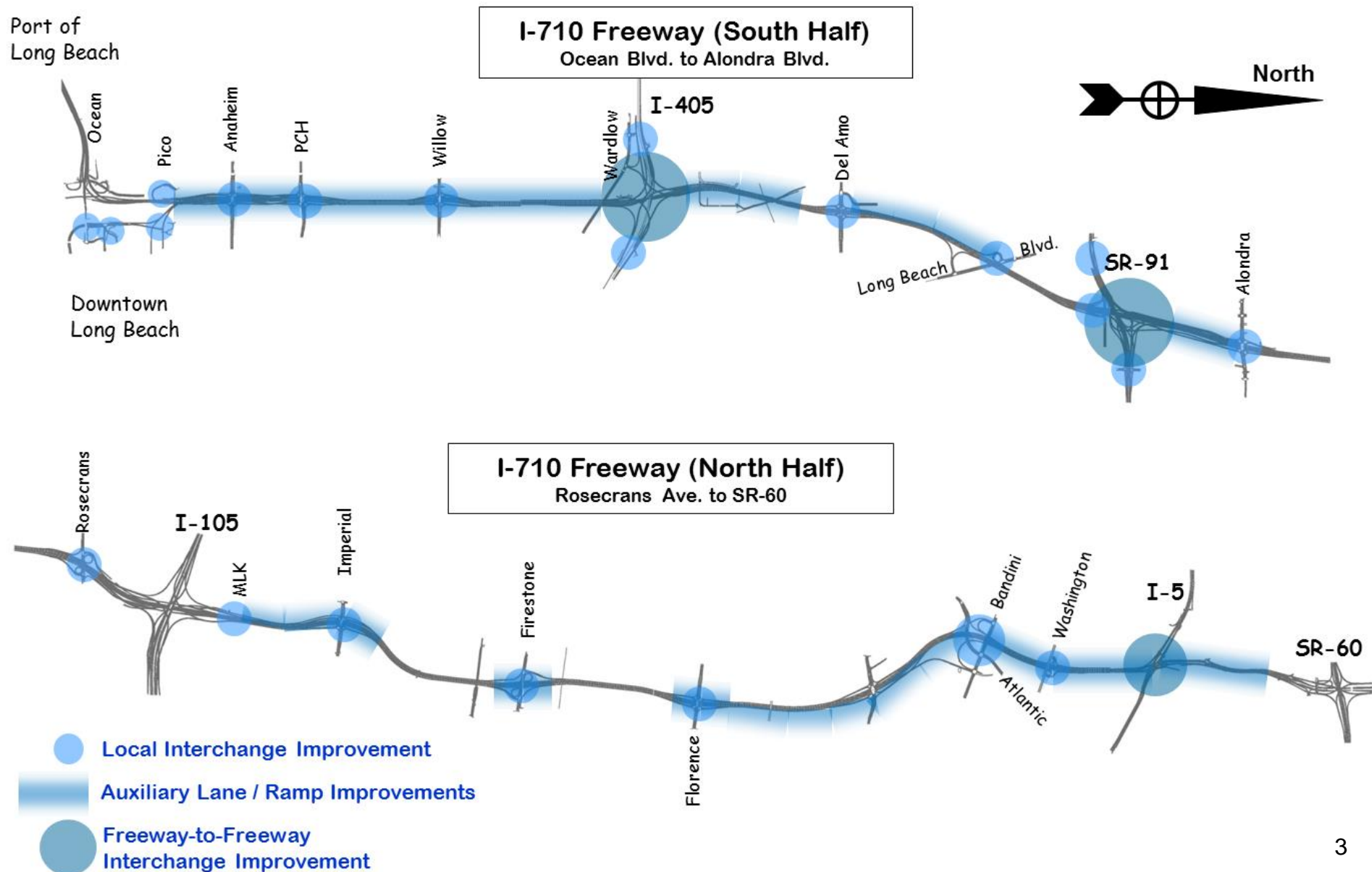
Alternative 7: Modernizes I-710 and Adds “Clean Emissions” Freight Corridor

I-710 South Build Alternatives

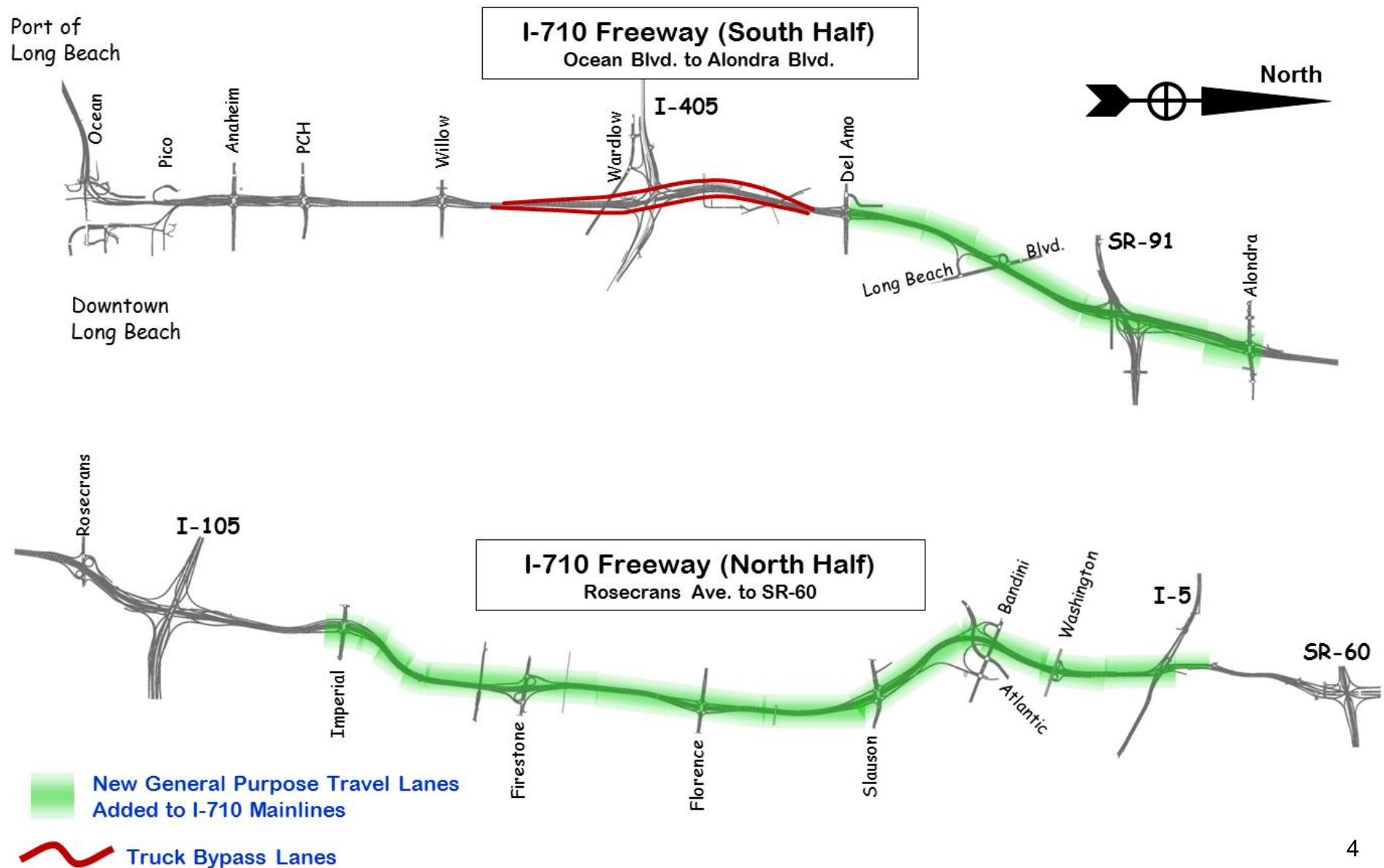
Both Alternative 5C and Alternative 7 include:

- Maximum Goods Movement by Rail
- TSM/TDM/ITS Improvements
- Transit Improvements
- Active Transportation Improvements (Bike / Ped. Connections)
- Consideration of a Public-Private Partnership (PPP) for Financing, Delivery, and Operation
- I-710 Zero-/Near Zero- Emissions Truck Deployment Program
- I-710 Community Health & Benefit Program

Alt 5C & 7: Improves I-710 Geometrics



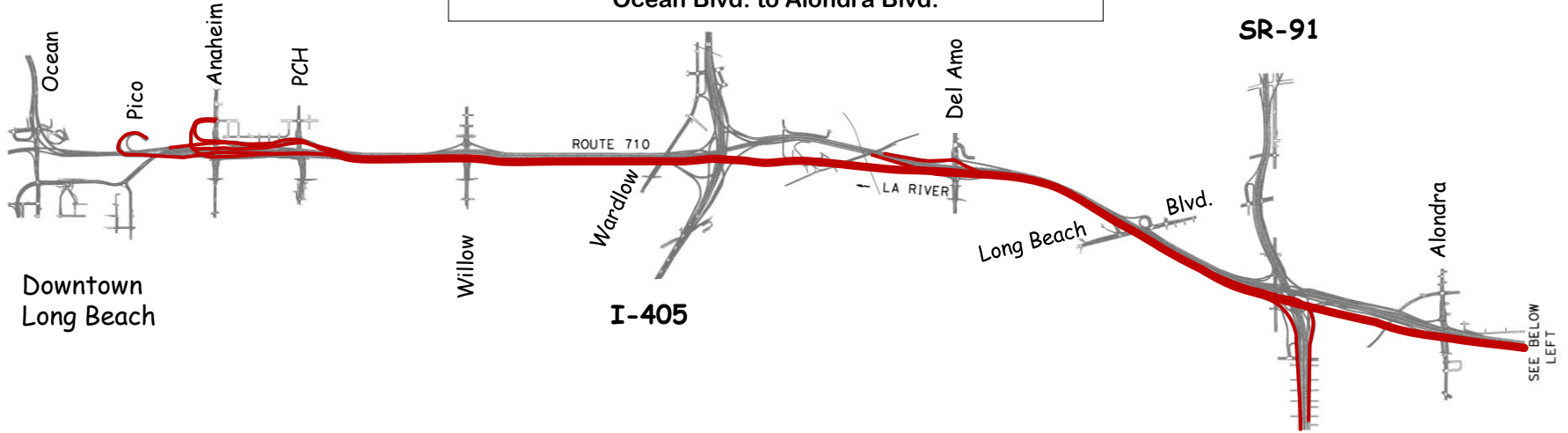
Alt 5C: Widens I-710 in Some Areas



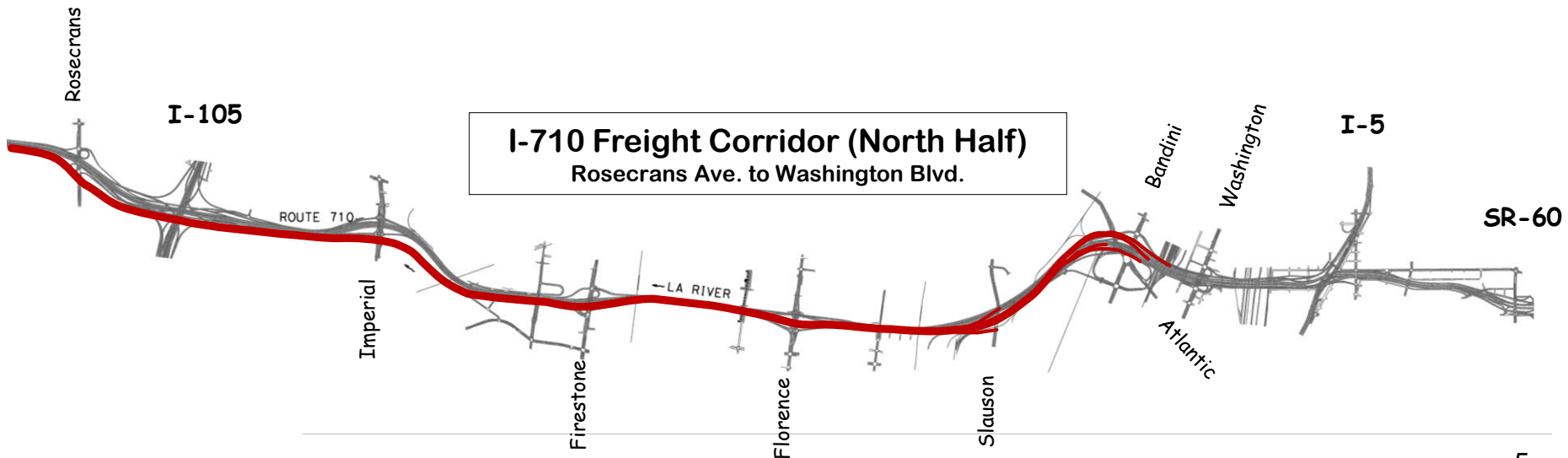
Alt 7 - Includes Freight Corridor

I-710 Freight Corridor (South Half) Ocean Blvd. to Alondra Blvd.

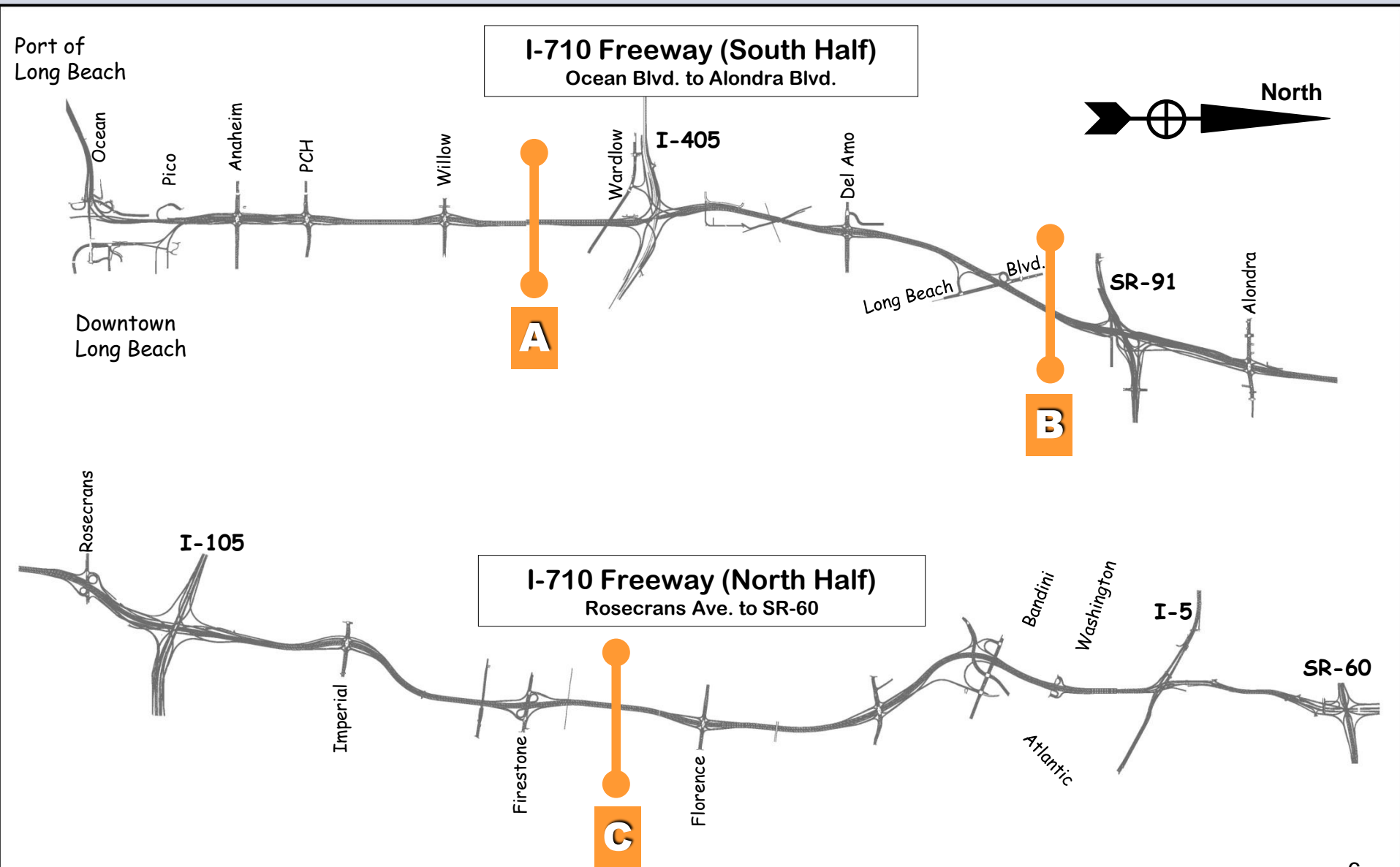
Port of Long Beach



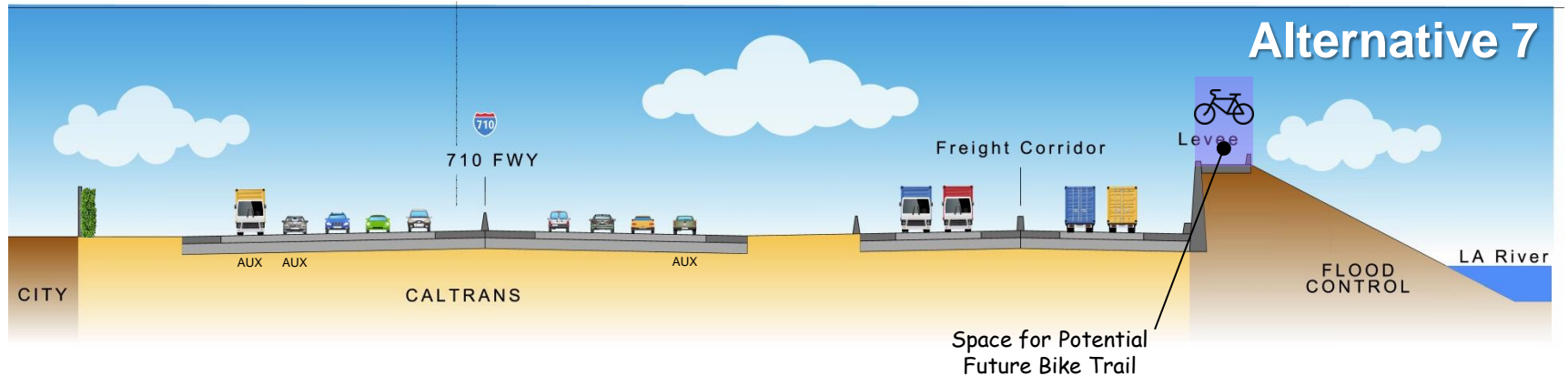
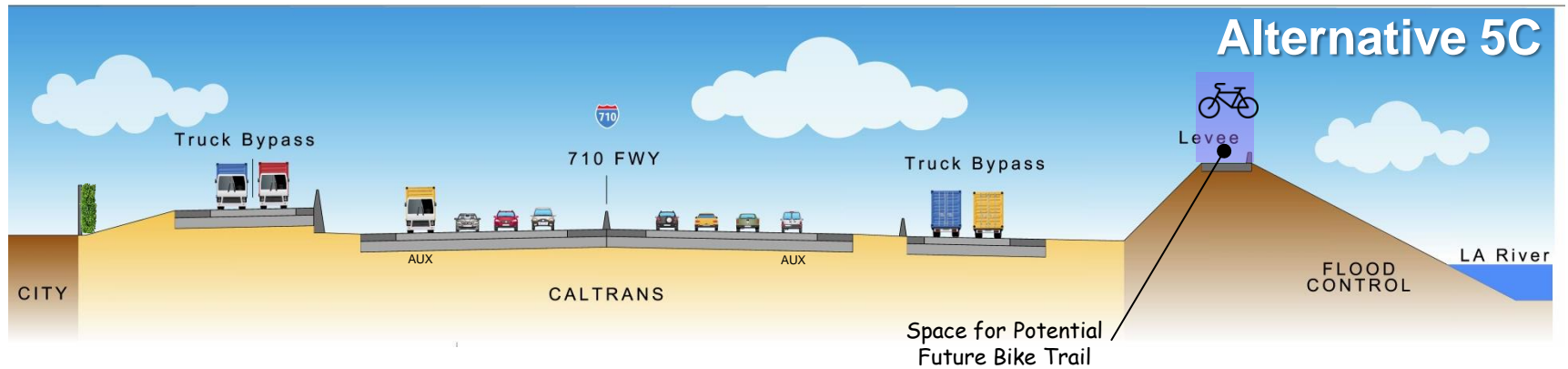
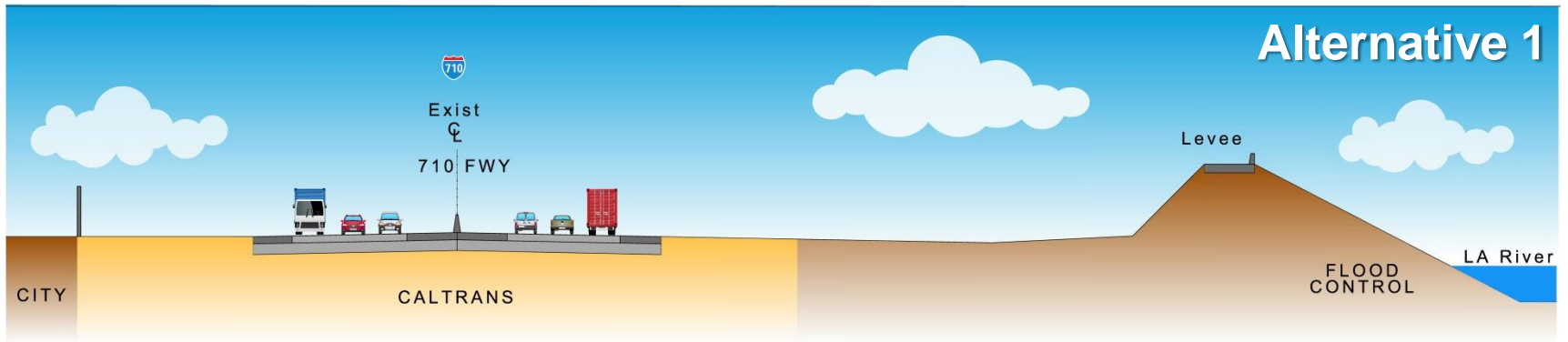
I-710 Freight Corridor (North Half) Rosecrans Ave. to Washington Blvd.



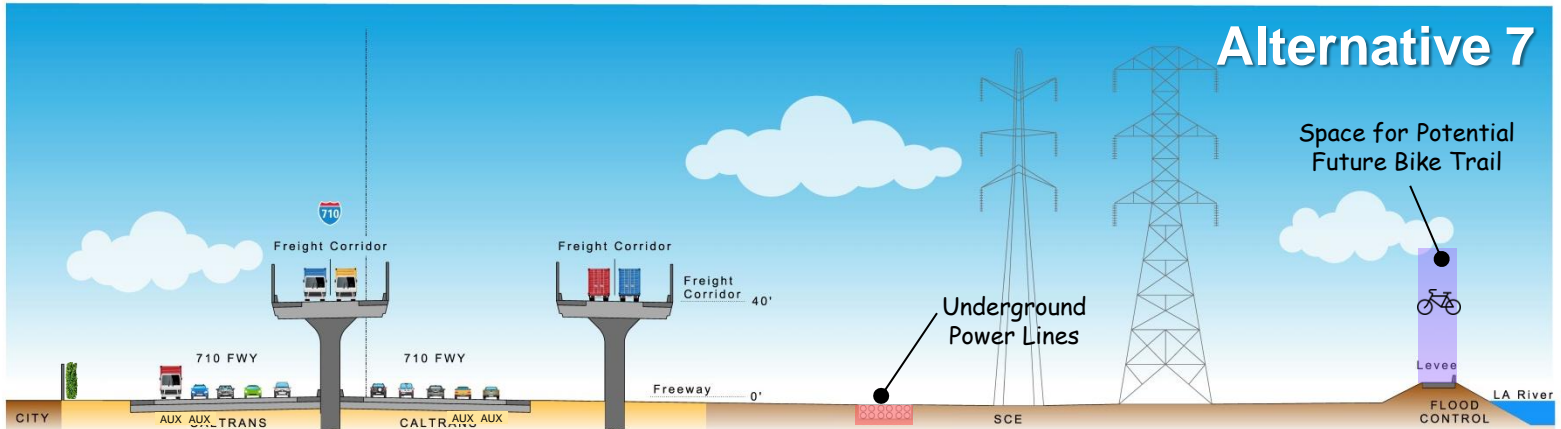
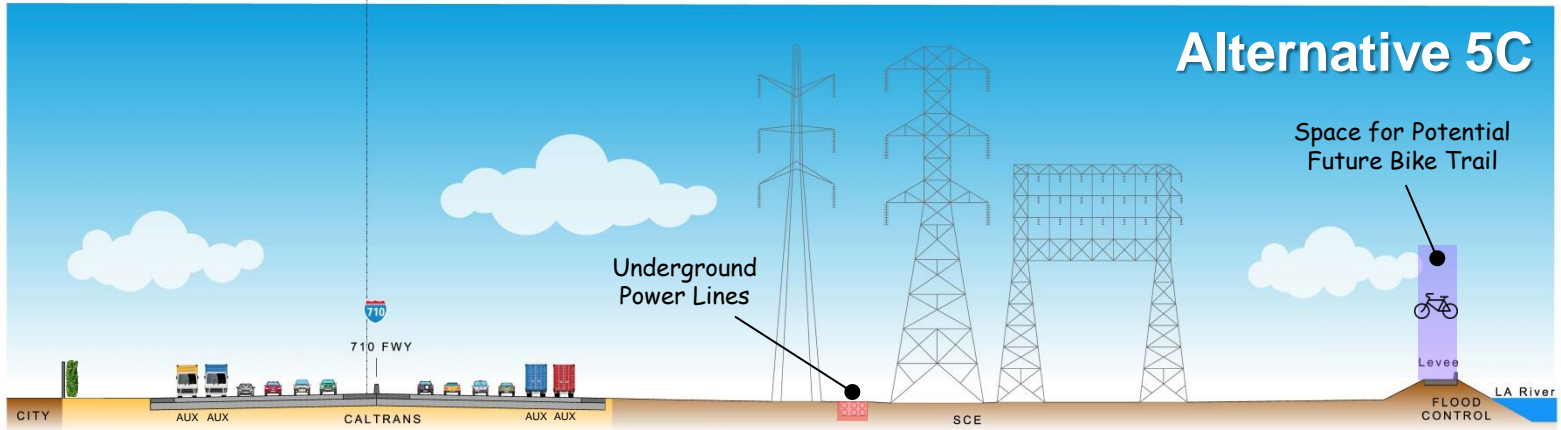
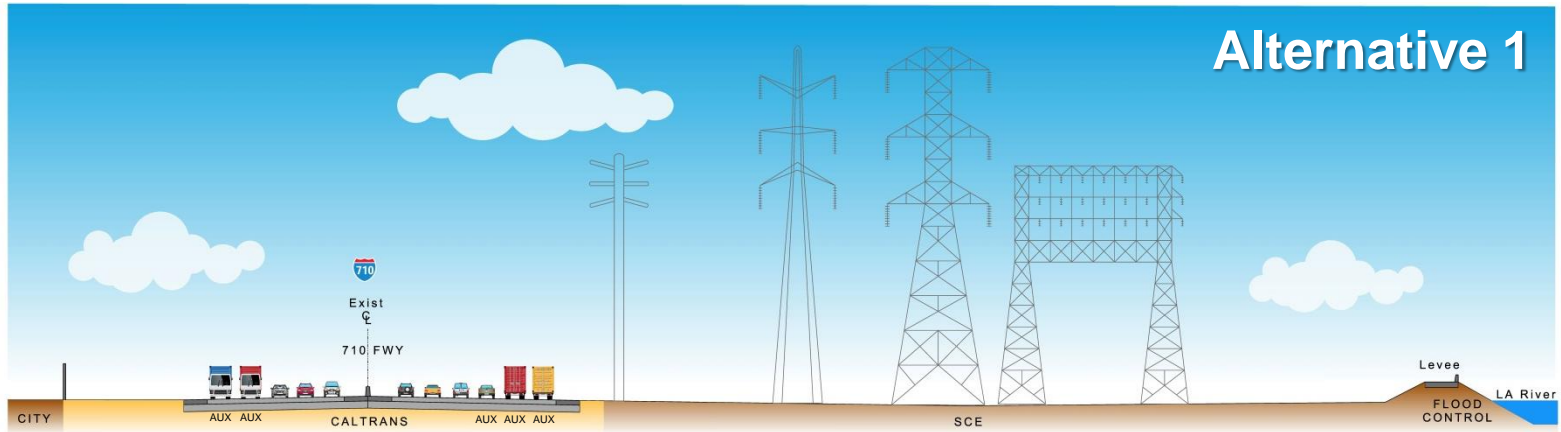
Cross Section Locations



A Between Willow St. and I-405

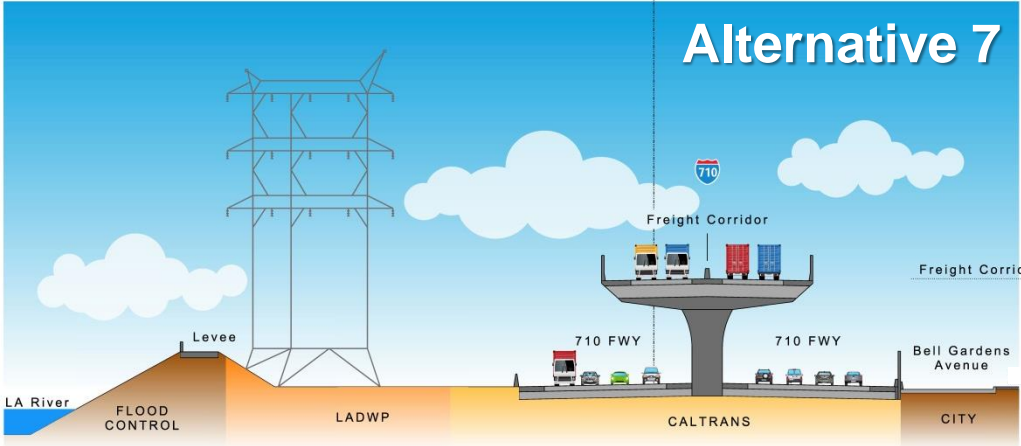
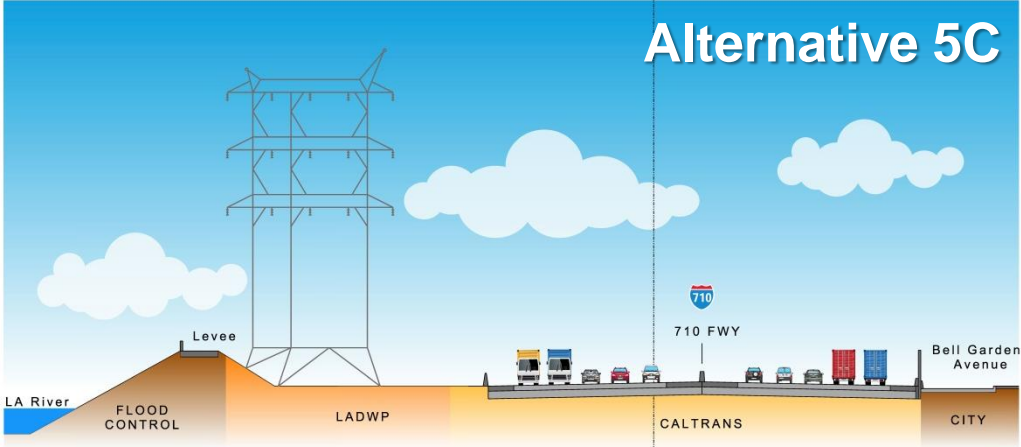
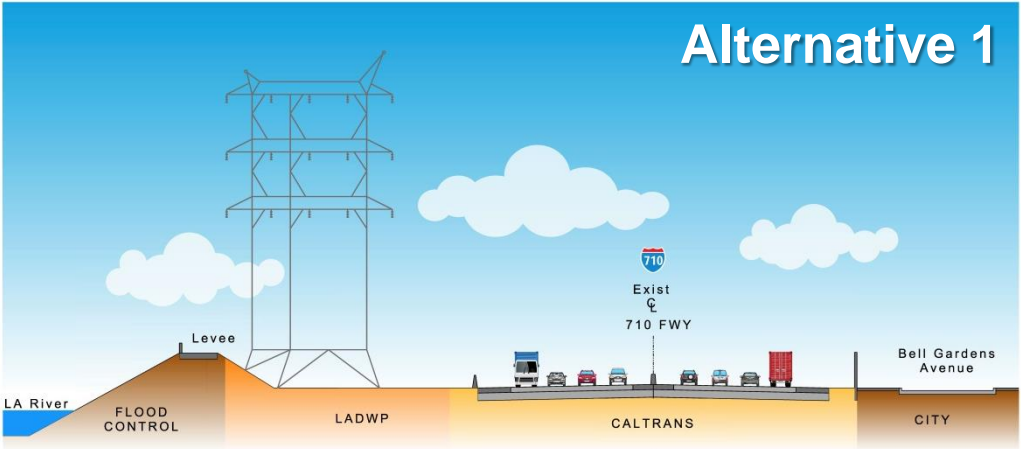


B Between Long Beach Blvd. and SR-91





Between
Firestone Blvd.
and Florence
Ave.



**Board Report**

File #:2015-1595, **File Type:**Motion / Motion
Response

Agenda Number:22.1

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 14, 2015**

Motion by:

Supervisor Solis as Amended by Director Knabe

October 14, 2015

**Relating to Item 22, File ID 2015-1345
I-710 South Corridor Project EIR/EIS Scope, Budget and Schedule**

The I-710 Corridor is a vital transportation artery, linking adjacent communities and the Ports of Los Angeles and Long Beach to Southern California and beyond. As an essential component of the regional, statewide, and national transportation system, it serves both passenger and goods movement vehicles. As a result of population growth, employment growth, increased demand for goods movement, increasing traffic volumes, and aging infrastructure, the I-710 Corridor experiences serious congestion and safety issues. Notably, the existing I-710 Corridor has elevated levels of health risks related to high levels of diesel particulate emissions, traffic congestion, high truck volumes, high accident rates, and many design features in need of modernization (the original freeway was built in the 1950s and 1960s).

The purpose of the I-710 Corridor Project is to improve air quality and public health, improve traffic safety, modernize the freeway design, address projected traffic volumes, and address projected growth in population, employment, and activities related to goods. The project includes an extensive community participation process that has provided a forum for residents, community advocates, and local municipalities comment and make recommendations for meeting the project purpose and need. Metro and Caltrans must ensure that we address the purpose and need of the project in a manner that is responsive to the community, yet feasible and fiscally responsible.

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (3-0) approving the MOTION by Director Solis that the Board of Directors make approval of Item 22 contingent on studying the following as a part of the evaluation of Alternatives 5C and 7 in the I-710 Recirculated Draft Environmental Impact Report/ Supplemental Environmental Impact Statement:

-
- A. Geometric design for the I-710 Freight Corridor (under Alternative 7 only) that eliminates significant impacts and displacements of homes, businesses, or community resources, such as but not limited to the Bell Shelter or Senior Centers, and the implications of such a design on commuter and freight traffic demands; where significant impacts are unavoidable, provide documentation of the rationale and constraints;
- B. An option, under Alternative 7 only, to evaluate the feasibility should technology be available, to operate only zero-emissions trucks along the Freight Corridor as part of the project;
- C. Implementing high frequency Express Bus Transit service along the main 710 corridor and the impact of such a line on commuter and freight traffic demands;
- D. Adding transit service on the bus and rail lines serving the I-710 project area, including operating Blue and Green Line trains with a minimum of 10-minute headways and a minimum of 25% increase in local bus, express bus and community shuttles service frequencies;
- E. Traffic Control measures, traffic management, intelligent transportation systems and operational efficiency improvements, such as highway ramp metering and transit system signal prioritization, to reduce congestion on local streets and arterials before considering expanding lanes;
- F. The use of the best available control technology construction equipment as defined by the California Air Resources Board;
- G. Construction of a new, 8-foot, Class-I bike path and access points within the Los Angeles Flood Control District right-of-way on the western levee of the Los Angeles River Channel from the Pacific Coast Highway [Long Beach] to Imperial Highway [South Gate] to connect with the existing Los Angeles River Bike Path;
- H. Construction of a new 8-foot, Class I bike path and access points within SCE right-of-way, roughly parallel to Greenleaf Blvd., between the Los Angeles Blue Line and Sportsman Drive;

For items G, H and I above, conduct a study separate from the I-710 South Environmental Impact

Report. Work with the CEO to identify and recommend funds to support the study.

Instruct staff to report back within 60 days.

- I. Construction of a new 8-foot, Class I bike path and access points within SCE and LADWP right-of-way from Willow/TI Freeway [Long Beach] to connect with the Rio Hondo Bike trail at Garfield Avenue [South Gate] This new route would be approximately 12 miles in length;
- J. Upgrades to the existing Los Angeles River Bike Path consisting of safety, landscaping, hardscape, lighting and access enhancements and fix station including to locations, between Ocean Blvd. [Long Beach] and its northern terminus at Slauson Avenue [Vernon];
- K. The replacement/enhancement of approximately 28 existing bridges/underpasses and the construction of at least five new pedestrian/bike bridges/underpasses to ensure safe and easily accessible freeway and river crossings to reduce gaps between crossing over ½ a mile where demand for increased access exists along the project corridor;
- L. Ensure implementation of Complete Streets treatments that promote sustainable and “livable neighborhoods” for all those arterials, ramp termini, and intersections as part of the proposed I-710 Project. Designs shall be consistent with the principles outlined in Caltrans’ *Main Streets, California: A Guide for Improving Community and Transportation Vitality*;
- M. Consistent with Caltrans’ policy, maximize the number of new trees, shrubs and foliage within proposed state ROW that are drought resistant and have superior biosequestration and biofiltration capabilities, in an effort to surpass the minimum tree removal/replacement ratio;
- N. Consistent with the Regional Water Quality Control Board and their Municipal Separate Storm Sewer System permits, identify suitable locations within the state’s right of way to implement additional storm water Best Management Practices and enhance the water quality for the LA River and its tributaries; and
- O. Incorporate into the project design, avoidance and minimization measures to reduce the level of impacts to Los Angeles River’s riverbanks, trails, pocket parks, open space, wetlands and

native landscaping within the project area.

FURTHER MOVE that the Board of Directors instruct the Chief Executive Officer to consider the following mitigation during construction, in parallel to the EIR/EIS process:

- A. Direct staff to monitor traffic congestion on all rail and bus routes in the I-710 construction area to identify and make needed adjustments to service based on actual traffic conditions and to determine if Metro services should operate on an incentive fee structure during the construction period;
- B. Direct staff to identify potential incentive programs for the Blue line and Metro buses in the I-710 corridor and affected by construction, to be considered as possible mitigation to help ease the impact of delays to bus service identified in the recirculated DEIR/DEIS;
- C. Develop a community outreach plan in conjunction with community stakeholders to provide quarterly reports on the progress of the I-710 project to the Gateway Cities Council of Governments (GCCOG) and the community at public meetings/hearings where there is the opportunity for community input;
- D. Establish a bike and pedestrian safety plan during construction; and
- E. Create a residential and school noise and air mitigation program, to be incorporated into the I-710 Community Health and Benefit Program.

FURTHER MOVE that the Board of Directors instruct the Chief Executive Officer take the following actions, working with Caltrans and partner agencies as necessary and in parallel to the EIR/EIS process:

- A. Direct staff to include an analysis of a Zero Emission Truck procurement and operations program (Alternative 7 only) in any Public Private Partnership analysis to be done for the Project;
- B. Work with the Gateway Cities Council Of Government jurisdictions to add, align and/or partner bus route stops with access points to surrounding Class-I bike paths to further promote the

combination of active transportation and transit ridership; and

- C. Direct staff to work with community based partners (community groups, faith based groups and labor) on the development of a Local and Targeted Hiring Policy and PLA for construction jobs and a First Source Hiring Policy for permanent jobs created by the project. This should be completed, at the latest, by the completion of the recirculated DEIR/DEIS.

Attachment C I-710 Corridor EIR/EIS Motion 22.1 Implementation Status Report

Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
I. Elements to be evaluated as part of the EIR/EIS				
A. Geometric design for the I-710 Freight Corridor (under Alternative 7 only) that eliminates significant impacts and displacements of homes, businesses, or community resources, such as but not limited to the Bell Shelter or Senior Centers, and the implications of such a design on commuter and freight traffic demands; where significant impacts are unavoidable, provide documentation of the rationale and constraints;	<ul style="list-style-type: none"> • Completed design layouts for Alt. 7 – several options were evaluated; however, some impacts remain unavoidable. • Completed Technical Memo summarizing the methodology, design options and rationale and constraints for significant unavoidable impacts • Shared results with Metro Board offices and city staffs • Shared with the I-710 Advisory Committees • Incorporated discussion of technical analysis in 2nd draft RDEIR/SDEIS 	<ul style="list-style-type: none"> • Continue to brief I-710 Committees and other stakeholders • Incorporate revisions (where feasible) to Alternative 7 design in the Final EIR/EIS, if Alt 7 is selected as Preferred Alternative 	<ul style="list-style-type: none"> • Apr-June 2017 • August 2017 	Project Team
B. An option, under Alternative 7 only, to evaluate the feasibility should technology be available, to operate only zero-emissions trucks along the Freight Corridor as part of the project;	<ul style="list-style-type: none"> • Added the option to the Project Description, under Alternative 7 • Completed additional air quality analysis with only zero-emissions trucks as an assumption – the difference between the NZET/ZET and ZET-only options, in terms of air quality benefits under Alternative 7, is minimal. • Incorporated results in technical studies and Admin Draft RDEIR/SDEIS • Estimated costs of ZE vehicles • Shared results with 710 Committees 	Completed, no further action necessary		Project Team
C. Implementing high frequency Express Bus Transit service along the main 710 corridor and the impact of such a line on commuter and freight traffic demands;	<ul style="list-style-type: none"> • In consultation with Metro Bus Ops Planning and Long Beach Transit, identified two new potential Express Bus Routes on I-710 and one new Metro Rapid Transit Route in the I-710 Study Area, where current service is present but could be augmented if justified by demand • Added the three new transit routes to the Project Description • Calculated potential reductions in commuter traffic demand resulting from the implementation of the three new transit lines – these reductions are too small to have an effect on the proposed improvements to I-710 under Alternatives 5C and 7. • Estimated additional O&M cost. 	<ul style="list-style-type: none"> • Form I-710 Corridor Transit Service Advisory Committee to oversee implementation of this task • Verify need for new transit service • Seek Board approval for new service 	<ul style="list-style-type: none"> • August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects • Pre-construction/During construction, dates TBD 	Metro Service Planning as lead of the I-710 Corridor Transit Advisory Committee

Attachment C I-710 Corridor EIR/EIS Motion 22.1 Implementation Status Report

Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
	<ul style="list-style-type: none"> • Embed in overall cost and benefit results reported for the alternatives • Shared results with 710 Committees 			
<p>D. Adding transit service on the bus and rail lines serving the I-710 project area, including operating Blue and Green Line trains with a minimum of 10-minute headways and a minimum of 25% increase in local bus, express bus and community shuttles service frequencies</p>	<ul style="list-style-type: none"> • Detailed these transit services in Project Description (embedded in traffic modeling/traffic analysis/benefits results reported for the alternatives) • Estimated O&M Costs • Shared results with 710 Committees 	<ul style="list-style-type: none"> • Form I-710 Corridor Transit Service Advisory Committee to oversee implementation of this task • Verify need for new service • Seek Board approval for new service <p><i>[It is important to note that the proposed transit operational improvements included in Alternatives 7 and 5C would be phased in incrementally based on available funding as well as transit demand.]</i></p>	<ul style="list-style-type: none"> • August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects • Pre-construction/During construction, dates TBD 	<p>Metro Service Planning as lead of the I-710 Corridor Transit Advisory Committee</p>
<p>E. Traffic Control measures, traffic management, intelligent transportation systems and operational efficiency improvements, such as highway ramp metering and transit system signal prioritization, to reduce congestion on local streets and arterials before considering expanding lanes;</p>	<ul style="list-style-type: none"> • Evaluated feasibility of these improvements and added all feasible elements to the project description • Embedded in traffic modeling/traffic analysis/benefits results reported for the alternatives • Completed technical studies detailing the performance of the freeway and the arterial system in the corridor under existing and future conditions. The effects of these improvements on freeway level of service are minimal. The need for additional lanes is not eliminated by adding these measures. • Shared results with 710 Committees 	<p>Completed, no further action necessary</p> <p><i>[It is important to note that the proposed traffic operational improvements outside of Caltrans' jurisdiction (e.g. on arterial streets) included in Alternatives 7 and 5C would be implemented only if supported by the owner/operator of the facility.]</i></p>		<p>Project Team</p>
<p>F. The use of the best available control technology construction equipment as defined by the California Air Resources Board;</p>	<ul style="list-style-type: none"> • Evaluated an all-BACT (Best Available Control Technology) Scenario to document the air quality benefits associated with the use of these technologies for construction. • Included all-BACT scenario analysis in AQ/HRA Technical Report. • Included as mitigation for air quality 	<ul style="list-style-type: none"> • Incorporate effective practices in the Project Construction Specifications/Requirements for both Phase 1 and Phase 2 projects prior to construction 	<p>2019 and after –for both Phase 1 and Phase 2 projects as listed in Metro Measure M Expenditure Plan</p>	<p>Caltrans/ Metro and/or implementing agency</p>

Attachment C I-710 Corridor EIR/EIS Motion 22.1 Implementation Status Report

Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
	impact analysis [construction impact analysis] in RDEIR/SDEIS. <ul style="list-style-type: none"> • Shared results with 710 Committees 			
K. The replacement/enhancement of approximately 28 existing bridges/underpasses and the construction of at least five new pedestrian/bike bridges/underpasses to ensure safe and easily accessible freeway and river crossings to reduce gaps between crossing over ½ a mile where demand for increased access exists along the project corridor;	<ul style="list-style-type: none"> • Identified 5 locations for new pedestrian / bike bridges • Conducted Local Jurisdiction Consultation with all corridor cities and the County of Los Angeles • Completed Conceptual Engineering • Presented to 710 Committees and received concurrence • Incorporated into relevant Technical Studies • Added crossings to the Project Description 	Completed, no further action necessary		Project Team
L. Ensure implementation of Complete Streets treatments that promote sustainable and “livable neighborhoods” for all those arterials, ramp termini, and intersections as part of the proposed I-710 Project. Designs shall be consistent with the principles outlined in Caltrans’ <i>Main Streets, California: A Guide for Improving Community and Transportation Vitality</i> ;	<ul style="list-style-type: none"> • Completed text changes to Project Description • Included these criteria in the I-710 Congestion Relief Program Description • Incorporated these treatments into 29 I-710 arterial street over/under crossing geometric designs for both Alternatives 5C and 7 • Treatments include additional space for bike facilities and pedestrian safety amenities • Shared exhibits showing sample bike /pedestrian features as part of the project 	Completed, no further action necessary		Project Team
M. Consistent with Caltrans’ policy, maximize the number of new trees, shrubs and foliage within proposed state ROW that are drought resistant and have superior biosequestration and biofiltration capabilities, in an effort to surpass the minimum tree removal/replacement ratio;	<ul style="list-style-type: none"> • Updated landscape portion of the Project Description to reflect latest Caltrans policy • Developed concepts / exhibits highlighting these features • Incorporated in affected technical studies • Shared landscape sketches, drawings, exhibits with 710 Committees • Submitted draft “Enhanced Landscaping and Water Quality Features” Report to Metro and Caltrans for review and comment 	<ul style="list-style-type: none"> • Validate recommended concepts in design and construction phases of both Phase 1 & 2 projects listed in the Measure M expenditure plan. 	<ul style="list-style-type: none"> • 2019 and after 	Project Team
N. Consistent with the Regional Water Quality Control Board and their Municipal Separate Storm Sewer System permits, identify suitable locations within the state’s right of way to implement additional storm water Best Management	<ul style="list-style-type: none"> • Incorporated in cost estimates • Finalized Report 			

Attachment C I-710 Corridor EIR/EIS Motion 22.1 Implementation Status Report

Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
<p>Practices and enhance the water quality for the LA River and its tributaries; and</p> <p>O. Incorporate into the project design, avoidance and minimization measures to reduce the level of impacts to Los Angeles River's riverbanks, trails, pocket parks, open space, wetlands and native landscaping within the project area.</p>				
<p>J. Upgrades to the existing Los Angeles River Bike Path consisting of safety, landscaping, hardscape, lighting and access enhancements and fix station including to locations, between Ocean Blvd. [Long Beach] and its northern terminus at Slauson Avenue [Vernon];</p>	<ul style="list-style-type: none"> • In collaboration with LA County Department of Public Works (LADPW), developed project definition of upgrades, preliminary engineering and design of upgrades and landscape/hardscape concepts • Shared results with 710 Committees and received concurrence • Developed Cost Estimate • Presented Briefing Materials for Metro Board staff • Submitted draft Project Definition Report and Cost Estimate to Caltrans/Metro for review/comment 	<ul style="list-style-type: none"> • Staff recommends that LADPW take the lead in the environmental clearance and future phases of this project. The next step would be to enter into an agreement with LA County regarding the implementation of this improvement 	<ul style="list-style-type: none"> • May 2017 	<p>Project Team</p>
<p>II. Identify as Potential Mitigation during Construction (in parallel to the EIR/EIS)</p>				
<p>A. Direct staff to monitor traffic congestion on all rail and bus routes in the I-710 construction area to identify and make needed adjustments to service based on actual traffic conditions and to determine if Metro services should operate on an incentive fee structure during the construction period;</p>	<ul style="list-style-type: none"> • Lead staff from Metro Transit Service Planning have been identified 	<ul style="list-style-type: none"> • Form I-710 Corridor Transit Service Advisory Committee to oversee implementation of this task • Define criteria for mitigation • Develop a monitoring program • Collect and interpret data • Determine need for service adjustments or incentives • Seek Board approval for service adjustments and incentive fee structure 	<ul style="list-style-type: none"> • August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects • Pre-construction/During construction, dates TBD 	<p>Metro Service Planning as lead of the I-710 Corridor Transit Advisory Committee</p>

Attachment C I-710 Corridor EIR/EIS Motion 22.1 Implementation Status Report

Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
<p>B. Direct staff to identify potential incentive programs for the Blue line and Metro buses in the I-710 corridor affected by construction, to be considered as possible mitigation to help ease the impact of delays to bus service identified in the recirculated DEIR/DEIS;</p>	<ul style="list-style-type: none"> Identified permanent and potential ramp and street closures in conceptual plans and staging concepts 	<ul style="list-style-type: none"> Form I-710 Transit Service Advisory Committee to oversee implementation of this task Identify potential delay impacts to Metro buses as a result of construction If impacts are identified, Metro Service Planning staff to explore possible incentive program as mitigation Incorporate mitigation description onto I-710 Mitigation Program If project feature, develop description of incentive programs. 	<ul style="list-style-type: none"> August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects 	<p>Metro Service Planning as lead of the I-710 Corridor Transit Advisory Committee</p>
<p>C. Develop a community outreach plan in conjunction with community stakeholders to provide quarterly reports on the progress of the I-710 project to the Gateway Cities Council of Governments (GCCOG) and the community at public meetings/hearings where there is the opportunity for community input;</p>		<ul style="list-style-type: none"> Before letting out construction contracts, Metro, Caltrans and GCCOG to reach out to cities and community stakeholder to develop the outreach plan 	<ul style="list-style-type: none"> At the time of Project Approval (when preferred alternative and 1st phase are known) During Final Design 	<p>Metro, Caltrans, GCCOG</p>
<p>D. Establish a bike and pedestrian safety plan during construction; and</p>	<ul style="list-style-type: none"> TMP costs, which include bike/ped safety features, were included in project cost estimates. TMP assumptions are addressed in Draft Project Report. 	<ul style="list-style-type: none"> As part of Draft Project Report, define criteria for developing a bike and safety plan during construction Before letting out construction contracts, develop a bike and pedestrian safety plan specific to the I-710 construction schedule / plans 	<ul style="list-style-type: none"> June 2017 During design phase, prior to construction 	<p>Project Team</p> <p>Metro, Caltrans, GCCOG</p>
<p>E. Create a residential and school noise and air mitigation program, to be incorporated into the I-710 Community Health and Benefit Program.</p>	<ul style="list-style-type: none"> Added more detail to the I-710 Community Health and Benefit Program, providing examples of eligible projects (May 2016). The program would provide supportive grants to fund projects in three broad categories: 1) Air Quality improvement/noise reduction measures at local schools and related sites; 2) Air quality improvements at hospitals, medical 	<ul style="list-style-type: none"> Expand description of the Draft 710 Community Health and Benefit Program to include eligibility for noise and air quality programs and features Upon completion of impact analysis determine need for additional air and noise mitigation 	<ul style="list-style-type: none"> October 2017 	<p>Project Team</p>

Attachment C I-710 Corridor EIR/EIS Motion 22.1 Implementation Status Report

Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
	<p>centers, and senior facilities, as well as health education, outreach and screening; and 3) GHG reduction through projects such as renewable power, energy efficiency, tree-planting, etc.</p>	<ul style="list-style-type: none"> Implementation 	<ul style="list-style-type: none"> August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects 	<p>Metro, Caltrans, GCCOG</p>
<p>III. Additional Studies, Policy Proposals and Criteria to be explored by Metro working with Caltrans and other agencies as necessary and in parallel to the EIR/EIS process:</p>				
<p>A. Direct staff to include an analysis of a Zero Emission Truck procurement and operations program (Alternative 7 only) in any Public Private Partnership analysis to be done for the Project;</p>	<ul style="list-style-type: none"> Incorporated ZET consideration into PPP analysis scope 	<ul style="list-style-type: none"> Conduct PPP analysis Incorporate Results into Project Implementation Plan 	<ul style="list-style-type: none"> April - June 2017 November 2017 	<p>Metro</p>
<p>B. Work with the Gateway Cities Council Of Government jurisdictions to add, align and/or partner bus route stops with access points to surrounding Class-I bike paths to further promote the combination of active transportation and transit ridership; and</p>	<ul style="list-style-type: none"> Coordinated with Metro's staff working on the Strategic Active Transportation Plan to ensure GCCOG's STP planned routes are consistent 	<ul style="list-style-type: none"> Form I-710 Transit Service Advisory Committee to lead implementation of this task Committee to evaluate consistency of planned and existing bike paths with Metro Bus and Rail service (and stops) Proposed changes if required Initiate revisions if required 	<ul style="list-style-type: none"> August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects Pre-construction/During construction, dates TBD 	<p>Metro Planning/ Metro Service Planning/GCCOG</p>

Attachment C I-710 Corridor EIR/EIS Motion 22.1 Implementation Status Report

Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
<p>C. Direct staff to work with community based partners (community groups, faith based groups and labor) on the development of a Local and Targeted Hiring Policy and PLA for construction jobs and a First Source Hiring Policy for permanent jobs created by the project. This should be completed, at the latest, by the completion of the recirculated DEIR/DEIS.</p>		<ul style="list-style-type: none"> • Initiate discussions stakeholder groups and FHWA • Develop draft framework for local and targeted hiring policy and PLA • Approval and Implementation 	<ul style="list-style-type: none"> • August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects • Pre-construction/During construction, dates TBD 	<p>Caltrans, Metro, GCCOG</p>
<p>IV. Elements to be developed independent of the I-710 EIR/EIS</p>				
<p>G. Construction of a new, 8-foot, Class-I bike path and access points within the Los Angeles Flood Control District right-of-way on the western levee of the Los Angeles River Channel from the Pacific Coast Highway [Long Beach] to Imperial Highway [South Gate] to connect with the existing Los Angeles River Bike Path;</p>	<p>Completed technical work and developed draft Project Definition Study Report:</p> <ul style="list-style-type: none"> • Purpose and Need • Constraints Analysis • Initial Concepts / Screening Analysis] • Reduced Set of Alignments • City Consultation / Stakeholder Consultation <p>Project Definition Study Results</p>	<ul style="list-style-type: none"> • Hold Public Workshops • Select Preferred Alignment(s) for Env. Study • Conceptual Engineering • Environmental Studies • Draft Env. Document / Public Meetings • Environmental Approval • Final Design • Construction 	<ul style="list-style-type: none"> • April 2017 • May 2017 • July 2017 • October 2017 • January 2018 • March 2018 • TBD (depending on funding) • TBD (depending on funding) 	<p>Metro Highway Program Staff</p> <p>Metro Bike Planning Team in collaboration with LA County</p>
<p>H. Construction of a new 8-foot, Class I bike path and access points within SCE right-of-way, roughly parallel to Greenleaf Blvd., between the Los Angeles Blue Line and Sportsman Drive;</p>				
<p>I. Construction of a new 8-foot, Class I bike path and access points within SCE and LADWP right-of-way from Willow/TI Freeway [Long Beach] to connect with the Rio Hondo Bike trail at Garfield Avenue [South Gate] This new route would be approximately 12 miles in length;</p>				

Attachment D

I-710 Project Approval Timeline and Process

SPRING 2017

SUMMER 2017

FALL 2017

WINTER 2018



Complete Preparation of Draft Environmental Document (RDEIR/SDEIS)

[Alternative 1, 5C, and 7, as amended by Motion 22.1]



Circulate RDEIR/SDEIS



Local Advisory Committees



Corridor Advisory Committee [Recommendation]



Technical Advisory Committee [Recommendation]



Project Team Reviews Public Comments [Staff Recommendation on Preferred Alternative]



I-710 Project Committee [Recommendation]



Identify Preferred Alternative and Phasing



Executive Committee [Recommendation]



Metro

METRO Board [Recommendation]



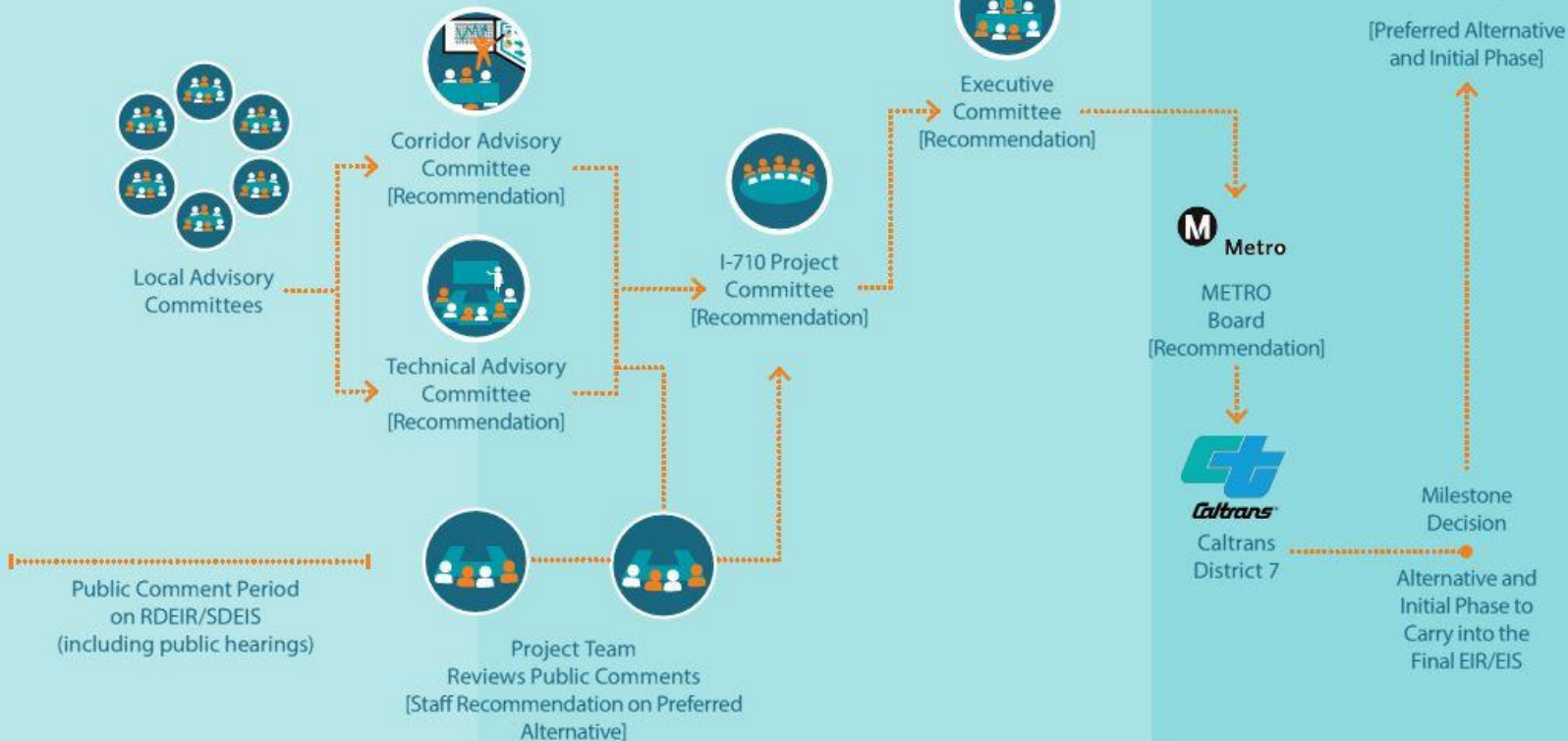
Caltrans District 7

Initiate Preparation of Final EIR/EIS [Preferred Alternative and Initial Phase]

Milestone Decision

Alternative and Initial Phase to Carry into the Final EIR/EIS

Public Comment Period on RDEIR/SDEIS (including public hearings)



**Board Report**

File #: 2017-0135, **File Type:** Motion / Motion Response**Agenda Number:** 6.

**AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
APRIL 19, 2017****SUBJECT: HIGH DESERT CORRIDOR (HDC) STATUS UPDATE****ACTION: RECEIVE AND FILE****RECOMMENDATION**RECEIVE AND FILE **status report on the HDC project.****ISSUE**

The purpose of this report is to update the Board on the actions taken since the completion of the environmental process in response to a motion (Attachment A) by Directors Najarian and Antonovich (File # 2016-0949), and discuss next steps toward the implementation of the Project.

DISCUSSION*Project Overview*

The HDC Project is a proposed 63-mile multi-purpose transportation improvement project linking State Route (SR) 14 in Los Angeles County and SR-18 in San Bernardino County (Attachment B - Project Map). The project is intended to improve east-west transportation mobility to accommodate existing and future transportation demand between Los Angeles and San Bernardino counties, improve the regional goods movement network, and enhance traffic safety.

In June 2016, the HDC Project Approval and Environmental Document (PAED) process was completed and the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and the Project Report were signed by the California Department of Transportation (Caltrans). A comprehensive status report on the Preferred Alternative was presented to the Board in July 2015 under Board Report No. 2015-0896.

The Preferred Alternative (PA) consists of a combination of a freeway, an expressway, a toll segment, and a High Speed Rail (HSR) Service (Attachment C - Preferred Alternative). The incorporation of green energy technology such as solar power and a bike path along the corridor were also included in the PA.

Caltrans served as the lead agency responsible for compliance with the California Environmental

Quality Act (CEQA) and the preparation of the Environmental Impact Report (EIR). Caltrans, under delegated authority by the Federal Highway Administration (FHWA) also ensured compliance with the National Environmental Policy Act (NEPA) and the preparation of the Environmental Impact Statement (EIS). The final step, securing one or more Records of Decision (ROD) from Federal agencies would require a financial plan for the project.

During the PAED process, the Project Development Team (PDT) comprised of Metro, Caltrans, and the HDC Joint Powers Authority (HDCJPA) representing local Cities along the High Desert Corridor, and the Counties of Los Angeles and San Bernardino conducted detailed evaluation of all alternatives considered including various alignments for the project and potential benefits, costs, and impacts of those alternatives including a No-Build alternative, freeway/expressway with and without HSR feeder/connector service, and freeway/tollway with and without HSR feeder/connector service; and the appropriate analysis of various options and variations under each alternative. The PDT also identified appropriate mitigations for the Project impacts. The proposed roadway configuration was planned to begin in Palmdale as a freeway, follow Avenue P-8 in Los Angeles County, continue parallel to and south of El Mirage Road where entering San Bernardino County, turn east to Air Expressway Boulevard near I-15, transition to an expressway at Dale Evans Parkway, and end at SR -18/Bear Valley Road in the Town of Apple Valley.

The HDC HSR was envisioned to connect the proposed California High Speed Rail (CHSR) station in Palmdale to the proposed XpressWest high speed rail station in Victorville. XpressWest is a privately-owned high speed passenger rail service planned to operate between the cities of Victorville in San Bernardino County and Las Vegas in Nevada.

Further details of the Project were reflected in the report presented to the Board in July of 2015.

Financial Plan

The Project Initiation Document (PID) and PAED phases of the HDC Project were funded by \$32.5 million in Measure R funds, \$4,447,535 in Measure I funds from SANBAG, and \$15.5 million in grandfathered Regional Improvement Program (GF RIP) funds.

Total project cost is estimated at over \$11 billion in 2018 dollars. Metro has programmed \$270 million in Measure M funds in Fiscal Years (FY) 2019 through 2021 based on a rough estimate of right-of-way acquisition costs. These funds can be repurposed for appropriate project uses as approved by the Metro Board. Additionally, \$1,878,700,000 in Measure M funds were programmed for the LA County segment in FYs 2063 through 2067.

No other funds are available for this project at this time.

Public Private Partnership (P3)

The Project is being considered for implementation through a P3 process. While seeking P3 opportunities, Metro staff began communication with Caltrans District 7 and District 8, SANBAG, and the HDCJPA to detail the timing of implementation of the Project, identify potential future funding for the project from various sources, confirm the anticipated schedule of implementation of

complimentary and connecting projects (CHSR and XpressWest), as well as coordinate multi-agency efforts in advancing the various components of the Project. The HDC JPA recently completed a HSR Ridership and Revenue Study and held a live webinar to publish the results in March 2017.

Initial findings suggest that the implementation of the Project would likely be in phases with consideration of urgency or need for each segment and component as well as the expected benefits gained by the proposed investments. For each highway segment, “logical termini” will need to be identified and fully funded to advance to subsequent phases. In this case, partial RODs may be pursued for the phases of the Project in lieu a single ROD for the entire Project. In the event the various components of the Project are to be implemented on separate schedules, the current Project documents may need to be amended to reflect the necessary changes to satisfy design and environmental requirements.

NEXT STEPS

The HDC JPA recently completed a HSR Ridership and Revenue Study, and held a live webinar in March 2017 to publish the results. Metro will complete a Level II Traffic and Revenue study for the proposed freeway tolling in May 2017. Upon completion and review of both studies, Metro will work with the PDT towards completing the Project Financial Plan, which is required prior to issuance of a Record of Decision (ROD) for the project.

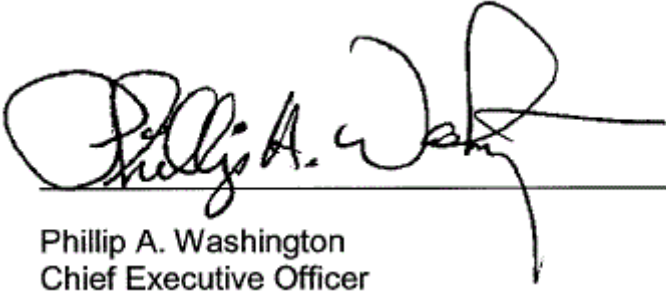
Additionally, Metro will continue to work with Project partners (Caltrans and the HDCJPA) to identify feasible and practical ways to advance the project including appropriate phasing by segments and/or Project components and the necessary variations from what has been identified in PAED phase. Staff will report back to the Board in August 2017 with an update.

ATTACHMENTS

Attachment A - Motion Najarian & Antonovich
Attachment B - Project Map
Attachment C - Preferred Alternative
Attachment D - Project History

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Phillip A. Washington
Chief Executive Officer

Metro



Board Report

File #:2016-0949, **File Type:**Motion / Motion
Response

Agenda Number:20

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 18, 2017**

Motion by:

Directors Antonovich and Najarian

January 18, 2017

High Desert Multipurpose Corridor

The High Desert Multipurpose Corridor (HDMC) will play a critical role in North Los Angeles County by increasing mobility through its prime rail and highway components, as well as its interconnectivity to regional rail, California High Speed Rail, and the Palmdale Airport; facilitating improved regional goods movement by eventually connecting Interstate 5 to Interstate 15; generating green energy for both its rail operation and the surrounding area, and; by greatly expanding active transportation through dozens of miles of bikeways.

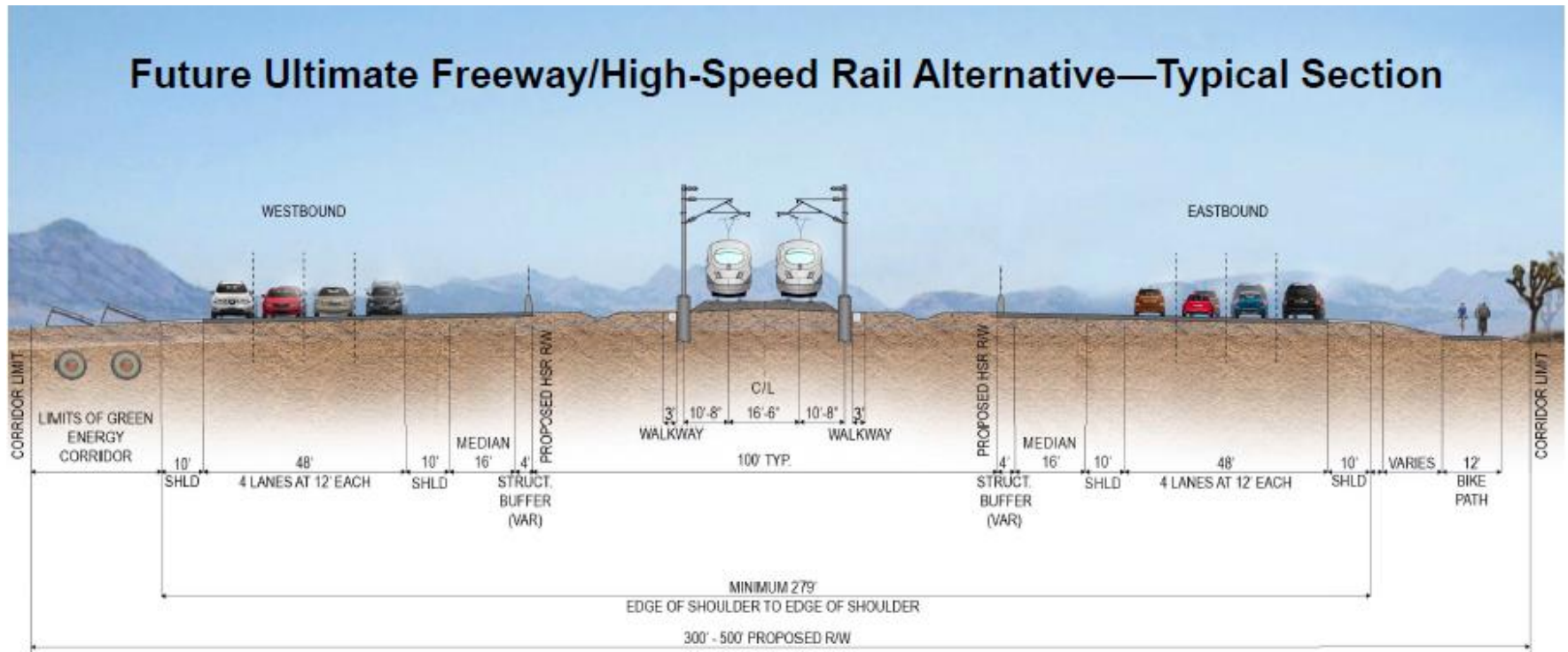
HDMN is also a priority public-private partnership project for Metro that has already reached critical milestones, including a certified environmental impact study and significant funding commitments, as identified in Measure M. The HDMC's Joint Powers Authority will soon be releasing the results of an investment-grade rail ridership study, and Metro is currently undertaking a toll revenue study, which is anticipated to be completed in spring 2017.

CONSIDER **Motion by Antonovich and Najarian** that the Metro Board of Directors direct the CEO to report back to the Board in March 2017 with a status update on the High Desert Multipurpose Corridor Project, including important milestones reached, next steps, collaborative efforts between staff and the HDMC JPA, and opportunities for advancement of the project.

High Desert Corridor



Future Ultimate Freeway/High-Speed Rail Alternative—Typical Section



ATTACHMENT D

Project History

In 1995, the California Transportation Commission (CTC) adopted a new alignment for SR-138 as a freeway.

In 1996, a Project Study Report (PSR) was approved by Caltrans District 7 for a combined freeway/conventional highway at the west end of the corridor near SR-14.

In 1998, a PSR was approved by Caltrans District 8 in San Bernardino addressing improvements along the SR-18 at the east end of the corridor

In 2002, a Regionally Significant Transportation Investment Study (RSTIS) was conducted by Caltrans Districts 7 and 8 in partnership with the FHWA, the Southern California Association of Governments (SCAG), the San Bernardino County Associated Governments (SANBAG), Metro, the Counties of Los Angeles and San Bernardino, the Cities of Palmdale, Lancaster, Adelanto, Hesperia, and Victorville, and the Town of Apple Valley for the High Desert Corridor that was to provide transportation connectivity between the Counties of Los Angeles and San Bernardino. The RSTIS Steering Committee adopted, as the Locally Preferred Alternative, an east-west corridor that resembles the current proposal.

In 2004, the North County Combined Highway Corridors Study (NCCHCS) conducted by Metro in cooperation with the Cities of Lancaster, Los Angeles, Palmdale, and Santa Clarita, and the County of Los Angeles was completed. The Study developed a multi-modal transportation plan for the northern part of the Los Angeles County with focus on SR-138 corridor as a key feature to accommodate traffic and goods movement demand.

In 2005 the HDC was officially recognized in the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) Section 1305 as a High Priority Corridor E-220 on the National Highway System (NHS) between Los Angeles and Las Vegas via Palmdale and Victorville.

In 2006 the High Desert Corridor Joint Powers Authority (HDCJPA) was formed to oversee the planning, development, financing, and construction of a freeway corridor between SR-14 in the Palmdale/Lancaster area and Adelanto, Victorville, and Apple Valley. The HDCJPA membership includes the Counties of Los Angeles and San Bernardino, Town of Apple Valley, and the cities of Adelanto, Victorville, Lancaster and Palmdale.

Also in 2006, a Project Study Report - Project Development Support (PSR-PDS) was approved by Caltrans Districts 7 and 8, which addressed the development of a future

High Desert Corridor transportation facility from SR-138/SR-14 junction in Los Angeles County to Interstate 15 (I-15) in San Bernardino County.

In 2007 the City of Victorville and Caltrans District 8 conducted environmental studies for projects at the east end of the corridor the leading to improvements between US-395 and SR-18. In 2009, Caltrans District 7 conducted environmental studies for improvements at the west end of the between SR-14 and 100th Street East. During the course of conducting these two studies and coordinating with regulatory and resource agencies for the proposed projects, it was determined that the public's interest would be best served by combining these into one larger project – the HDC – which incorporates the two “end pieces” and fills the gap in between.

In April 2010, the Metro Board of Directors authorized entry into a Memorandum of Understanding (MOU) for implementation of the HDC Project in cooperation with the HDCJPA; SCAG; SANBAG; Caltrans Districts 7 and 8; Counties of Los Angeles and San Bernardino; cities of Lancaster, Palmdale, Victorville, Adelanto; and the Town of Apple Valley.

In 2011 a supplemental PSR- PDS was approved to extend the easterly project limit for approximately 13 miles terminating at Bear Valley Road Cutoff in the town of Apple Valley. This is a supplement to the PSR-PDS approved in 2006 with original project limit between SR-14 to I-15.

In March 2012, the HDC was identified by the Metro Board as a strategic multi-purpose corridor. The new project scope included highway, high speed rail (HSR) service, a bikeway, and an energy production and/or transmission corridor (Attachment C – Preferred Alternative).

**Board Report**

File #: 2017-0067, **File Type:** Contract

Agenda Number: 7.

AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE

APRIL 19, 2017

CONSTRUCTION COMMITTEE

APRIL 20, 2017

SUBJECT: I-5 NORTH CAPACITY ENHANCEMENTS FROM SR-134 TO SR-118 (FUNDING AGREEMENT NO. MOU. P0008355/8501A/A6)

ACTION: AUTHORIZE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE Contract Modification No. 114 by Caltrans for **construction contract of the Segment 3 of the I-5 North Capacity Enhancements Project between SR-134 and SR-118** (Project) under the Funding Agreement No. MOU. P0008355/8501A/A6, in the amount of \$552,110.89, using non local fund sources.

ISSUE

Segment 3 of the I-5 North Capacity Enhancement Project is between Buena Vista Street and Magnolia Boulevard. Segment 3 work includes fiber optic installation north of Buena Vista Street for Railroad signals. The original plan called for polyvinyl chloride (PVC) conduits to be installed behind Mechanically Stabilized Earth (MSE) Wall No. 4 for the fiber optic lines. However, the PVC conduits are in conflict with the straps that are necessary to construct the MSE wall and need to be installed different than how was originally designed.

DISCUSSION

The I-5 North Capacity Enhancements Project includes freeway widening and construction of HIGH Occupancy Vehicles (HOV) lanes and other improvements between SR-134 and SR-118. Segment 3 is between Buena Vista Street and Magnolia Boulevard.

California Department of Transportation (Caltrans) designed the largest portion of the project, and is managing the construction of the Project. Southern California Railroad Authority (SCRRA) designed the railroad portion of the project and the City of Burbank designed the City portion of the project.

Metro, SCRRA, Caltrans, and the Contractor considered multiple possible alternatives and determined that the option of mounting the conduits on top of the MSE walls would address the PVC

conduit conflict with the wall straps. Since the proposed installation exposes the conduit, a galvanized metal conduit is recommended under Contract Modification No. 114.

On January 24, 2017, Caltrans and its Contractor reached an agreement in the amount of \$552,110.89 for Contract Modification No. 114. This cost covers installing galvanized metal conduits in lieu of PVC conduits for 2,060 feet, including labor, equipment, material and markups by reason of this change.

Contract modifications exceeding \$500,000 require Board authorization per the Staff Delegations of Contract Action Approval and Award Authority Memo, dated February 23, 2010.

DETERMINATION OF SAFETY IMPACT

There is no impact to public safety by approving this action.

FINANCIAL IMPACT

The current Project budget for Segment 3 is \$402,381,000 of which \$18,798,000 is federal funds (RSTP and CMAQ), \$190,162,000 is State funds (CMIA, RIP, IIP and SLPP) and \$193,421,000 is Local Prop C and Measure R funds.

The total cost of this Contract Modification No. 114 does not require an increase in the overall project budget. Caltrans will pay the cost of the work from the Project CMAQ and CMIA funds or other non-local funds.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the staff's recommendation. However, this disapproval would result in further schedule delays and cost overruns.

Authorization of Contract Modification No. 114 in the amount of \$552,110.89 will allow Caltrans to complete the installation of the metal conduits on the MSE Wall No. 4 parapet and prevent project delays.

NEXT STEPS

Upon Board's approval of the recommended action, Metro staff will coordinate with Caltrans to authorize the contractor to proceed with the installation of the metal conduits.

ATTACHMENTS

Attachment A - Aerial Map


Attachment B - MSE Wall and Straps

Attachment C - Galvanized Conduit on top of MSE wall

Attachment D - MSE Wall (back)

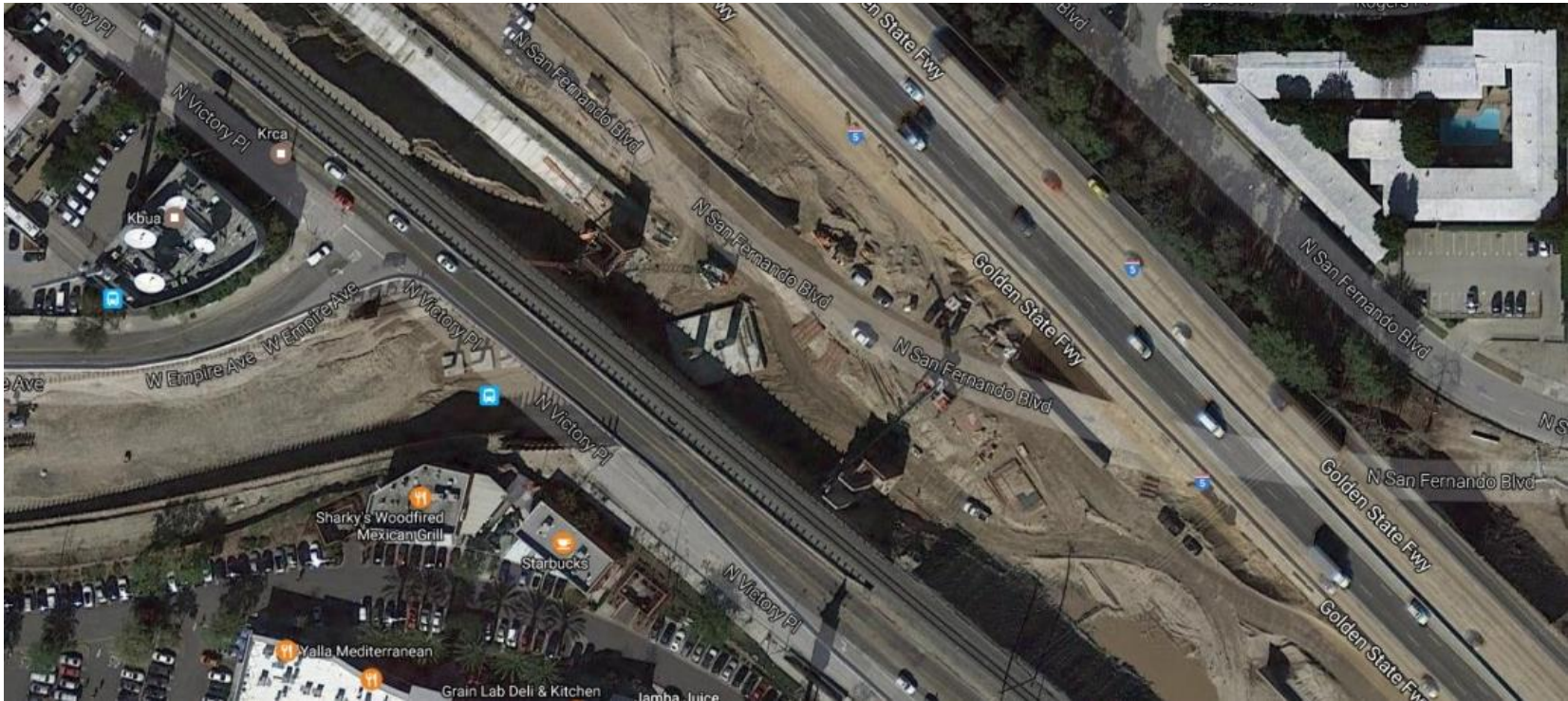
Prepared by: Maher Subeh, Director of Engineering, Highway Program (213) 922-4744
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Reviewed by: Richard F. Clarke, Chief Program Management Officer (213) 922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A – Aerial Map

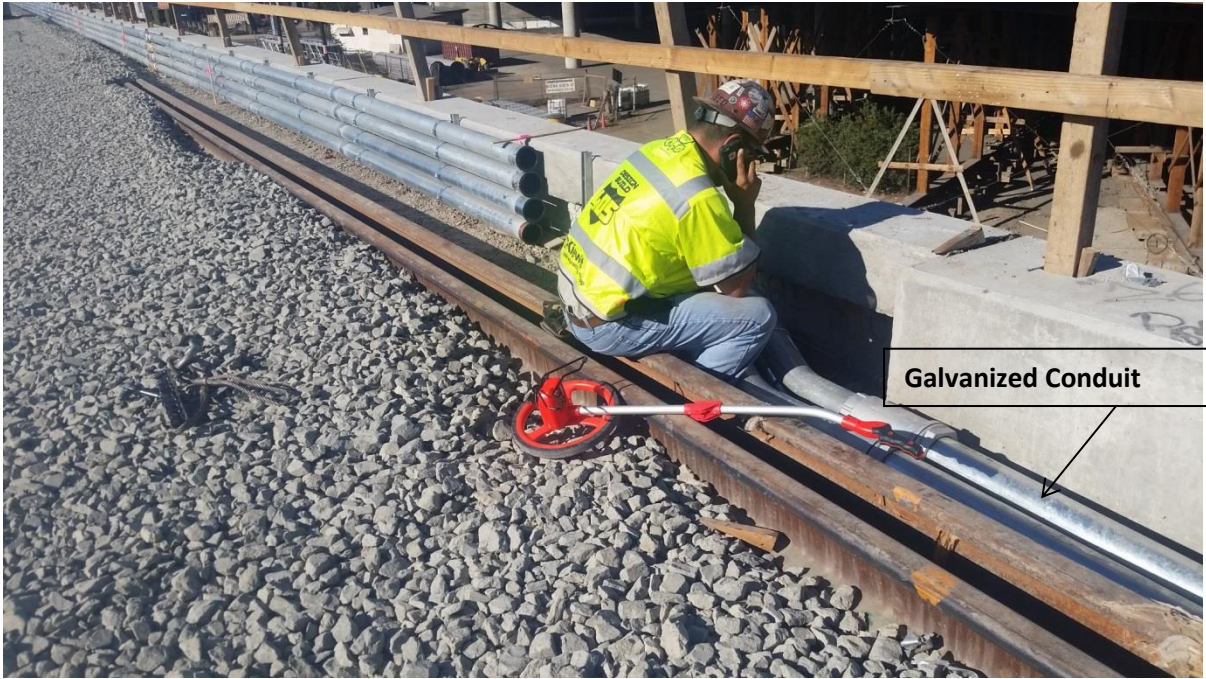


I-5 North HOV Project at Empire Avenue

ATTACHMENT B – MSE Wall and Straps



ATTACHMENT C – Galvanized Conduit on top of MSE wall



ATTACHMENT D: MSE Wall (Back)





Board Report

File #: 2017-0098, File Type: Program

Agenda Number: 9.

AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE APRIL 19, 2017

SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM SEMI-ANNUAL UPDATE

ACTION: APPROVE ADOPTION OF UPDATED SUBREGIONAL PROJECT LIST

RECOMMENDATION

CONSIDER:

- A. APPROVING \$11.8 million of additional programming within the capacity of the **Measure R Highway Subregional Programs** and funding changes via the updated project list, as shown in Attachment A;
- Highway Operational Improvements in Arroyo Verdugo
 - Highway Operational Improvements in Las Virgenes Malibu
 - I-405, I-110, I-105 and SR-91 Ramp and Interchange Imp. (South Bay)
 - I-605 Corridor “Hot Spots” Interchange Imp. in Gateway Cities
 - I-710 South and/or Early Action Projects in Gateway Cities
- B. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for approved projects; and
- C. RECEIVING AND FILING the **SR-138 Capacity Enhancements** (North County) project list as shown in Attachment B.

ISSUE

The Measure R Highway Subregional Program update allows the Highway Program and each subregion or lead agency, to revise delivery priorities and project budgets for the proposed implementation plan of the Measure R Highway subregional projects. The attached updated project lists include projects which have already received prior Board approval, as well as proposed changes related to schedule, scope, funding allocation and the addition or removal of projects. The Board’s approval is required as the updated project lists serve as the basis for Metro to enter into agreements with the respective implementing agencies.

DISCUSSION

The Measure R Expenditure Plan included the following Highway Capital Project Subfunds:

- Highway Operational Improvements in Arroyo Verdugo subregion
- Highway Operational Improvements in Las Virgenes Malibu subregion
- I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)
- State Route 138 Capacity Enhancements in North County
- I-605 Corridor “Hot Spots” Interchange in Gateway Cities
- I-710 South and/or Early Action Projects in Gateway Cities

These Highway Capital Projects are not fully defined in the Measure R Expenditure Plan. Definition, development, and implementation of specific projects with independent utility are advanced through collaborative efforts by Metro’s Highway Program staff, the subregional authorities/Council of Government for the subfund, the project sponsor, and Caltrans for projects on their facilities.

At the December 2016 Board meeting (File#2016-0589), revised project lists and funding allocations for the Highway Capital Subfunds were approved. This update recommends changes requested by each subregion.

The changes in this update include \$11.8 million in additional programming for 9 projects which are either new or existing, in two subregions - Arroyo Verdugo and Gateway Cities Subregions - as detailed in Attachment A. Highway Program staff will continue to work closely with each subregion and/or lead agency to identify and deliver Highway Operational Improvement Projects.

A nexus determination has been completed for each new project added to the list. All of the projects on the attached project list provide highway operational benefits and meet the Highway Operational and ramp/interchange improvements definition approved by the Board.

Highway Operational Improvements in Arroyo Verdugo Subregion

Through Measure R, the subregion has completed 10 projects and expended \$24 million. The subregion has identified 44 projects and currently has agreements executed for 17 active projects which are in planning, design, or construction phases. The updated subregional project list includes funding adjustments for 5 existing projects and includes 5 new projects recommended by the Arroyo Verdugo Subregion.

City of Burbank

- Reprogram \$250,000 previously programmed in Prior Years to FY17-18 and \$3,717,000 programmed in FY 18/19 to FY20/21 for MR310.07 - the Widen Magnolia Blvd/I-5 Bridge project. The total project budget of \$3,967,000 remains unchanged. The City is reprogramming the funds for this project into later fiscal years due to the Caltrans I-5 HOV project currently in construction. Upon completion of the I-5 HOV project, the City will start work on this project.
- Reprogram \$250,000 previously programmed in Prior Years to FY17-18 and \$3,647,000

programmed in FY18/19 to FY20-21 for MR310.10 - the Widen Olive Ave/I-5 Bridge. The total project budget of \$3,897,000 remains unchanged. The City is reprogramming the funds for this project into later fiscal years due to the Caltrans I-5 HOV project currently in construction. Upon completion of the I-5 HOV project, the City will start work on this project.

- Program an additional \$59,821 and reprogram \$600,000 previously programmed in FY18/19 into the following fiscal years: \$185,790 in FY16-17 and \$474,031 in FY17-18 for MR310.23 - the Chandler Bikeway Extension (Call Match) F7506. The total revised project budget is \$659,821. The funds are being reprogrammed into two fiscal years to align with the Call for Projects programmed years.

New Measure R Projects and Funding for City of Burbank:

- Program \$1,300,000 in FY17-18 for the SR-134 Corridor Arterial Signal Improvements Project (Riverside Dr, Magnolia Blvd, Alameda Ave), Phase 1. The total project budget is \$1,300,000 for construction support and capital. The project consists of upgrades to seven existing traffic signals: (Riverside Dr/Bob Hope Dr, Riverside Dr/Reese Pl, Riverside Dr/Main St, Magnolia Blvd/Avon St, Magnolia Blvd/Pass Ave, Alameda Ave/Bob Hope Dr and Alameda/Ave/Naomi St. The existing signal equipment is Caltrans 1964 standard poles which will be upgraded to Caltrans 2015 standard poles. These intersections are currently operating at Level of Service D or E due to high pedestrian crossing counts and high arterial volumes from diverted freeway traffic. These signals will be synchronized with adjacent signals once fiber optic connections are installed. The project will improve Level of Service on these arterials parallel to State Route 134, and will enable City streets to be used as a freeway detour.

Measure R NEXUS to Highway Operational Definition: This is a traffic signal system upgrade/timing/synchronization project which will improve level of services on these arterials which are parallel to SR-134. This is an eligible Measure R Highway Operational Improvement Project.

- Program \$1,400,000 in FY 17-18 for the Media District Traffic Signal Improvements (Olive Ave, Riverside Dr. and Alameda St) project. The total programmed budget is \$1,400,000 for construction capital and support. The project consists of upgrades to eight existing traffic signals and vehicle detectors at: Olive/Hollywood Way, Olive/Lakeside Dr, Riverside Dr/California St, Riverside Dr/Avon St, Riverside Dr/Olive, Riverside Dr/Hollywood Way, Riverside Dr/Pass Ave, and Alameda Ave/Pass Ave. These intersections are currently operating at Level of Service D or E due to high pedestrian crossing counts and high arterial volumes from diverted freeway traffic. These signals will be synchronized with adjacent signals once fiber optic connections are installed. Traffic surveillance equipment will also be installed and roadway work will be undertaken to modify center medians for increased left turn storage at three intersections.

Measure R NEXUS to Highway Operational Definition : This is a traffic signal system upgrade/timing/synchronization improvement project and will improve Level of Service for these arterials which are parallel to State Route 134. The proposed signal synchronization will

allow for the use of City streets as a freeway detour. This is an eligible Measure R Highway Operational Improvement Project.

- Program \$800,000 in FY 17-18 for the I-5 Corridor Signal Improvements (Third St, Buena Vista St, Olive Ave and Magnolia Blvd), Phase 1 project. The total programmed budget is \$800,000 for construction support and capital. The project consists of upgrades to five existing traffic signals at: 3rd St/Angeleno Ave, Buena Vista St/Tulare, Buena Vista/ Thornton, Olive Ave/Virginia and Magnolia Bl/Reese Pl. The existing signal equipment is Caltrans 1964 standard poles which will be upgraded to Caltrans 2015 standard poles. The project will also add left turn phasing at 3rd St/Angeleno Ave and Buena Vista St/Thornton, key arterials serving I-5 on/off ramps. These intersections are currently operating between Level of Service C and D due to high traffic volumes to and from Interstate 5. The project will upgrade and synchronize these signals once fiber optic connections are installed. These improvements will reduce congestion for vehicles traveling to and from I-5.

Measure R NEXUS to Highway Operational Definition : This is a traffic signal system upgrade/timing/synchronization project, which will reduce congestion for vehicles traveling to and from I-5, an eligible Measure R Highway Operational Improvement Project.

- Program \$500,000 in FY 17-18 and \$1,400,000 in FY 18-19 for the Glenoaks Ave Arterial and First Street Signal Improvements project. The total programmed budget is \$1,900,000 for PS&E and construction support and capital. The project consists of upgrading existing traffic signals and providing left-turn phasing at 11 intersections along Glenoaks Blvd (Reese Pl, Bethany Rd, Delaware Rd, Fairmont Rd, Grinell Dr, Cypress Ave, Magnolia Bl, Orange Grove Ave, Angeleno Ave, Verdugo Ave, and Alameda Ave) and an intersection on First St/Orange Grove Ave. The existing signal equipment is Caltrans 1964 standard poles, which will be upgraded to Caltrans 2015 standard poles. Glenoaks Blvd is a key arterial that is parallel to Interstate 5 and serves Burbank, Glendale, and Los Angeles. These intersections are currently operating between Level of Service C and E due to high traffic volumes, left-turn queues and the distance between the closely spaced intersections. The project will reduce left-turn vehicle queues to enhance existing synchronization during peak periods. These improvements will reduce congestion for vehicles using Glenoaks Blvd as an alternative to Interstate 5.

Measure R NEXUS to Highway Operational Definition : This is a traffic signal system upgrade/timing/synchronization project, which will synchronize Glenoaks Blvd, a key arterial that is parallel to Interstate 5 and serves Burbank, Glendale, and Los Angeles. This is an eligible Measure R Highway Operational Improvement Project.

City of Glendale

- Program an additional \$17,123 for MR310.34 - Regional Bike Stations (Call Match) F7709. The funds will be programmed in FY17/18 for a total project budget of \$332,123. This project is a local match to F7709 and funds are being reprogrammed to align with the Call for Projects

programmed year.

- Amend the project definition for the previously titled Traffic Signal Installation and Modifications at various locations project, programmed under the November 16, 2016 Board Report to the Planning and Programming Committee. The project title is being revised to Traffic Signal Installation on Glenwood Road and Signal Modifications on La Crescenta Ave and Central Ave. The project will now consist of Installation of Signals at Glenwood Rd/Pacific Ave, and signal modifications at La Crescenta Ave/Montrose Ave, La Crescenta Ave/Honolulu Ave and Central Ave/Chevy Chase. There is no change to the programmed budget or the program year.

New Measure R Project and Funding for City of Glendale:

- Program \$400,000 in FY 17-18 for the San Fernando Road/Los Angeles St Traffic Signal Installation and Intersection Modification project. The project includes the installation of a new traffic signal and intersection modifications (realignment). San Fernando Rd is a regional arterial in Glendale, runs parallel to I-5, and is used as an alternate route when the freeway is congested. Due to pedestrians jay walking across San Fernando Rd at the Los Angeles St intersection, vehicles brake suddenly on San Fernando interrupting traffic flow and causing risk of rear-end accidents. The intersection will be redesigned and signalized to shorten pedestrian walking distance and reduce conflicts on San Fernando Rd. These improvements will reduce incident delays and provide more green time to San Fernando Rd traffic.

Measure R NEXUS to Highway Operational Definition: This is a traffic signal/ safety improvements project that reduces incident delay, and accidents on San Fernando Rd, an eligible Measure R Highway Operational Improvement Project.

Highway Operational Improvements in Las Virgenes Malibu Subregion

Through Measure R, the subregion has completed 5 projects and expended \$81 million. The subregion has identified 24 projects and currently has agreements executed for 17 active projects which are in planning, design, or construction phases. The updated subregional project list includes funding adjustments to 5 projects currently pursued by the Las Virgenes Malibu Subregion.

City of Agoura Hills

- Deobligate \$3,350,000 in Prior Years from the Palo Comado Interchange Project (MR311.03). The total revised project budget is \$4,000,000 programmed in Prior Years. The deobligated funds will be reprogrammed to complete construction of the Agoura Road Widening Project (MR311.05).
- Program an additional \$3,350,000 in FY16-17 for the Agoura Road Widening Project (MR311.05). The revised total project budget has increased to \$36,850,000. The City is programming additional funds to this project due to increased construction cost estimate

because of environmental mitigation costs, costs associated with issues requiring further legal counsel related to multiple purchase and sale agreements established as part of the right-of-way phase, the installation of fiber optic communication lines, completing final punch list items and a need to address field condition variances identified during construction.

City of Westlake Village

- Deobligate \$410,000 in Prior Years from the Rte 101/Lindero Cyn. Rd. Interchange Improvements Project (MR311.10). The deobligate funds are not required to complete the traffic signal, bridge widening or turning lane improvements on Agoura Rd and Lindero Canyon Rd. The revised project budget is \$3,251,000. The deobligated funds will be reprogrammed into MR311.18 to complete construction of U.S.101/Lindero Canyon Rd Interchange Improvements from Thousand Oaks Blvd to Agoura Rd.
- Deobligate \$40,000 in Prior Years from the Highway 101 Park and Ride Lot Construction (MR311.19). The total revised project budget is \$4,943,605 programmed in Prior Years. The deobligated funds will be reprogrammed to complete construction of the Rte. 101/Lindero Cyn. Rd. Interchange Improvements, Phase 3A Construction (MR311.18).
- Program an additional \$450,000 in FY 16-17 for Rte. 101/Lindero Cyn. Rd. Interchange Improvements, Phase 3A Construction (MR311.18). The revised project budget is \$9,419,000. The city is programming additional funds for this project to complete the remaining Lindero Canyon Rd widening improvements between Thousand Oaks Blvd and Agoura Rd.

I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)

Through Measure R, the subregion has completed 11 projects and expended \$58 million. The subregion has identified 66 projects and currently has agreements executed for 32 active projects which are in planning, design or construction phases. The updated subregional project list includes funding adjustments for 8 projects and includes 3 new projects recommended by the South Bay Subregion.

Caltrans

- Program an additional \$357,003 in FY16-17 for MR312.11, the ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections Improvement Project. The revised project budget is \$5,357,000. This project is currently in construction and should be completed Spring of 2017. Additional funds have been requested for construction support/management. The budget increase will ensure that the project and its scope are completely delivered on time.

City of El Segundo

- Deobligate \$342,424 from MR312.22 - Maple Ave. Improvements from Sepulveda Blvd to Parkview Ave. This project has been completed and project charges have been audited by Metro. Project savings are being deobligated and will be repurposed for other projects funded under line 33 of the Measure R Ordinance/Expenditure Plan.

City of Gardena

- Deobligate \$173,013 from MR312.17 - Rosecrans Ave. Improvements from Vermont Ave to Crenshaw Blvd. This project has been completed and project charges have been audited by Metro. Project savings are being deobligated and will be repurposed for other projects funded by line 33 of the Measure R Ordinance/Expenditure Plan.
- Deobligate \$282,025 from MR312.19 - Artesia Blvd at Western Ave Intersection Improvements. This project has been completed and project charges have been audited by Metro. Project savings are being deobligated and will be repurposed for other projects funded by line 33 of the Measure R Ordinance/Expenditure Plan.
- Deobligate \$259,657 from MR312.21 - Vermont Ave. Improvements from Rosecrans Ave to 182nd St. This project has been completed and project charges have been audited by Metro. Project savings are being deobligated and will be repurposed for other projects funded by line 33 of the Measure R Ordinance/Expenditure Plan.

City of Lawndale

- Reprogram \$1,039,262 for MR312.49 - Redondo Beach Blvd Mobility Improvements from Prairie to Artesia (Call Match) F9101. The funds will be programmed as follows: \$272,890 in FY16-17, and \$766,308 in FY17-18. This project is a local match to F9101 and funds are being reprogrammed to align with the Call for Projects programmed year.

New Measure R Project and Funding for City of Lawndale

- Program \$507,799 for the Manhattan Beach Blvd and Hawthorne Blvd left-turn Traffic Signal Improvements project. This project will replace and relocate existing east and westbound traffic signal support assemblies and footings, for extended mast arms with signal heads for left turn protected phasing on Manhattan Beach Blvd at Hawthorne Blvd SR-107. Due to the limited visibility of the signal heads, the configuration of the intersection, and lack of left-turn permissive phasing, motorists are being stranded in the intersection causing delays and safety issues for vehicles trying to go NB and SB on Hawthorne Blvd.

Measure R NEXUS to Highway Operational Definition: This project is signal and intersection improvements project which will install new mast arms and signal heads for left turn phasing on SR-107. This is an eligible Measure R Highway Operational Improvement.

City of Los Angeles

- Reprogram \$1,313,041 for MR312.51 - Improvements on Anaheim St. from Farragut Ave. to Dominguez Channel (Call Match) F7207. The funds will be programmed as follows: \$262,608 in FY16-17, and \$1,050,433 in FY17-18. This project is a local match to F7207 and funds are being reprogrammed to align with the Call for Projects programmed year.

New Measure R Project and Funding for City of Los Angeles

- Program \$2,875,000 in FY17-18 for the Alameda St. South widening from Anaheim St. to Harry Bridges Blvd. The project proposes to widen Alameda St on the West Side to a Major Highway Class II. Currently, Alameda St. south is a 50' 4 lane roadway, which will be widened to an 80' 6 lane facility. Alameda St. provides connections to PCH (SR-1), SR-47 and is currently operating at a deficient level of service D or F in peak hour traffic.

Measure R NEXUS to Highway Operational Definition: This project is an intersection and street widening project which provides direct access to SR-1 and SR-47. This is an eligible Measure R Highway Operational Improvement.

County of Los Angeles

- Deobligate \$3,322,000 from FY19/20 for the Del Amo Blvd Improvements Project (frm. Western Ave to Vermont Ave) MR312.16. The revised project budget is \$23,498,000. The project is wrapping up a planning study and the deobligated funds are not required for the project at this time. The funds will be reprogrammed into other projects which will commence work in the upcoming fiscal year.

City of Manhattan Beach

- Deobligate \$18,531 from MR312.04 - Sepulveda Blvd at Marine Ave Intersection Improvements. This project has been completed and project charges have been audited by Metro. Project saving are being deobligated and will be repurposed for other projects funded by line 33 of the Measure R Ordinance/Expenditure Plan.

Port of Los Angeles

New Measure R Project and Funding for Port of Los Angeles

- Program \$900,000 for the Port of Los Angeles SR-47/Vincent Thomas Bridge and Harbor Blvd/Front Street Improvements. The project proposes to improve safety and operations for vehicles entering and exiting SR-47 from the Harbor Blvd / Front St. Interchange. The on/off ramps at Harbor Blvd / Front St. interchange routinely back up during peak periods due to vehicles slowing and weaving on the ramp because of the shared terminus with I-110 and SR-47.

Measure R NEXUS to Highway Operational Definition: This project is an on/off ramps improvement project for the SR-47 and I-110 at Harbor Blvd / Frontage Rd. This is an eligible Measure R Highway Operational Improvement.

City of Torrance

- Deobligate \$280,130 from MR312.18 - Maple Ave at Sepulveda Blvd Intersection Improvements. This project has been completed and project charges have been audited by Metro. Project saving are being deobligated and will be repurposed for other projects funded by line 33 of the Measure R Ordinance/Expenditure Plan.

State Route 138 Capacity Enhancements

Through Measure R, the subregion has expended \$21 million and identified and executed 11 agreements for projects which are in planning, design or construction phases. The subregional project list (Attachment B) does not include any funding or schedule adjustments.

I-605 Corridor “Hot Spots” Interchanges

Through Measure R, the Gateway Cities subregion has expended \$36 million, identified 34 projects and currently has agreements executed for 24 active projects, which are in planning, design or construction phases. The updated subregional project list includes funding adjustments to 1 project and the addition of 2 new projects recommended by the 91/605/405 Technical Advisory Committee.

Metro

- Deobligate \$9,500,000 from MR312.50 - The Freeway Early Action Projects strategic reserve line item. Funds are being deobligated to complete the project approval/environmental document and project specifications and estimates of two projects on I-605.

New Measure R Projects for Metro

- Program \$3,000,000 for the I-605 Southbound Beverly Blvd on/off ramp Interchange Improvements Project. This project will complete a Project Report (PR) and Plans, Specifications, and Estimates (PS&E) for the Beverly Blvd Interchange Improvements. The funds will be programmed over two fiscal years: \$100,000 in FY16-17 and \$2,900,000 in FY17-18. The total project budget for the PR and PS&E is \$3,000,000.

Measure R NEXUS to Highway Operational Definition : This project will environmentally clear and reconfiguring the I-605 Southbound Beverly Blvd Interchange on/off ramps. This is an eligible Measure R Highway Operational Improvement.

- Program \$5,500,000 for the I-605 Southbound from SR-91 to South Street Improvements Project. This project will develop a Project Report (PR) and Plans, Specifications, and Estimates (PS&E) for the improvements. The funds will be programmed over two fiscal years: \$200,000 in FY16-17 and \$5,400,000 in FY17-18. The total project budget for PR and PS&E is \$5,500,000.

Measure R NEXUS to Highway Operational Definition : This project will environmentally clear

and design an auxiliary lane to allow for additional merging distance for vehicles entering southbound I-605 from both WB and EB SR-91. The project will reduce congestion and improve freeway operations (both mainline and ramps), improve safety and the local and system interchange operations. This is an eligible Measure R Highway Operational Improvement.

Caltrans

New Measure R Projects for Caltrans

- Program \$500,000 for the I-605 Southbound Beverly on/off ramp Interchange Improvements Project. Caltrans will prepare the environmental clearance documentation for the Beverly Blvd on/off ramp improvements. The funds will be programmed over two fiscal years, \$100,000 in FY16-17 and \$400,000 in FY17-18. The total project budget is \$500,000.

Measure R NEXUS to Highway Operational Definition: This project will environmentally clear and reconfiguring the I-605 Southbound Beverly Blvd Interchange on/off ramps. This is an eligible Measure R Highway Operational Improvement.

- Program \$500,000 for the I-605 Southbound from SR-91 to South Street Improvements Project. Caltrans will prepare the environmental clearance documentation for the I-605 Southbound from SR-91 to South Street Improvements. The funds will be programmed over two fiscal years, \$100,000 in FY16-17 and \$400,000 in FY17-18. The total project budget is \$500,000.

Measure R NEXUS to Highway Operational Definition: This project will environmentally clear and design an auxiliary lane to allow for additional merging distance for vehicles entering southbound I-605 from both WB and EB SR-91. The project will reduce congestion and improve freeway operations (both mainline and ramps), improve safety and the local and system interchange operations. This is an eligible Measure R Highway Operational Improvement.

County of Los Angeles

- Reprogram \$800,000 into two fiscal years for the South Whittier Bikeway Access Improvements Project (Call Match) F9511. Funds will be programmed as follows: \$155,000 in FY17/18 and \$645,000 in FY19/20. This project is a local match to F9511 and funds are being reprogrammed to align with the Call for Projects programmed year.

City of Long Beach

- Program an additional \$53,000 for the Park or Ride project (Call Match) F9808. The revised project budget will be \$213,000 and will be programmed as follows: \$14,900 in FY16-17, \$49,341 in FY17-18, \$62,486 in FY18/19, \$71,780 in FY19/20 and \$14,097 in FY20/21. This

project is a local match to F9808 and funds are being reprogrammed to align with the Call for Projects programmed year.

I-710 South and/or Early Action Project

Through Measure R, the Gateway Cities subregion has completed 2 projects and expended \$71 million. The subregion has identified 14 projects and currently has agreements executed for 9 active projects which are in planning, design, or construction phases. The updated subregional project list includes funding adjustments for 3 projects and includes 2 new projects recommended by the I-710 Technical Advisory Committee.

City of Bell

- Program an additional \$23,602 for MR306.37 - Eastern Ave. At Bandini Rickenbacker Project (Call Match) F9200. The funds will be programmed in FY16/17 for a total project budget of \$178,602. This project is a local match to F9200 and funds are being reprogrammed to align with the Call for Projects programmed year.

City of Bell Gardens

- Reprogram \$258,000 into two fiscal years for MR306.35 - Florence/Jaboneria Intersection Project (Call Match) F9111. Funds will be programmed as follows: \$100,403 in FY19/20 and \$183,045 in FY20/21. The project budget remains unchanged. This project is a local match to F9111 and funds are being reprogrammed to align with the Call for Projects programmed year.

City of Downey

- Deobligate \$223,000 from MR306.20 - the Paramount Blvd/Firestone Blvd Improvements Project. The revised project budget is \$3,169,000. The project has been completed and project savings are being deobligate and reprogrammed into another Operational Improvements Project.

New Measure R Project for Downey

- Program \$223,000 for Firestone Blvd Improvement Project (Old River Road and west city limit). These funds are direct savings from the Paramount Blvd/Firestone Blvd Improvements Project. Funds will be used for PS&E and construction of Firestone Improvements, which will increase the number of arterial lanes from two to three in each direction; construct a raised median island to increase vehicle throughput; and, installation a new traffic signal. This project addresses long term traffic projections identified in the I-710 South EIR/EIS.

Measure R Nexus to Highway Operational Definition

This is a street widening project which will improve operations on Firestone Blvd, a major east/west arterial and one of the most important truck routes in the Gateway Cities. The

improvements are located within a mile of I-710 and are eligible Measure R Highway Operational Improvements.

City of South Gate

New Measure R Project and Funding for South Gate

- Program \$5,700,000 for construction of the I-710 Soundwalls Early Action Projects, Package 1: Outside of Caltrans right-of-way. The design is expected to be complete early summer with advertising of the project this fall. The funds will be programmed over three fiscal years, \$200,000 in FY16-17, \$4,500,000 in FY17-18, and \$1,000,000 in FY 18-19. The total project budget is \$5,700,000.

Measure R Nexus to Highway Operational Definition:

This is an early action soundwall project of the I-710 Corridor Project, currently in PA&ED phase. The improvements are located in the City of South Gate and within a mile of I-710 Freeway. This is an eligible Measure R Highway Operational Improvement Project.

Metro

- Deobligate \$3,000,000 from the I-710 ITS/Air Quality Early Action (grant match) strategic reserve project line. Funds have been deobligated and reprogrammed for grants that have been awarded to Metro. The revised project budget is \$8,760,000.

New Measure R Project for Metro

- Program \$3,000,000 in FY17-18 for the FRATIS Modernization Project. Metro was successful in obtaining a grant for this project from the Advanced Transportation and Congestion Management Technology Deployment (ATCMTD) Program through the Federal Highway Administration (FHWA). The project will provide a transparent optimization method for truck and terminal operations. FRATIS will exchange information between drayage operators and marine terminal operators regarding container and truck status to enhance truck and terminal efficiencies. The project will build upon past and current FRATIS projects in Los Angeles County. This project would enable FRATIS to be scaled beyond a pilot phase into actual implementation and commercialization. The project entails integration for 500 existing drayage trucks serving the Ports of Los Angeles and Long Beach (POLA/POLB). Measure R funds will be used as matching funds for the ATCMTD grant as outlined in the I-710 ITS/Air Quality Early Action Project.

Measure R Nexus to Highway Operational Definition: The project will improve the movement of people, goods, reduce congestion, and improve air quality on I-710 and adjacent arterials. Also, this project will demonstrate advanced freight transportation information systems for drayage trucks.

Port of Los Angeles

- Amend the assigned project sponsor from Metro to the Port of Los Angeles for the Port of Los Angeles' I-710 Eco-FRATIS Drayage Truck Efficiency Project (MR306.40). POLA and Metro were successful in obtaining a grant for this project through the California Energy Commission (CEC). Measure R funds will be used as matching funds for the CEC grant. The project will reduce truck fuel consumption and greenhouse gas emissions by using the most eco-friendly truck routes, increase marine terminal throughput and optimize truck dispatch and arrival times at the marine terminal. The project entails integration for 100 existing drayage trucks serving the Ports of Los Angeles and Long Beach (POLA/POLB).

Measure R Nexus to Highway Operational Definition: The project will improve the movement of people, goods, reduce congestion, and improve air quality on I-710 freeway and adjacent arterials. This project will demonstrate advanced freight transportation information systems for drayage trucks.

DETERMINATION OF SAFETY IMPACT

The recertification of the project lists and funding allocations will have no adverse impact on the safety of Metro's patrons and employees and the users of the referenced transportation facilities.

FINANCIAL IMPACT

Funding for the Highway projects is from the Measure R 20% Highway Capital Subfund earmarked for the subregions. Funds are available for Arroyo Verdugo (Project No. 460310), LasVirgenes/Malibu (Project No. 460311), and South Bay (Project No. 460312) subregions in the FY17 budget. These three programs are under Cost Center 0442 in Account 54001 (Subsidies to Others).

Funding for the SR-138 Project Approval and Environmental Document (September 2012 Board Action) is included in the FY17 budget under project No. 461330, Cost Center 4720 in Account 50316. The remaining funds are distributed from the Measure R 20% Highway Capital Subfund via funding agreements to Caltrans, and the Cities of Palmdale and Lancaster under Cost Center 0442 in (Project No. 460330), Account 54001 (Subsidies to Others).

Funding for Projects in the I-605 Corridor "Hot Spots" (Project No. 460314) is included in Cost Center 0442, account 54001, and under 461314, task 5.2.100, 462314, task 5.2.100, 463314, task 5.2.100, 464314, task 5.1.100, 467314, task 5.2.100, 468314, task 5.3.100, 469314, task 5.3.100, I-710 Early Action Projects (Project No. 460316) and also under 462316, task 5.2.100, 463316, task 5.3.100, 463416, task 5.3.100 and 463516, task 5.3.100 are included in the FY17 budget.

Moreover, programmed funds are based on estimated revenues. Since each MRSHP is a multi-year program with various projects, the cost center managers and the Senior Executive Officer of the Highway Program will be responsible for budgeting the costs in current and future years. Adjustments in programmed funds, as necessary, will be made for future years if required.

Impact to Budget

The source of funds for these projects is Measure R 20% Highway. This fund sources is not eligible for Bus and Rail Operations or Capital expenses and will have no impact on the FY17 budget.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the revised project lists and funding allocations. However, this option is not recommended as it will be inconsistent with Board direction given at the time of the 2009 L RTP adoption and may delay the development and delivery of projects.

NEXT STEPS

Metro Highway Program Staff will continue to work with the subregions to identify new and deliver existing projects. As work progresses, updates will be provided to the Board on a semi-annual basis and as necessary.

ATTACHMENTS

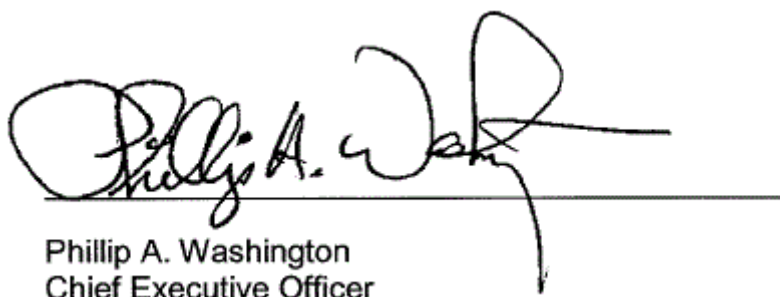
Attachment A - Measure R Highway Subregional Project List

Attachment B - SR-138 Capacity Enhancements Project List

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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Measure R Highway Operational Improvements Project List
 Arroyo Verdugo Subregion Measure R Highway Operational Improvements Project List

Programmed Dollars in Thousands

(C)hange (A)dd (D)elate	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
			Arroyo Verdugo Operational Improvements (44 projects - 5 new)	67,051	39,566	3,721	14,700	1,400	0	7,364
	Burbank	MR310.06	San Fernando Blvd. / Burbank Blvd. Intersection	2,325	2,325					
C	Burbank	MR310.07	Widen Magnolia Blvd / I-5 Bridge for center-turn lane	3,967			250			3,717
	Burbank	MR310.08	I-5 Corridor Arterial Signal Improvements	2,600	2,600					
	Burbank	MR310.09	SR-134 Corridor Arterial Signal Improvements	2,975	2,975					
C	Burbank	MR310.10	Widen Olive Ave / I-5 Bridge for center-turn lane	3,897			250			3,647
	Burbank	MR310.11	Olive Ave. / Verdugo Ave. Intersection Improvement	1,600	1,600					
C	Burbank	MR310.23	Chandler Bikeway Extension (call match) F7506	659,821		185,790	474,031			
A	Burbank	TBD	SR-134 Corridor Arterial Signal Improvements - Phase 1	1,300			1,300			
A	Burbank	TBD	Media District Traffic Signal Improvements	1,400			1,400			
A	Burbank	TBD	I-5 Corridor Arterial Signal Improvements - Phase 1	800			800			
A	Burbank	TBD	Glencocks Blvd Arterial and First St Signal Improvements	1,900			500	1,400		
			TOTAL BURBANK	23,424	9,500	186	4,974	1,400	0	7,364
	Glendale	MR310.01	Fairmont Ave. Grade Separation at San Fernando Rd. (Construction) (Completed)	1658.7	1,659					
	Glendale	MR310.02	Fairmont Ave. Grade Sep. at San Fernando -- Design (FA canceled and funds previously moved to MR310.01)	0						
	Glendale	MR310.04	San Fernando/Grandview At-Grade Rail Crossing Imp. (Completed)	1,850	1,850					
	Glendale	MR310.05	Central Ave Improvements / Broadway to SR-134 EB Offramp (Completed)	3,250	3,250					
	Glendale	MR310.13	Glendale Narrows Bikeway Culvert	876.5	876.50					
	Glendale	MR310.14	Verdugo Road Signal Upgrades (Completed)	557	557					
	Glendale	MR310.16	SR-134 / Glendale Ave. Interchange Modification	1,585	1,585					
	Glendale	MR310.17	Ocean Blvd. Project -- from Verdugo Rd. to N'ly City Boundaries	1,000	1,000					
	Glendale	MR310.18	Sonora Avenue At-Grade Rail Crossing Safety Upgrade (Completed)	2,700	2,700					
	Glendale	MR310.19	Traffic Signal Sync Brand / Colorado-San Fernando / Glendale-Verdugo (Completed)	1,250	1,250					
	Glendale	MR310.20	Verdugo Rd / Honolulu Ave / Verdugo Blvd Intersection Modification (Completed)	400	400					
	Glendale	MR310.21	Colorado St. Widening between Brand Blvd. and East of Brand Blvd. (Completed)	350	350					
	Glendale	MR310.22	Glendale Narrows Riverwalk Bridge	600	600					

ATTACHMENT A

(C)change (A)dd (D)lete	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
	Glendale	MR310.24	Construction of Bicycle Facilities	300	300					
	Glendale	MR310.25	210 Soundwalls Project	4,520		1,520	3,000			
	Glendale	MR310.26	Bicycle Facilities, Phase 2 (Class III Bike Routes)	165		165				
	Glendale	MR310.28	Pennsylvania Ave Signal at I-210 On/Off-Ramps	400		400				
	Glendale	MR310.32	Regional Arterial Performance Measures	100			100			
	Glendale	MR310.34	Regional Bike Stations (Call Match) F7709	332,123			332,123			
C	Glendale	MR310.36	Signalizations of SR-2 Fwy Ramps @ Holly	600		100	500			
	Glendale	MR310.35	Signal Installations at Various Locations	1,500	1,500					
	Glendale	MR310.37	Verdugo Boulevard Traffic Signal Modification at Vahili Way and SR-2	600		600				
	Glendale	MR310.39	Widening of SR-2 Fwy Ramps @ Mountain	1,200	0	150	1,050			
	Glendale	MR310.40	Pacific Ave: Colorado to Glenoaks & Burchett St: Pacific To Central Street Improve	3,315	3,315					
	Glendale	MR310.41	Doran St. (From Brand Bold. To Adams St.)	1,200	1,200					
	Glendale	MR310.42	Arden Ave. (From Highland Ave. to Kenilworth St.) (Completed)	900	900					
	Glendale	MR310.43	Verdugo Rd. Street Improvements Project (Traffic Signal Modification)	585	585					
C	Glendale	TBD	Traffic Signals on Glenwood Rd. and Modifications on La Crescenta and Central Ave.	1,200			1,200			
A	Glendale	TBD	San Frenando Rd and Los Angeles Street Traffic Signal Installation & Intersection Modification	400			400			
			TOTAL GLENDALE	33,395	23,878	2,935	6,582	0	0	0
	La Canada Flintridge	MR310.03	Soundwalls on Interstate I-210 (Completed)	4,588	4,588					
	La Canada Flintridge	MR310.45	Soundwalls on Interstate I-210 in La Canada-Flintridge (phase 2)	1,800	600	600	600			
			TOTAL LA CANADA FLINTRIDGE	6,388	5,188	600	600	0	0	0
	LA County	MR310.44	Soundwalls on Interstate I-210 in LA Crescenta-Montrose	3,044	1,000		2,044			
			TOTAL LA COUNTY	3,044	1,000	0	2,044	0	0	0
	Metro	MR310.29	NBSSR Soundwalls on I-210 Glendale/La Crescenta-Montrose	800	0	300	500			
			METRO	800	0	300	500	0	0	0
			TOTAL ARROYO VERDUGO	67,051	39,566	4,021	14,700	1,400	0	7,364

Legend (C)change (A)dd (D)lete*

Change = project budget adjustment, reprogramming, scope adjustment

Add = addition of new project to the subregional list

Delete = removal of project from subregional list

ATTACHMENT A

Measure R Highway Operational Improvements Project List

Las Virgenes/Malibu Operational Improvements

(Programmed Dollars in Thousands)

Change (A)dd (D)lete	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
			Las Virgenes/Malibu Operational Improvements (24 projects)	141,851	104,901	21,550	10,400			
	Westlake Village	MR311.01	Lindero Canyon Road Interchange, Phase 3A Design	343,745	343,745					
	Westlake Village	MR311.02	Highway 101 Park and Ride Lot (Design)	243,650	243,650					
C	Westlake Village	MR311.10	Rte 101/Lindero Cyn. Rd. Interchange Improvements, Phase 3B,4B Construction (completed)	3,251	3,251					
C	Westlake Village	MR311.18	Rte 101/Lindero Cyn. Rd. Interchange Improvements, Phase 3A Construction	9,419	8,969,000	450				
C	Westlake Village	MR311.19	Highway 101 Park and Ride Lot (Construction)	4,943,605	4,943,605					
			TOTAL WESTLAKE VILLAGE	18,201,000	17,751,000	450	0	0	0	0
C	Agoura Hills	MR311.03	Palo Comando Interchange	4,000	4,000					
	Agoura Hills	MR311.04	Agoura Road/Kanan Road Intersection Improvements	1,000	1,000					
C	Agoura Hills	MR311.05	Agoura Road Widening (completed)	36,850	32,000,000	4,850				
	Agoura Hills	MR311.14	Kanan Road Overpass Expansion -- PSR, PR, PS&E	150	150,000					
	Agoura Hills	MR311.15	Agoura Hills Multi-Modal Center	100	0,000	100				
			TOTAL AGOURA HILLS	42,100	37,150	4,950	0	0	0	0
	Calabasas	MR311.06	Lost Hills Overpass and Interchange	33,000	26,000,000	7,000				
	Calabasas	MR311.07	Mulholland Highway Scenic Corridor Completion (completed)	4,389.8	4,389,800					
	Calabasas	MR311.08	Las Virgenes Scenic Corridor Widening	5,746.2	5,746,200					
	Calabasas	MR311.09	Parkway Calabasas/US 101 SB Offramp	214	214,000					
	Calabasas	MR311.20	Off-Ramp for US 101 at Las Virgenes Road	500	500,000					
	Calabasas	MR311.33	Park and Ride Lot on or about 23577 Calabasas Road (near Route 101) (completed)	3,700	3,700,000					
			TOTAL CALABASAS	47,550	40,550	7,000	0	0	0	0
	Malibu	MR311.24	Malibu/Civic Center Way Widening	3,000	2,250,000	750				
	Malibu	MR311.26	PCH-Raised Median and Channelization from Webb Way to Corral Canyon Road	6,950	3,050,000	900	3,000			
	Malibu	MR311.27	PCH Intersections Improvements	1,000	0,000	1,000				
	Malibu	MR311.28	Kanan Dume Road Arrestor Bed Improvements and Intersection with PCH (Construction) (completed)	900	900,000					
	Malibu	MR311.29	PCH Regional Traffic Message System (CMS)	2,500	500,000	500	1,000	500		
	Malibu	MR311.30	PCH Roadway and Bike Route Improvements fr. Busch Dr. to Western City Limits	500	500,000					
	Malibu	MR311.32	PCH and Big Rock Dr. Intersection and at La Costa Area Pedestrian Improvements	950	950,000					
	Malibu	MR311.35	Pacific Coast Highway Shoulder Improvements (Various Locations)	3,500	500,000	1,500	1,500			
	Malibu	MR311.11	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd	13,700	300,000	4,000	4,900	4,500		
			TOTAL MALIBU	33,000	8,950	8,650	10,400	5,000	0	0
	Hidden Hills	MR311.34	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements	1,000	500,000	500				
			TOTAL HIDDEN HILLS	1,000	500	500	0	0	0	0
			TOTAL LAS VIRGENES/MALIBU	141,851	104,901	21,550	10,400	5,000	0	0

Legend (C)hange (A)dd (D)lete

Change = project budget adjustment, reprogramming, scope adjustment

Add = addition of new project to the subregional list

Delete = removal of project from subregional list

ATTACHMENT A

Measure R Highway Operational Improvements Project List
 Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (SOUTH BAY)

(Programmed Dollars in Thousands)

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
	SBCCOG	MR312.01	I-405, I-110, I-105, and SR-91 RAMP and INTERCHANGE IMPROVEMENTS (SOUTH BAY) (66 projects - 3 new) South Bay Cities COG Program Development & Oversight and Program Administration (Project Development Budget Included)	233,024	140,588	25,008	36,078	23,946	6,415	0
			TOTAL SBCCOG	13,375	9,764	1,900	500	594	617	0
C	Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections	5,357	5,000	357				
	Metro/ Caltrans	MR312.24	I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I-110 Connector	20,000	3,450	5,900	5,900	4,750	0	
	Metro/ Caltrans	MR312.25	I-405 at 182nd St. / Crenshaw Blvd Improvements	20,000	2,000	2,000	5,900	5,900	4,200	
	Caltrans	MR312.29	ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110	9,000	9,000					
	Caltrans	MR312.45	PAED Integrated Corridor Management System (ICMS) on I-110 from Artesia Blvd and I-405	1,000	0			1,000		
			TOTAL CALTRANS	55,357	19,450	8,257	11,800	11,650	4,200	0
	Carson	MR312.37	Sepulveda Blvd widening from Alameda Street to ICTF Driveway	1,158	1,158					
	Carson	MR312.46	Upgrade Traffic Control Signals at the Intersection of Figueroa St and 234th St. and Figueroa and 228th st.	150	0	65	85			
	Carson	MR312.41	Traffic Signal Upgrades at 10 Intersections	1,400	0	500	900			
			TOTAL CARSON	2,708	1,158	565	985	0	0	0
C	El Segundo	MR312.22	Maple Ave Improvements from Sepulveda Blvd to Parkview Ave. (Completed)	2,500	2,500					
	El Segundo	MR312.27	PCH Improvements from Imperial Highway to El Segundo Boulevard	400	400					
	El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project	350	350					
			TOTAL EL SEGUNDO	3,250	3,250	0	0	0	0	0
C	Gardena	MR312.17	Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd (Completed)	4,967	4,967					
C	Gardena	MR312.19	Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) (Completed)	393	393					
C	Gardena	MR312.21	Vermont Ave Improvements from Rosecrans Ave to 182nd Street (Completed)	2,090	2,090					
	Gardena	MR312.02	Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave.	1,500		40	1,460			
	Gardena	MR312.09	Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave	2,523		80	180	2,263		
			TOTAL GARDENA	11,473	7,450	120	1,640	2,263	0	0

ATTACHMENT A

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
	Hawthorne	MR312.03	Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave (Completed)	2,100	2,100					
	Hawthorne	MR312.33	Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane)	3,600	3,600					
	Hawthorne	MR312.44	Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave (Completed)	7,551	7,551					
	Hawthorne	MR312.47	Signal Improvements on Prairie Ave from 118th St. to Marine Ave.	1,237	0	200	418	619		
	Hawthorne	MR312.54	Intersection Widening & Traffic Signal Modifications on Inglewood Ave at El Segundo Blvd; on Crenshaw Blvd At Rocket Road; on Crenshaw at Jack Northop; and on 120th St. from Prairie Ave to Felton Ave	2,000	0	1,000	1,000			
	Hawthorne	MR312.61	Hawthorne Blvd Arterial Improvements, from 126th St to 111th St.	4,400	0	600	1,000	2,800		
	Hermosa Beach	MR312.05	TOTAL HAWTHORNE	20,888	13,251	1,800	2,418	3,419	0	0
	Hermosa Beach	MR312.38	PCH (SR-1/PCH) Improvements between Anita St. and Artesia Boulevard (Southbound left turn lanes)	304	304					
	Hermosa Beach	MR312.63	Pacific Coast Highway at Aviation Blvd Intersection Improvements	872	872					
			PAVED on PCH from Aviation Blvd to Prospect Ave	1,800	0	400	1,400			
			TOTAL HERMOSA BEACH	2,976	1,176	400	1,400	0	0	0
	Inglewood	MR312.12	Intelligent Transportation System (ITS): City of Inglewood Citywide ITS Master Plan	3,500	3,500					
	Inglewood	MR312.50	ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection	384			192	192		
			TOTAL INGLEWOOD	3,884	3,500	0	192	192	0	0
	LA City	MR312.56	Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight	100	100					
C	LA City	MR312.51	Improve Anaheim St. from Farragut Ave. to Dominguez Channel (Call Match) F7207	1,313.04		262,608	1050,433			
A	LA City	TBD	Alameda St. (South) Widening firm. Anaheim St. to Harry Bridges Blvd	2,875			2875			
			TOTAL LA CITY	4,288	100	263	3,925	0	0	0
C	LA County	MR312.16	Del Amo Blvd improvements from Western Ave to Vermont Ave	23,498	6,900	5,000	5,000	5,000	1,598	
	LA County	MR312.52	ITS: Improvements on South Bay Arterials	1,021	0		401	620		
			TOTAL LA COUNTY	24,519	6,900	5,000	5,401	5,620	1,598	0

ATTACHMENT A

(C)hange (A)dd (D)elate	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
	Lawndale	MR312.15	Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp	500	500					
	Lawndale	MR312.36	ITS: City of Lawndale Citywide Improvements (Completed)	1,500	1,500					
C	Lawndale	MR312.49	Redondo Beach Blvd Mobility Improvements from Prairie to Artesia (Call Match) F9701	1,039,262		272,954	766,308			
A	Lawndale	TBD	Manhattan Bch Blvd at Hawthorne Blvd Left Turn Signal Improvements	508			300	208		
			TOTAL LAWDALE	3,547	2,000	273	1,066	208	0	0
	Lomita	MR312.43	Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut	900	900					
			TOTAL LOMITA	900	900	0	0	0	0	0
C	Manhattan Beach	MR312.04	Sepulveda Blvd at Marine Ave Intersection Improvements (West Bound left turn lanes) (Completed)	346	346					
	Manhattan Beach	MR312.28	Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 33rd Street to south of Rosecrans Ave	9,100	9,100					
	Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)	1,500	1,500					
	Manhattan Beach	MR312.35	Sepulveda Blvd at Manhattan Beach Blvd Intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)	980	980					
	Manhattan Beach	MR312.62	Sepulveda Blvd Operational Improvements at Rosecrans Ave, 33rd St, Cedar Ave, 14th St and 2nd St.	900	0	50	850			
			TOTAL MANHATTAN BEACH	12,826	11,926	50	850	0	0	0
	Metro/Caltrans	MR312.30	Feasibility Study for I-405 from I-110 to I-105 and I-105 from I-405 to I-110	400			400			
	Metro/Caltrans	TBD	Feasibility Study for I-405 from I-110 to I-105 and I-105 from I-405 to I-110	300			300			
	Metro/Caltrans	MR312.48	Western Ave. (SR-213) from Palos Verdes Drive North to Gardena – PSR	170		70	100			
	Metro/Caltrans	MR312.32	SR-1 from Eastern Boundary of Carson to Eastern Boundary of Torrance – PSR	170		70	100			
	Metro	PS4010-2540	South Bay Arterial Baseline Conditions Analysis (Completed)	250	250					
	Metro	MR312.31	Inglewood Transit Center at Florence/La Brea	1,500	260	1,240				
			TOTAL METRO	2,790	510	1,380	900	0	0	0

ATTACHMENT A

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
	Rancho Palos Verdes	MR312.39	Western Ave. (SR-213) from Palos Verdes Drive North to 25th street -- PSR	90		30	60			
			TOTAL RANCHO PALOS VERDES	90		30	60			
A	POLA	TBD	SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd	900		900				
			PORT OF LOS ANGELES	900		900				
	Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd	1,400	1,400					
	Redondo Beach	MR312.07	Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane)	586	586					
	Redondo Beach	MR312.08	Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane)	320	320					
	Redondo Beach	MR312.13	Aviation Blvd at Artesia Blvd intersection improvements (Completed) (Eastbound right turn lane)	22	22					
	Redondo Beach	MR312.14	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane) (Completed)	30	30					
	Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)	847	847					
	Redondo Beach	MR312.42	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)	5,175	5,175					
			TOTAL REDONDO BEACH	8,380	8,380	0	0	0	0	0
	Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements	19,600	19,600					
	Torrance	MR312.18	Maple Ave at Sepulveda Blvd Intersection Improvements (Completed) (Southbound right turn lane)	320	320					
	Torrance	MR312.23	Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd	18,100	18,100					
	Torrance	MR312.26	I-405 at 182nd St. / Crenshaw Blvd Operational Improvements	15,300	5,300	5,000	5,000			
	Torrance	MR312.40	Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvements	2,900	2,900					
	Torrance	MR312.58	Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements	852	852					
	Torrance	MR312.59	Pacific Coast Highway at Madison Ave Signal upgrades to provide left-turn phasing	500	500					
	Torrance	MR312.60	Crenshaw from Del Amo to Dominguez - 3 SB turn lanes at Del Amo Blvd, 208th St., Transit Center Entrance, Signal Improvements at 2 new signal at Transit Center	3,300	3,300					
			TOTAL TORRANCE	60,872	50,872	5,000	5,000	0	0	0
			TOTAL SOUTH BAY	233,024	140,588	25,008	36,078	23,946	6,415	0

Legend (C)hange (A)dd (D)elete

Change = project budget adjustment, reprogramming, scope adjustment

Add = addition of new project to the subregional list

Delete = removal of project from subregional list

ATTACHMENT A

Measure R Highway Operational Improvements Project List
 I-605/SR-91/I-405 Corridors "Hot Spots" (Gateway Cities)

(Programmed Dollars in Thousands)

Change (Add/Delete)	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
			INTERSTATE 605/STATE ROUTE 91/INTERSTATE 405 CORRIDOR "HOT SPOTS" (34 projects -- 1 new)	191,713	88,074	45,803	27,664	18,940	9,517	1,714
	GCCOG	MOU.306.03	GCCOG Engineering Support Services	300	300					
	GCCOG	MR315.29	Gateway Cities Third Party Support	100	100					
			TOTAL GCCOG	400	400					
	Metro	PS4720-3334	Program/Project Management Support of Measure R Funds	200	200					
	Metro	PS4720-3252	I-605 Arterial Hot Spots in the City of Whittier: PAED for Santa Fe Springs/Whittier, Painter/Whittier, & Colima Whittier Intersection Improvements	680	680					
	Metro	PS4720-3250	Arterial Hot Spots in the Cities of Long Beach, Bellflower, and Paramount: PAED for Lakewood/Alondra, Lakewood/Spring, and Bellflower Spring Intersection & PS&E for Lakewood/Alondra Intersection Improvements	573	573					
	Metro	PS4720-3251	Arterial Hot Spots in the Cities of Cerritos, La Mirada, and Santa Fe Springs: PAED for Valley View/Rosecrans, Valley View/Alondra, Carmenita/South, and Bloomfield/Artesia Intersection Improvements	561	561					
	Metro	AE25081	Arterial Hot Spots in the Cities of Cerritos: PS&E for Carmenita/South and Bloomfield/Artesia Intersection Improvements	100	100					
	Metro	AE25083	Arterial Hot Spots in the Cities of La Mirada and Santa Fe Springs: PS&E for Valley View/Rosecrans and Valley View/Alondra Intersection Improvements	100	100					
	Metro	PS4603-2582	Professional Services for I-605 Feasibility Study (Completed)	6,170	6,170					
	Metro	PS4603-2582	Professional Services for PSR/PDS: I-5/I-605 and I-605/SR-91 (Completed)	3,121	3,121					
	Metro	PS4720-3235	Professional Services for 605/60 PSR/PDS	3,040	3,040					
	Metro	AE2259	Professional Services for 605/60 PA/ED	34,000	3,000	7,000	8,000	8,000	8,000	
	Metro	PS47203004	Professional Services for the Gateway Cities Strategic Transportation Plan	10,430	9,339	1,091				
	Metro	AE333410011375	Professional Services for the I-605/I-5 PA/ED	20,698	3,000	5,000	5,000	7,698		
	Metro	AE476110012334	Professional Services for the I-605/SR-91 PA/ED	8,026	263	3,200	3,100	1,463		
	Metro	AE322940011372	Professional Services for 710/91 PSR/PDS	2,340	1,590	750				
	Metro	MR315.49	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development (Gateway Cities, SCE, LA County)	300	300					
C	Metro	MR315.50	Freeway Early Action Projects (PA/ED & PS&E)	14,500		14,500				
A	Metro	TBD	I-605 Beverly Interchange Improvements (PR & PS&E)	3,000		100	2,900			
A	Metro	TBD	I-605 from SR-91 to South Street Improvements Project (PR & PS&E)	5,500		100	5,400			
			TOTAL METRO	113,338	32,036	31,741	24,400	17,161	8,000	0

ATTACHMENT A

(Change Add Delete)	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
	Caltrans	MR315.28	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PSR-PDS	260	260					
	Caltrans	MR315.47	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PAVED	3,650	400	850	800	800	800	
	Caltrans	MR315.24	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/I-5 PAVED	2,070	300	500	500	770		
	Caltrans	MR315.08	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-91 PAVED	803	26	320	310	146		
	Caltrans	MR315.48	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605 Intersection Improvements	60	60					
	Caltrans	MR315.13	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 PSR-PDS	234	159	75				
A	Caltrans	TBD	I-605 Beverly Interchange Improvements (Env. Doc.)	500		100	400			
A	Caltrans	TBD	I-605 from SR-91 to South Street Improvements Project (Env. Doc.)	500		100	400			
			TOTAL CALTRANS	8,076	1,205	1,945	2,410	1,716	800	0
	Bellflower	MR315.16	Bellflower Blvd- Artesia Blvd Intersection Improvement Project	7,310	6,210	1,100				
	Bellflower	MR315.33	Lakewood - Alondra Intersection Improvements: Construction	644	644					
			TOTAL BELLFLOWER	7,954	6,854	1,100	0	0	0	0
	Cerritos	MR315.38	Carmenita - South Intersection Improvements, Construction	292	292					
	Cerritos	MR315.39	Bloomfield - Artesia Intersection Improvements, ROW & Construction	1,756	1,756					
			TOTAL CERRITOS	2,048	2,048	0	0	0	0	0
	Downey	MR315.03	Lakewood - Telegraph Intersection Improvements	2,120	2,120					
	Downey	MR315.14	Lakewood - Imperial Intersection Improvements	2,760	2,760					
	Downey	MR315.27	Lakewood - Florence Intersection Improvements	1,310	1,310					
	Downey	MR315.18	Bellflower - Imperial Highway Intersection Improvements	2,740	2,740					
			TOTAL DOWNEY	8,930	8,930	0	0	0	0	0
	LA County	MR315.07	Painter - Mulberry Intersection Improvements	2,410	760	1,650				
	LA County	MR315.11	Valley View - Imperial Intersection Improvements	1,640	1,640					
	LA County	MR315.15	Norwalk-Whittier Intersection Improvements	2,830	1,050	1,780				
	LA County	MR315.23	Carmenita - Telegraph Intersection Improvements	1,400	800	600				
	LA County	MR315.22	Norwalk-Washington Intersection Improvements	550	550					
C	LA County	TBD	South Whittier Bikeway Access Improvements (Call Match) F9511	800			155	645		
			TOTAL LA COUNTY	9,630	4,800	4,030	155	0	645	0
	Lakewood	MR315.36	Lakewood Blvd Regional Capacity Enhancement	3,600	1,000	2,600				
	Lakewood	MR315.04	Lakewood - Del Amo Intersection Improvements	5,504	5,504					
			TOTAL LAKEWOOD	9,104	6,504	2,600	0	0	0	0

ATTACHMENT A

(Change Add/Delete)	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
	Long Beach	TBD	2015 CFP - Artesia Complete Blvd (Call Match) F9130	900						900
	Long Beach	TBD	2015 CFP - Atherton Bridge & Campus Connection (Call Match) F9532	800						800
C	Long Beach	TBD	Park or Ride (Call Match) F9808	213		15	49	62	72	14
	Long Beach	MR315.60	Soundwall on I-605 near Spring Street, PAED and PSE	250	50	100	100			
	Long Beach	MR315.61	Lakewood - Spring Intersection Improvements, PSE and Construction	454	454					
	Long Beach	MR315.62	Bellflower - Spring Intersection Improvements, PSE and Construction	493	493					
			TOTAL LONG BEACH	3,110	997	115	149	62	72	1,714
	Norwalk	MR315.06	Studebaker - Rosecrans Intersection Improvements	1,670	1,670					
	Norwalk	MR315.10	Bloomfield - Imperial Intersection Improvements	920	920					
	Norwalk	MR315.17	Pioneer - Imperial Intersection Improvements	1,509	1,509					
	Norwalk	MR315.26	Studebaker - Alondra Intersection Improvements	480	480					
	Norwalk	MR315.43	Imperial Highway ITS Project, from San Gabriel River to Shoemaker Rd. (PAED, PS&E, CON)	3,380	3,380					
			TOTAL NORWALK	7,959	7,959	0	0	0	0	0
	Pico Rivera	MR315.05	Rosemead - Beverly Intersection Improvements	8,474	4,251	4,223				
	Pico Rivera	MR315.09	Rosemead - Whittier Intersection Improvements	1,388	1,388					
	Pico Rivera	MR315.21	Rosemead - Washington Intersection Improvements	40	40					
	Pico Rivera	MR315.19	Rosemead - Stauson Intersection Improvements	2,195	2,195					
			TOTAL PICO RIVERA	12,097	7,874	4,223	0	0	0	0
	Santa Fe Springs	MR315.40	Valley View - Rosecrans Intersection Improvements, Construction	524	524					
	Santa Fe Springs	MR315.41	Valley View - Alondra Intersection Improvements, ROW & Construction	2,967	2,967					
	Santa Fe Springs	MR315.42	Florence Avenue Widening Project, from Orr & Day to Pioneer Blvd (PAED, PSE, ROW)	600	0	50	550			
			TOTAL SANTA FE SPRINGS	4,091	3,491	50	550	0	0	0
	Whittier	MR315.44	Santa Fe Springs Whittier Intersection Improvements: PSE, ROW, Construction	1,568	1,568					
	Whittier	MR315.45	Painter Ave - Whittier Intersection Improvements: PSE, ROW, Construction	1,760	1,760					
	Whittier	MR315.46	Colima Ave - Whittier Intersection Improvements: PSE, ROW, Construction	1,646	1,646					
			TOTAL WHITTIER	4,974	4,974	0	0	0	0	0
			TOTAL I-605/SR-91/I-405 CORRIDORS "HOT SPOTS"	191,713	88,074	45,803	27,664	18,940	9,517	1,714

*Legend (C)change (A)add (D)delete

Change = project budget adjustment, reprogramming, scope adjustment

Add = addition of new project to the subregional list

Delete = removal of project from subregional list

ATTACHMENT A

Measure R Highway Operational Improvements Project List
I-710 South and/or Early Action Project List (Gateway Cities)

(Programmed Dollars in Thousands)

(Change (A)Add (D)Delete	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
			INTERSTATE 710 SOUTH EARLY ACTION PROJECT (14 projects -- 2 new)	148,082	97,788	41,256	7,500	0	0	183
	GCCOG	MOU.306.03	GCCOG Engineering Support Services	1,700	1,600	100				
			TOTAL GCCOG	1,700	1,600	100				
	Metro	PS4720-3334	Program/Project Management Support of Measure R Funds	200	200					
	Metro	PS-4010-2540-02-17	I-710/I-5 Interchange Project Development	600	600					
	Metro	various	Professional Services contracts for I-710 Utility Studies (North, Central, South)	25,046	16,237	8,809				
	Metro	PS4340-1939	Professional Services contract for I-710 Corridor Project EIR/EIS	32,521	18,750	13,771				
	Metro	PS4710-2744	Professional Services contract for I-710 Soundwall Project Development	10,878	8,678	2,200				
	Metro	MOU.Calstart2 010	Professional Services contract for development of zero emission technology report	150	150					
C	Metro	TBD	I-710 ITS/Air Quality Early Action (Grant Match)	8,760		8,760				
A	Metro	TBD	FRATIS Modernization (Grant Match)	3,000			3,000			
	Metro	MR306.38	Sustainable Transportation Planning Grant (Grant Match)	64.78		64.78				
			TOTAL METRO	81,220	44,615	33,605	3,000			
C	POLA	MR306.40	I-710 Eco-FRATIS Drayage Truck Efficiency Project (Grant Match)	240		240				
			TOTAL POLA	240		240				
	Metro	USACE	Third Party Support Services for I-710 Corridor Project (US Army Corp of Eng)	100	100					
			TOTAL USACE	100	100					
	Metro	MR306.5B Edison	Third Party Support Services for I-710 Corridor Project (So Cal Edison)	1,623	1,223	400				
	Metro	MR306.39	I-710 Soundwall Project - SCE Utility Relocation Engineering Advance	75	0	75				
			TOTAL SCE	1,698	1,223	475				
	Caltrans	MR306.24	Reconfiguration of Firestone Blvd On-Ramp to I-710 S/B Freeway	1,450	1,450					
	Caltrans	MR306.27	Third Party Support for I-710 Corridor Project EIR/EIS Enhanced IQA	3,500	2,500	1,000				

ATTACHMENT A

(Change Add/ Delete)	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
	Caltrans	MR306.29	I-710 Early Action Project - Soundwall PA/ED Phase - Noise Study Only	100	100					
	LA County	MR306.16	TOTAL CALTRANS Staff Support for the Review of the Draft I-710 South EIR/EIS	5,050	4,050	1,000				
	Bell	MR306.37	TOTAL LA COUNTY Eastern at Bandini Rickenbacker Project (Call Match) F9200	98	98					
C	Bell	MR306.07	Staff Support for the Review of the Draft I-710 South EIR/EIS	178,602	150	178,602				
	Bell Gardens	MR306.08	TOTAL BELL Staff Support for the Review of the Draft I-710 South EIR/EIS	329	150	179				
	Bell Gardens	MR306.35	Florence/Jaboneria Intersection Project (Call Match) F9111	154	154					
C	Bell Gardens	MR306.30	Florence Ave/Eastern Ave Intersection Widening (Call Match) F7120	283	0	348			100	183
	Commerce	MR306.23	TOTAL BELL GARDENS Washington Blvd Widening and Reconstruction Project	348	0	348				
	Commerce	MR306.09	Staff Support for the Review of the Draft I-710 South EIR/EIS	785	154	348			100	183
	Compton	MR306.10	TOTAL COMMERCE Staff Support for the Review of the Draft I-710 South EIR/EIS	13,500	10,500	3,000				
	Downey	MR306.18	TOTAL COMPTON Staff Support for the Review of the Draft I-710 South EIR/EIS	75	75					
C	Downey	MR306.20	Paramount Blvd/Firestone Intersection Improvements (Complete)	13,575	10,575	3,000				
A	Downey	TBD	Firestone Blvd Improvement Project (Old River Rd. to West City Limits)	35	35					
	Downey	MR306.31	Lakewood Blvd Improvement Project	35	35					
	Huntington Park	MR306.36	TOTAL DOWNNEY Staff Support for the Review of the Draft I-710 South EIR/EIS	130	130					
	Long Beach	MR306.19	TOTAL HUNTINGTON PARK Shoemaker Bridge Replacement Project	3,169	3,169	1,500				
	Long Beach	MR306.11	Staff Support for the Review of the Draft I-710 South EIR/EIS	200	200					
	Long Beach	MR306.22	Atlantic Ave/Willow St Intersection Improvements	223	223					
	Maywood	MR306.12	TOTAL LONG BEACH Staff Support for the Review of the Draft I-710 South EIR/EIS	5,000	5,000	1,500				
			TOTAL MAYWOOD	8,522	8,522					

ATTACHMENT A

(C)change (A)dd (D)delete	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
	Paramount	MR306.13	Staff Support for the Review of the Draft I-710 South EIR/EIS	130	130					
	Paramount	MR306.32	Garfield Ave Improvements	2,075	2,075					
			TOTAL PARAMOUNT	2,205	2,205					
	South Gate	MR306.14	Staff Support for the Review of the Draft I-710 South EIR/EIS	200	200					
	South Gate	MR306.17	Atlantic Ave/Firestone Blvd Intersection Improvements (Complete)	12,400	12,400					
	South Gate	MR306.33	Firestone Blvd Regional Corridor Capacity Enhancement Project	6,000	6,000					
A	South Gate	TBD	I-710 Soundwall Project - Package 1 Construction Phase	5,700		200	4,500	1,000		
			TOTAL SOUTH GATE	24,300	18,600	200	4,500	1,000		
	Vernon	MR306.15	Staff Support for the Review of the Draft I-710 South EIR/EIS	75	75					
	Vernon	MR306.25	Atlantic Blvd Bridge Widening and Rehabilitation	2,070	1,220	850				
			TOTAL VERNON	2,145	1,295	850				
			TOTAL I-710 SOUTH AND EARLY ACTION PROJECTS	148,082	97,788	41,256	7,500			183

Legend (C)hange (A)dd (D)delete

Change = project budget adjustment, reprogramming, scope adjustment

Add = addition of new project to the subregional list

Delete = removal of project from subregional list

ATTACHMENT B

Measure R Highway Operational Improvements Project List

SR-138 Capacity Enhancements (North County)

(Programmed Dollars in Thousands)

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
SR-138 Capacity Enhancements (11 projects)				200,000	72,900	33,800	20,100	28,000	45,200	
10 Year Forecasted Funds In Long Range Plan (cumulative)				200,000						
	Metro	MR330.01	SR-138 (AvenueD) PA/ED (I-5 to SR-14)	19,400	18,000	1,400				
	Caltrans	MR330.12	SR 138 Segment 6 Construction	5,600				5,600		
TOTAL METRO				25,000	18,000	1,400	0	5,600	0	0
	Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange	15,000	5,000	10,000				
	Lancaster	MR330.03	SR-138 (SR-14) Avenue G Interchange	15,000	3,100				11,900	
	Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange	10,000	2,300	1,000			6,700	
	Lancaster	MR330.05	SR-138 (SR-14) Avenue L Interchange	5,000	200	100	900		3,800	
	Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange	20,000	3,900	500		15,600		
TOTAL LANCASTER				65,000	14,500	11,600	900	15,600	22,400	
	Palmdale	MR330.07	SR-138 Palmdale Blvd. (SR-138) 5th to 10th St. East	25,000	25,000					
	Palmdale	MR330.08	SR-138 Palmdale Blvd. SB 14 Ramps	25,000	4,100	2,500		6,800	11,600	
	Palmdale	MR330.09	SR-138 10th St. West Interchange	15,000	3,900	7,000	4,100			
	Palmdale	MR330.10	SR-138 (SR-14) Widening Rancho Vista Blvd. to Palmdale Blvd	25,000	6,600	8,800	9,600			
	Palmdale	MR330.11	SR-138 Avenue N Overcrossing	20,000	800	2,500	5,500		11,200	
TOTAL PALMDALE				110,000	40,400	20,800	19,200	6,800	22,800	
TOTAL SR-138 CAPACITY ENHANCEMENTS				200,000	72,900	33,800	20,100	28,000	45,200	

Change = project budget adjustment, reprogramming, scope adjustment

Add = addition of new project to the subregional list

Delete = removal of project from subregional list



Board Report

File #: 2017-0096, File Type: Contract

Agenda Number: 49.

REGULAR BOARD MEETING JUNE 22, 2017

**SUBJECT: HIGHWAY PROGRAM PROJECT DELIVERY SUPPORT
SERVICES FOR LOS ANGELES COUNTY**

ACTION: AWARD PROFESSIONAL SERVICES CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD three, three-year on-call contracts, Contract Nos. AE30673000, AE30673001, and AE30673002, to AECOM Technical Services, Inc., CH2M Hill, Inc., and Parsons Transportation Group, Inc., respectively, for a total not-to-exceed amount of \$30,000,000, for **Highway Program Project Delivery Support Services for Los Angeles County**, subject to resolution of protest(s), if any; and
- B. AWARD Task Orders within the approved not to exceed cumulative value of \$30,000,000.

ISSUE

The Highway program requires professional services to support the various phases of the highway program project delivery process (planning, research/data collection, environmental assessments/clearance, design, public outreach, project management, quality assurance/quality control, risk analysis, surveying, etc.). The majority of the task order assignments that may be issued under these Contracts are tasks that will require specialized services and must be initiated and completed in a relatively short period of time. The Highway Program On-Call Services Contracts will enable the initiation and award of task orders in a shorter period of time than the traditional RFP solicitation process for technical and professional services and provide for cost effective and accelerated delivery of projects.

DISCUSSION

Metro's Highway Program is delivering a number of short, mid, and long term improvement projects. This includes non-Measure R (Federal, State and Proposition C), Measure R and soon Measure M projects for which funding has been or will soon be programmed for implementation. More than \$3.7 billion over the next decade have been earmarked for investments in highway improvements.

Highway Program has been utilizing an existing on-call contract that was awarded in December 2013 and will expire in June 30, 2017. This contract has been successful in assisting the Program Management (Highway, Engineering and Construction) Division to deliver highway improvement projects as well as transit-related projects on state highways and arterials. To date, staff has issued 14 task orders for a total value of \$9,955,939.00

The new on call Contracts will provide the needed technical assistance to the Program Management/Highway Program Department in the following areas: (1) Planning and Technical Studies, (2) Research/Data Collection, (3) Project Approval and Environmental Document (PA/ED), (4) Plans Specifications and Estimates (PS&E) Deliverables, (5) Project Right of Way and Utility Services, (6) Intelligent Transportation Systems Support, (7) Program/Project Management Support and QA/QC, (8) Administrative Project Support Activities and other tasks as identified by Highway Programs.

DETERMINATION OF SAFETY IMPACT

The approval of this procurement will not have any negative impact on the safety of Metro's patrons or employees or the users of the highway system in LA County.

FINANCIAL IMPACT

These are task order driven contracts which will be utilized and funded by Highway related projects. The funding mechanism for executing task orders will be driven by approved fiscal year funding of the affected Highway project(s). As a result, the execution of Recommendation A for these Contracts would have minimal financial impact to the agency. Initially, the contract awards will be funded with Measure R Administration (1.5%) funds and Prop C Streets and Highways (25%) funds with subsequent task orders issued and funded by a highway project(s).

Impact to Budget

FY 17 funding for these Contracts will come from Measure R Administration (1.5%) funds under project 100055, task number 08.01, cost center 4730, and account 50316; and Proposition C Streets and Highways (25%) funds under project 405522, task number 01, cost center 4730 and account 50316.

Since these are multi-year Contracts, the Chief Program Management Officer, Senior Executive Officer, Highway Program and Cost Center Manager will be responsible for budgeting the costs in future years.

ALTERNATIVES CONSIDERED

Two alternatives were considered:

1. Utilizing Metro staff to perform the work. This alternative is not recommended since the Highway Program is not staffed to perform all the technical services authorized under these on

-call Contracts.

2. Hiring additional full time personnel. This alternative is not recommended because an on-call contract is better suited to meet the as-needed staffing requirements for specialized technical knowledge and expertise, and to cover temporary peaks in workload.

NEXT STEPS

Upon approval by the Board, staff will execute Contract Nos. AE30673000, AE30673001, and AE30673002 with AECOM Technical Services, Inc., CH2M HILL, Inc., and Parsons Transportation Group, Inc., respectively.

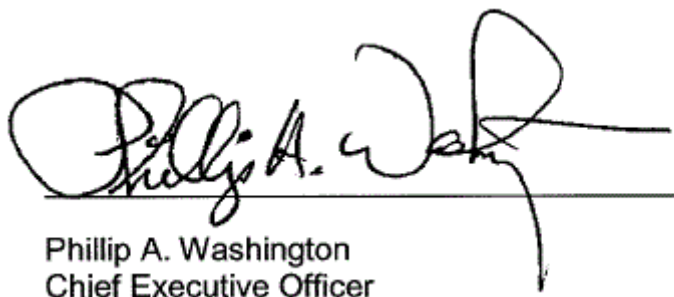
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

HIGHWAY PROGRAM PROJECT DELIVERY SUPPORT SERVICES FOR
LOS ANGELES COUNTY/AE30673000, AE30673001 & AE30673002

1.	Contract Numbers: AE30673000, AE30673001 and AE30673002	
2.	Recommended Vendors: AECOM Technical Services, Inc., CH2M HILL, Inc., and Parsons Transportation Group, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: August 24, 2016	
	B. Advertised/Publicized: August 24, 2016	
	C. Pre-Proposal Conference: September 7, 2016	
	D. Proposals Due: October 3, 2016	
	E. Pre-Qualification Completed: March 17, 2017	
	F. Conflict of Interest Form Submitted to Ethics: March 15, 2017	
	G. Protest Period End Date: April 21, 2017	
5.	Solicitations Picked up/Downloaded: 168	Proposals Received: 9
6.	Contract Administrator: David Chia	Telephone Number: (213) 922-1064
7.	Project Manager: Benkin Jong	Telephone Number: (213) 922-3053

A. Procurement Background

This Board Action is to approve Contract Nos. AE30673000, AE30673001 and AE30673002, which are respectively issued to AECOM Technical Services, Inc., CH2M Hill, Inc. and Parsons Transportation Group, Inc. (referred to individually as "Contractor" and collectively as "Contractors"), in support of on-call project delivery support services for highway capital projects throughout Los Angeles County. Board approval of contract awards are subject to resolution of any properly submitted protest.

This Architectural and Engineering (A&E) qualifications based Request for Proposal (RFP) to award three contracts was issued in accordance with Metro's Acquisition Policy. The RFP was issued with an SBE/DVBE goal of 30% (SBE 27% and DVBE 3%).

Work for each Contract will be authorized through the issuance of separate FFP task orders. Each future task order will contain a specific statement of work for a scope of services.

Task orders will be issued to the contractors on a rotating basis. If one contractor is unable to perform the work under a task order, the task order will be issued to the next contractor.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on September 9, 2016, updated the Statement of Work to include safety provisions, clarified cost proposal instructions, and extended the proposal due date to October 3, 2016.

A pre-proposal conference was held on September 7, 2016, and was attended by 92 participants representing 62 companies. There were 40 questions asked and responses were released prior to the proposal due date.

A total of 168 firms downloaded the RFP and were included in the planholders' list. A total of 9 proposals were received on October 3, 2016.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET), consisting of staff from Metro Highway Programs and Caltrans District 7, was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- | | |
|--|------------|
| • Experience and Capabilities of Contractor's Team | 30 percent |
| • Management Plan and Controls | 26 percent |
| • Degree of Skills and Experience of Team Members | 40 percent |
| • SBE/DVBE Contacting Outreach and Mentor Protégé Approach | 4 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E on-call project delivery support services procurements. Several factors were considered when developing these weights, giving the greatest importance to the degree of skills and experience of team members and experience and capabilities of the contractors' teams.

This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During October 6, 2016 through December 7, 2016, the PET completed its independent evaluation of the proposals. The PET determined that one firm was outside the competitive range and was not included for further consideration. The firm's management plan did not satisfactorily identify personnel, key roles, or positions and also did not demonstrate how work would be distributed/assigned. In addition, the firm did not demonstrate direct experience with emerging technologies or grant writing assistance.

The eight firms within the competitive range are listed below in alphabetical order:

1. AECOM Technical Services, Inc. (AECOM)
2. CH2M Hill, Inc. (CH2M)
3. HDR Engineering, Inc. (HDR)
4. Jacobs Engineering Group, Inc. (Jacobs)
5. Kimley-Horn and Associates, Inc. (Kimley-Horn)
6. Parsons Transportation Group, Inc. (Parsons)
7. TranSystems Corporation (TranSystems)
8. T.Y. Lin International (TY Lin)

On November 17, 2016, the PET interviewed the eight firms within the competitive range. The project manager and key team members from each firm were invited to present their firm's respective qualifications and respond to the PET's questions. In general, all firms elaborated on their experience with innovative and cost-effective project delivery solutions and discussed their staffing levels and long term staff commitments.

In addition, the project manager and key personnel from each firm responded to the PET's inquiries regarding the firm's approach and ability to reducing tort liability, negotiating between design preferences and design standards, reconciling between contract requirements and project requirements, managing differing stakeholder interests, and resolving disputes that may arise among public agencies and stakeholders.

Qualifications Summary of Recommended Firms

AECOM

AECOM is a multinational design and engineering firm that provides design, consulting, construction, and management services. AECOM's proposal and oral presentation demonstrated expertise in a wide range of services, expertise in emerging technologies and grant writing, effective project management, quality control and risk management plans, and a skilled team of project personnel.

The proposal and oral presentation demonstrated experience in all phases of planning and design services across a wide range of disciplines. AECOM identified projects that involved planning and environmental services, preliminary and final design services, and services during construction. AECOM also identified projects involving concept reports, feasibility studies, corridor studies, project study reports, technical studies, tunneling, project approval/environmental document services, public outreach, bridge and wall structures services, traffic handling services, utilities and electrical services, landscaping services, and geotechnical services. Examples include: the I-710 South Corridor Environmental Impact Report/Environment Impact Statement (EIR/EIS), SR-47 Heim Bridge Plans, Specification & Estimate (PS&E), and I-405/Avalon Interchange Project Approval/Environment Document (PA/ED) and PS&E.

The proposal and oral presentation demonstrated substantial experience in emerging technologies, citing the design of Hyperloop test tracks for Space X and the development of the e-Highway demonstration project for the SR-47. In addition, the proposal demonstrated AECOM's experience with alternative project delivery, including the I-210 Iconic Freeway Structure, SR-91 Expansion, and the I-15/I-215 Devore Interchange.

The proposal and oral presentation provided a detailed management plan that included a task order management plan, project organization chart, quality management system, and project controls plan. The oral presentation also elaborated upon AECOM's quality management system, which has earned AECOM an ISO 9001:2008 certification for exceptional quality management.

The proposal and oral presentation stressed the importance of identifying risks, understanding stakeholder objectives, and utilizing AECOM's deep-rooted relationships with agency contacts, particularly with Caltrans geometric reviewers and district liaisons. In addition, the proposal demonstrated AECOM's local stakeholder experience, which includes Metro, Caltrans District 7, regional transportation agencies (Orange County Transportation Authority and Riverside County Transportation Commission), councils of government, cities, and local community groups.

The proposal and oral presentation demonstrated that AECOM's key personnel have direct experience across a gamut of disciplines, all stages of design, and an array of project delivery methods. Significantly, the project manager possesses 100% availability. The project manager has 32 years of experience. Other key personnel average over 27 years of experience.

CH2M

CH2M is a global engineering firm that specializes in consulting, design, construction, and operation services. CH2M's proposal and oral presentation showed expertise in a broad range of disciplines, expertise in emerging technologies and grant writing, effective project management, quality control and risk management plans, and an experienced team of project personnel.

The proposal demonstrated experience in all phases of planning and design services across a wide range of disciplines. The proposal identified projects that involved planning and design services, studies, and management. The proposal identified projects that involved technical studies, literature research, data collection, PA/ED services, PS&E services, right-of-way (ROW) and utility services, intelligent transportation systems (ITS) support services, project management services, and administrative project support.

The proposal demonstrated highly relevant on-call experience and substantial local stakeholder experience within the Los Angeles area, including Metro, Caltrans Districts 7, councils of government, municipalities, and city agencies.

The proposal and oral presentation demonstrated substantial experience in emerging technologies and alternative project delivery. The proposal identified leading ITS projects that involve all-electronic tolling, road user pricing, advanced traffic management (ATM) systems, vehicle-miles traveled fee (VMT) systems, adaptive traffic signal control systems (ATSCS), integrated corridor management (ICM), remote traffic microwave sensor (RTMS) detection zones, and dynamic message signs (DMS).

The proposal and oral presentation provided a detailed management plan that is based on CH2M's Program Management Framework system, which standardizes delivery strategy, processes, tools and resources around a common platform. Notably, CH2M's management plan includes utilization of an internal web-based document control system.

The proposal presented a detailed quality control plan that is ISO 9001 compliant. Key elements of the plan include production quality control reviews, technical advisory reviews, and construction management staff reviews. In addition, the proposal and oral presentation addressed CH2M's risk management plan, citing a detailed three pronged approach involving research, stakeholder involvement, and documentation.

The proposal and oral presentation demonstrated that CH2M's key personnel have direct experience across a gamut of disciplines, all stages of design, management planning, and an array of project delivery methods. The availability of personnel ranges from 20% to 90%. The project manager has 37 years of experience. Other key personnel average over 28 years of experience, and task leader's average 24 of years of experience.

Parsons

Parsons is a global engineering and construction company. Parsons' proposal and oral presentation showed expertise in a broad range of disciplines, expertise in emerging technologies and grant writing, effective project management, quality control and risk management plans, and an experienced team of project personnel.

The proposal demonstrated experience in all phases of planning and design services across a wide range of disciplines. It identified projects that involved technical studies, PA/ED services, PS&E, ROW and utility services, ITS services, program management services, design-build services, and funding support.

Most significantly, the proposal identified highly relevant on-call project experience with local stakeholders. Those projects included Caltrans District 7 Design On-Call (with 27 task orders processed), Caltrans District 7 Environmental On-Call (with 18

task orders processed), SANBAG Program Project Management (with over 25 projects), and Bakersfield TRIP Program Management (with 12 projects).

The proposal and oral presentation demonstrated substantial experience in emerging technologies and alternative project delivery. The proposal provided a list of project experience in dynamic shoulder use, active traffic management, tolling, travel demand management, integrated corridor management, and ITS technologies and various strategies for implementing these emerging technologies.

The proposal presentation provided a detailed management plan for planning work, monitoring progress, identifying issues, and recommending solutions. To illustrate its management plan, the proposal included a “Project Development Phases” chart, “Design Build Program Management” diagram, and “Contract Management” chart.

The proposal outlined a detailed quality control plan, which has earned Parsons an ISO 9001:2015 certification. The proposal and oral presentations detailed Parsons’ risk management plan which includes the following six principal components: risk planning, risk identification, risk monitoring and control, risk prioritization (qualitative risk analysis), risk effect analysis (quantitative risk analysis), and risk response planning.

The proposal and oral presentation demonstrated that its key personnel have direct experience across a gamut of disciplines, all stages of design, and an array of project delivery methods. All key personnel have experience in management, planning, and design improvement projects. The availability of key personnel is at 70% or higher. The project manager has 25 years of experience.

Following is a summary of the PET evaluations scores:

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
1	Parsons Transportation Group, Inc.				
2	Experience and Capabilities of Contractor’s Team	95.33	30.00%	28.60	
3	Management Plan and Controls	90.90	26.00%	23.63	
4	Degree of Skills and Experience of Team Members	95.83	40.00%	38.33	
5	SBE/DVBE Contacting Outreach and Mentor Protégé Approach	50.00	4.00%	2.00	
6	Total		100.00%	92.56	1
7	CH2M HILL, Inc.				
8	Experience and Capabilities of Contractor’s Team	93.89	30.00%	28.17	
9	Management Plan and Controls	93.33	26.00%	24.27	

10	Degree of Skills and Experience of Team Members	94.17	40.00%	37.67	
11	SBE/DVBE Contacting Outreach and Mentor Protégé Approach	50.00	4.00%	2.00	
12	Total		100.00%	92.11	2
13	AECOM Technical Services, Inc.				
14	Experience and Capabilities of Contractor's Team	91.44	30.00%	27.43	
15	Management Plan and Controls	90.90	26.00%	23.63	
16	Degree of Skills and Experience of Team Members	93.33	40.00%	37.33	
17	SBE/DVBE Contacting Outreach and Mentor Protégé Approach	50.00	4.00%	2.00	
18	Total		100.00%	90.39	3
19	HDR Engineering Group, Inc.				
20	Experience and Capabilities of Contractor's Team	85.89	30.00%	25.77	
21	Management Plan and Controls	89.23	26.00%	23.20	
22	Degree of Skills and Experience of Team Members	85.83	40.00%	34.33	
23	SBE/DVBE Contacting Outreach and Mentor Protégé Approach	25.00	4.00%	1.00	
24	Total		100.00%	84.30	4
25	Kimley-Horn and Associates, Inc.				
26	Experience and Capabilities of Contractor's Team	85.33	30.00%	25.60	
27	Management Plan and Controls	86.03	26.00%	22.37	
28	Degree of Skills and Experience of Team Members	85.83	40.00%	34.33	
29	SBE/DVBE Contacting Outreach and Mentor Protégé Approach	50.00	4.00%	2.00	
30	Total		100.00%	84.30	4
31	Jacobs Engineering Group, Inc.				
32	Experience and Capabilities of Contractor's Team	84.22	30.00%	25.27	
33	Management Plan and Controls	89.62	26.00%	23.30	
34	Degree of Skills and Experience of Team Members	82.50	40.00%	33.00	
35	SBE/DVBE Contacting Outreach and Mentor Protégé Approach	50.00	4.00%	2.00	
36	Total		100.00%	83.57	6
37	TranSystems Corporation				
38	Experience and Capabilities of Contractor's Team	83.89	30.00%	25.17	

39	Management Plan and Controls	85.51	26.00%	22.23	
40	Degree of Skills and Experience of Team Members	83.33	40.00%	33.33	
41	SBE/DVBE Contacting Outreach and Mentor Protégé Approach	50.00	4.00%	2.00	
42	Total		100.00%	82.73	7
43	T.Y. Lin International				
44	Experience and Capabilities of Contractor's Team	85.56	30.00%	25.67	
45	Management Plan and Controls	83.46	26.00%	21.70	
46	Degree of Skills and Experience of Team Members	80.83	40.00%	32.33	
47	SBE/DVBE Contacting Outreach and Mentor Protégé Approach	50.00	4.00%	2.00	
48	Total		100.00%	81.70	8

C. Cost Analysis

The recommended fully burdened negotiated rate structure for the labor classifications required under each contract have been determined to be fair and reasonable based upon Metro's Management and Audit Services report.

Work will be performed through the issuance of separate task orders. Proposals submitted for each task order will be subjected to cost analysis, technical analysis, fact finding, and negotiation to determine the fairness and reasonableness of price.

D. Background on Recommended Contractors

AECOM

The first recommended firm, AECOM, located in Los Angeles, has been in business for over 25 years in design and engineering. The firm possesses experience in a diverse range of complex projects. Recent complex projects include the I-710 South Corridor EIR/EIS, I-710 South Utility Study, I-10/I-110 ExpressLanes design-build project, SR-2 Terminus Improvements, and the US 101/Universal Terrace Parkway Interchange.

The proposed project manager has 32 years of experience in managing the planning, design and construction of highways, bridges and transportation related structures. The proposed project manager led the I-405 Improvements (between SR-73 and OC line), I-405/SR-22 HOV Connector, Exposition Light Rail Transit Project (Phase 1), I-10 HOV Widening, and SR-22 Design-Build Program Management.

Key personnel average over 27 years of diverse transportation project experience. Project experience include the I-710 South Corridor EIR/EIS, SR-60/SR-57

Confluence, I-5 PA/ED) I-405 to SR-55), and SR-47/Vincent Thomas Bridge & Front Street/Harbor Boulevard Interchange Reconfiguration PA/ED.

CH2M

The second recommended firm, CH2M, located in Los Angeles, has been in business for over 70 years in transportation planning, design, construction, financing, traffic, operations, and management.

The firm possesses experience in a diverse range of complex projects. Notably, CH2M has managed two separate on-call contracts for Metro and Caltrans District 7. CH2M is the current contractor under Metro's contract for Project Management and Quality Assurance/Control Support Services and the current contractor under Caltrans's contract for On-Call Design Services.

The proposed project manager has 37 years of experience in transportation management, planning, and design. The proposed project manager led the I-5 North HOV & Truck Lanes PS&E, SR 710 Soundwall Package No. 3, PS&E, SR 79 Realignment PA/ED, SR 57 Northbound Widening PS&E, and I-405/SR 55 HOV Connectors PS&E.

Key personnel average over 28 years of diverse transportation project experience. Project experience include the SR-710 Gap North Study Alternatives Analyses, Project Report Preparation, and Environmental Studies Documentation, SR-170 and I-405 Soundwalls, Package 11, Caltrans Planning, Design, and Specialty Services, and California High Speed Rail Special Study.

Parsons

The third recommended firm, Parsons, headquartered in Pasadena, has been in business for over 70 years in design, engineering, and construction.

The firm possesses experience in a wide spectrum of complex projects. Notably, Parsons has managed several on-call contracts. They include the Caltrans Design On-Call, Caltrans Environmental On-Call, SANBAG Program Project Management, and Bakersfield TRIP Program Management.

The proposed project manager has 25 years of experience. Project experience includes the I-5 HOV Lane and Widening Project, I-5 Bridge Replacement at Carmenita, and I-10/I-605 Design-Build Interchange Improvement.

Key personnel average over 29 years of experience. Project experience includes US-101 Operational Improvements (PA/ED), I-405 North Improvement Project (SR-73 to I-605), and SR-91 Corridor Improvement.

All three firms possess a significant amount of local stakeholder experience. Each firm has worked closely with Metro, Caltrans, councils of government, cities, and community groups. With their extensive experience and knowledge, AECOM, CH2M and Parsons possess the ability to complete on-call task orders issued under the RFP's Statement of Work.

DEOD SUMMARY

**HIGHWAY PROGRAM PROJECT DELIVERY SUPPORT SERVICES
AE30673000, AE30673001 & AE30673002**

A. Small Business Participation

Highway Program on-call proposers formed teams that included Small Business Enterprise (SBE) and Disabled Veteran Business Enterprise (DVBE) firms without schedules or specific dollar commitments prior to the establishment of these on-call Contracts.

The on-call Contracts have an SBE goal of 30%, inclusive of a 27% SBE and 3% DVBE goal. Overall SBE/DVBE participation for the on-call contracts will be determined based on the aggregate of all Task Orders issued.

Small Business Goal	27% SBE 3% DVBE	Small Business Commitment	27% SBE 3% DVBE
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Prime: AECOM Technical Services, Inc.

	SBE Subcontractors	% Committed
1.	Arellano Associates	TBD
2.	Civil Works Engineers	TBD
3.	Consensus	TBD
4.	GPA Consulting	TBD
5.	Guida Surveying	TBD
6.	Intueor	TBD
7.	Optitrans	TBD
8.	PacRim Engineering	TBD
9.	PQM, Inc.	TBD
10.	SHA Analytics	TBD
11.	Tatsumi & Partners	TBD
12.	V&A	TBD
13.	Value Management Strategies	TBD
14.	WKE	TBD
	Total SBE Commitment	27%

	DVBE Subcontractors	% Committed
1.	Leland Saylor Associates	TBD
	Total DVBE Commitment	3%

Prime: CH2M Hill

	SBE Subcontractors	% Committed
1.	ACT Consulting Engineers	TBD
2.	AP Engineering & Testing, Inc.	TBD
3.	Arellano Associates	TBD
4.	EPIC Land Solutions	TBD
5.	Geo-Advantec, Inc.	TBD
6.	Hout Construction Services	TBD
7.	Martini Drilling Corporation	TBD
8.	Minagar & Associates	TBD
9.	PacRim Engineering	TBD
10.	Rincon Consultants	TBD
11.	System Metrics Group	TBD
12.	Tatsumi & Partners, Inc.	TBD
13.	Wagner Engineering & Survey	TBD
	Total SBE Commitment	27%

	DVBE Subcontractors	% Committed
1.	Virtek Company	TBD
	Total DVBE Commitment	3%

Prime: Parsons Transportation Group, Inc.

	SBE Subcontractors	% Committed
1.	Arellano Associates	TBD
2.	Engineering Solutions	TBD
3.	EPIC Land Solutions	TBD
4.	GeoAdvantec, Inc.	TBD
5.	GPA Consulting	TBD
6.	Guida Surveying, Inc.	TBD
7.	SHA Analytics, LLC	TBD
8.	WKE	TBD
	Total SBE Commitment	27%

	DVBE Subcontractors	% Committed
1.	Global Environmental Network	TBD
2.	Ohana Vets, Inc.	TBD
3.	ZMassociates Environmental Corp.	TBD
	Total DVBE Commitment	3%

B. Contracting Outreach and Mentoring Plan

To be responsive, Proposers were required to submit a Contracting Outreach and Mentor Protégé Plan (COMP), which included its plan to mentor one SBE firm and one DVBE firm for protégé development. AECOM selected Optitrans (SBE) and Leland Saylor Associates (DVBE). CH2M Hill selected PacRim Engineering (SBE) and Virtek Company (DVBE). Parsons Transportation Group selected Guida Surveying (SBE) and ZMassociates (DVBE).

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this Contract.

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

E. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract.