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Agenda - Final

Wednesday, June 15, 2022

10:30 AM

To give written or live public comment, please see the top of page 4

Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair

Ara Najarian, Vice Chair

Kathryn Barger

James Butts

Hilda Solis

Tony Tavares, non-voting member

Stephanie Wiggins, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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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.

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.

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REMOVAL FROM THE BOARD ROOM The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- 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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x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

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x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

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The Committee Meeting begins at 10:30 AM Pacific Time on June 15, 2022; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

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La Reunion de la Junta comienza a las 10:30 AM, hora del Pacifico, el 15 de Junio de 2022. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-251-2949 y ingrese el codigo
Codigo de acceso en ingles: 8231160#
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Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
Post Office Mail:
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 5, 6, 7, and 8.

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

CONSENT CALENDAR

5. **SUBJECT: MEASURE R MULTI-MODAL HIGHWAY SUBREGIONAL PROGRAMS SEMI-ANNUAL UPDATE** [2022-0293](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING \$37,227,000 in additional programming within the capacity of the Measure R Multi-Modal Highway Subregional Programs and funding changes via the updated project list shown in Attachment A for:
- Arroyo Verdugo Operational Improvements
 - I-405, I-110, I-105, & SR-91 Improvements (South Bay)
 - I-605 Corridor “Hot-Spots” Interchange Improvements in Gateway Cities
 - I-710 South Local Streets Early Action projects in Gateway Cities
- B. APPROVING deobligation of \$1,850,000 of previously approved Measure R Highway Subregional Program funds for re-allocation to the other existing Board approved Measure R projects; and
- C. AUTHORIZING the CEO or designee to negotiate and execute all necessary agreements for the Board-approved projects.

Attachments: [Attachment A - Projects Receiving Measure R Funds](#)

6. **SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - GATEWAY CITIES SUBREGION** [2022-0339](#)

RECOMMENDATION

CONSIDER:

- A. PROGRAMMING an additional \$21,011,308 within the capacity of Measure M Multi-Year Subregional Program (MSP) - I-605 Corridor “Hot Spot” Interchange Improvements Multi-Modal Program; as shown in Attachment A;

- B. REPROGRAMMING of projects previously approved to meet environmental, design, right-of-way, and construction time frames; and
- C. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:
 - 1. Amend Measure M MSP funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
 - 2. Administratively extend funding agreement lapse dates for Measure M MSP funding agreements to meet revised project schedule, and
- D. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for approved projects.

Attachments: [Attachment A - I-605 Corridor 'Hot Spot' Interchange Improvement Program](#)

**7. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM -
CENTRAL CITY SUBREGION**

[2022-0343](#)

RECOMMENDATION

CONSIDER:

- A. PROGRAMMING of \$18,623,792 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation, First/Last Mile and Mobility Hubs Program; as shown in Attachment A;
- B. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:
 - 1. Amend Measure M MSP funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
 - 2. Administratively extend funding agreement lapse dates for Measure M MSP funding agreements to meet environmental, design, right-of-way and construction time frames; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for approved projects.

Attachments: [Attachment A - Active Transportation First Last Mile and Mobility Hubs Program](#)

8. **SUBJECT: CHAVEZ/FICKETT L (GOLD) LINE STATION JOINT DEVELOPMENT**

[2022-0256](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an amendment to the Exclusive Negotiations and Planning Agreement (ENA) with Abode Communities to extend the term for one year, with an option to extend the term for an additional year, for the joint development of Metro-owned property at Cesar E. Chavez Avenue and Fickett Street in Boyle Heights with up to 110 affordable housing units, an on-site community garden and small-format food retail.

Attachments: [Attachment A - Site Map Presentation](#)

NON-CONSENT

9. **SUBJECT: METRO OBJECTIVES FOR MULTIMODAL HIGHWAY INVESTMENT**

[2022-0302](#)

RECOMMENDATION

CONSIDER:

- A. ADOPTING the proposed Metro Objectives for Multimodal Highway Investment (Attachment A); and
- B. RECEIVING AND FILING the report back on FY23 Budgeted Multimodal Highway Investments.

Attachments: [Attachment A -- Metro Objectives for Multimodal Highway Investment](#)
[Attachment B - FY23 Multimodal Highway Budget Summary](#)

10. **SUBJECT: AMEND THE MEMORANDUM OF UNDERSTANDING WITH THE SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS FOR THE SAN GABRIEL VALLEY TRANSIT FEASIBILITY STUDY**

[2022-0314](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to amend the Memorandum of Understanding (MOU) dated February 1, 2021, with the San Gabriel Valley Council of Governments (SGVCOG) for the San Gabriel Valley Transit Feasibility Study (Study), authorizing the SGVCOG to proceed with next steps of the study with a not-to-exceed amount of \$1,800,000, bringing the total funding to \$3,300,000.

Attachments: [Attachment A - Letter from SGVCOG Request for Add'l Funding](#)
 [Attachment B - Board Motion 2020-0368](#)
 [Attachment C - Study Area Map](#)

11. SUBJECT: TRANSFER OF PROPERTIES TO CITY OF LOS ANGELES [2022-0388](#)
 FOR DESTINATION CRENSHAW

RECOMMENDATION

CONSIDER:

- A. DECLARING that 3417 W. Slauson Ave, 5759 11th Ave & 3309 W. Slauson Ave (the Properties, as depicted in Attachment A) are not necessary for use by Metro and are “exempt surplus land” as defined in Section 54221(f)(1) of the California Surplus Land Act, as amended; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to execute any necessary documents to transfer the Properties to the City of Los Angeles (City) in support of Destination Crenshaw, with land value waived, contingent on the following:
 - 1. City or Destination Crenshaw providing an alternative location for the bicycle parking infrastructure originally planned for the IAM Park site, including securing approved plans and permits and installing.
 - 2. Mutual agreement of responsibilities and use restrictions regarding the environmental mitigation program at Slauson Park.
 - 3. Mutual agreement regarding Metro’s obligation to replant trees under Permit No. 313929.

Attachments: [Attachment A - Property Map](#)
 [Attachment B - Destination Crenshaw Project Overview Map](#)
 [Presentation](#)

12. SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS [2022-0294](#)

RECOMMENDATION

RECEIVE oral report on the status of Countywide Planning Major Projects.

Attachments: [Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2022-0356](#)

RECEIVE General Public Comment

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.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S
SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2022-0293, File Type: Program

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2022

SUBJECT: MEASURE R MULTI-MODAL HIGHWAY SUBREGIONAL PROGRAMS SEMI-ANNUAL UPDATE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING \$37,227,000 in additional programming within the capacity of the Measure R Multi-Modal Highway Subregional Programs and funding changes via the updated project list shown in Attachment A for:

- Arroyo Verdugo Operational Improvements
- I-405, I-110, I-105, & SR-91 Improvements (South Bay)
- I-605 Corridor “Hot-Spots” Interchange Improvements in Gateway Cities
- I-710 South Local Streets Early Action projects in Gateway Cities

B. APPROVING deobligation of \$1,850,000 of previously approved Measure R Highway Subregional Program funds for re-allocation to the other existing Board approved Measure R projects; and

C. AUTHORIZING the CEO or designee to negotiate and execute all necessary agreements for the Board-approved projects.

ISSUE

The Measure R Highway Subregional Program update allows Metro staff and each lead agency or subregion to revise project priorities and amend budgets for the implementation of the Measure R Highway subregional projects. The attached updated project lists include projects which have received prior Board approval, as well as proposed changes related to schedules, scope and funding allocations for existing project and new 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.

BACKGROUND

Lines 31, 32, 33, 35, 37, 38, 26 of the 2008 Measure R Expenditure Plan address Highway Operational Improvement subfund programs. Metro staff leads the implementation and development of multi-jurisdictional and regionally significant highway and arterial projects. Staff also lead projects on behalf of local jurisdictions at their request or assist in the development of projects with these subfunds.

Additionally, the staff manage grants in the Arroyo Verdugo, Las Virgenes Malibu, Gateway, North Los Angeles County and South Bay subregions to fund transportation improvements that are developed and prioritized locally. Lead agencies develop the scope and type of improvements and Metro staff reviews the project for eligibility and compliance with the Board-adopted guidelines and requirements. To be eligible for funding, projects must reduce congestion, resolve operational deficiencies and improve safety, pedestrian, bicycle, and multimodal access.

As the project lead for regionally significant/multi-jurisdictional projects or grant manager to locally prioritized/developed projects, Metro staff works with the subregions and grant recipients to scope and deliver the projects. Updates on progress in the development and implementation of the subregional multimodal highway projects and programs are presented to the Board semi-annually and on an as-needed basis.

DISCUSSION

The Subregional Highway capital projects are not individually defined in the Measure R Expenditure Plan. Eligible projects are identified by project sponsors and validated/ approved by Metro staff for funding.

The changes in this update includes \$37,227,000 in additional programming for projects in the Arroyo Verdugo, South Bay and Gateway subregions as detailed in Attachment A.

A nexus determination has been completed for each new project. All projects on the attached project lists are expected to provide operational benefits and meet the Board-adopted Highway Operational and Ramp/Interchange improvement guidelines approved by the Board.

Highway Operational Improvements In Arroyo Verdugo

To date, \$95,988,000 has been programmed for projects. This update includes a funding adjustment to 9 existing project and 3 new projects for the subregion.

Burbank

Program an additional \$2,000,000 for MR310.46 - Glenoaks Blvd Arterial and First St Signal Improvements. The revised project budget is \$5,200,000. The funds will be used for construction.

Reprogram \$1,000,000 for MR310.50 - I-5 Downtown Soundwall Project Orange Grove Ave to Magnolia. The funds are being reprogrammed to later fiscal years to meet current environmental, design, right-of-way and construction time frames.

Reprogram \$1,400,000 for MR310.55 - I-5 Corridor Arterial Signal Improvements - Phase 3. The funds are being reprogrammed to meet current environmental, design, right-of-way and construction time frames.

Reprogram \$250,000 for MR310.56 - Victory Blvd/North Victory Pl and Buena Vista St Signal Sync. The funds are being reprogrammed to meet current environmental, design, right-of-way and construction time frames.

Reprogram \$350,000 for MR310.57 - Olive Ave and Glenoaks Blvd Signal Sych. The funds are being reprogrammed to meet current environmental, design, right-of-way and construction time frames.

Reprogram \$250,000 for MR310.58 - Downtown Burbank Signal Sync. The funds are being reprogrammed to meet current environmental, design, right-of-way and construction time frames.

Reprogram \$2,000,000 for MR310.59 - Burbank LA River Bicycle Bridge at Bob Hope Drive. The funds are being reprogrammed to meet current environmental, design, right-of-way and construction time frames.

Glendale

Program an additional \$3,500,000 for MR310.25 - I-210 Soundwalls Project. The revised project budget is \$8,020,000. The funds will be used for design and construction.

Deobligate \$600,000 from MR310.36 - Signalization of SR-2 Fwy Ramps at Holly. The City is no longer pursuing this project.

Program \$3,000,000 for MR310.63 - South Central Avenue Improvements (Signal, Ped, Transit). The funds will be used for PSE and Construction.

Program \$4,000,000 for MR310.64 - North Glendale Avenue Improvements (Signal, Ped, Transit). The funds will be used for PSE and Construction.

Program \$5,000,000 for MR310.65 - North Verdugo Improvements (Signal, Ped, Transit). The funds will be used for PSE and Construction.

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

To date, \$432,815,200 has been programmed for projects. This update includes a funding adjustment to 5 existing projects for the subregion.

El Segundo

Deobligate \$400,000 for MR312.27 - PCH Improvements from Imperial Highway to El Segundo Blvd. The city is no longer pursuing this project.

Hawthorne

Program an additional \$700,000 for MR312.69 - El Segundo Blvd Improvements Phase II. The

revised project budget is \$1,300,000. The funds will be used to complete design.

Program an additional \$3,000,000 for MR312.81 - 120th St Improvements - Crenshaw to Felton Ave. The revised project budget is \$3,600,000. Funds will be used for construction.

Manhattan Beach

Program \$100,000 for MR312.74 - Manhattan Beach at Peck Ave Signal Improvements. The funds will be used for construction.

Port of Los Angeles

Program an additional \$5,125,000 for MR312.32 - SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd. The revised project budget is \$46,350,000. The funds will be used for construction.

I-605 Corridor “Hot-Spots” Interchanges

This refers to a cluster of projects in the Measure R expenditure plan. Later, through a multi-corridor study, the corridors expanded to projects on SR-91 and I-405. To date, \$413,870,400 has been programmed for projects. This update includes funding adjustments for 6 existing projects for the subregion.

Gateway COG

Program an additional \$450,000 for MOU.306.03 - GCCOG Engineering Support Services. The revised project budget is \$2,000,000.

Metro

Program an additional \$500,000 for the I-605 Beverly Interchange Improvements. The revised project budget is \$27,020,900. The funds will be used for construction.

Program an additional \$760,000 for MR315.73 - I-605 Valley Blvd Interchange. The revised project budget is \$4,400,700. The funds will be used to complete the PSE and ROW phases.

Santa Fe Springs

Program an additional \$430,000 for MR315.40 - Valley View - Rosecrans Intersection Improvement: Construction. The revised project budget is \$1,254,000. The funds will be used for construction.

Whittier

Reprogram \$4,568,200 for MR315.44 - Santa Fe Springs Whittier Intersection Improvements: Construction. The funds are being reprogrammed to meet current construction time frames.

Reprogram \$7,184,500 for MR315.45 - Painter Ave - Whittier Intersection Improvements:

Construction. The funds are being reprogrammed to meet current construction time frames.

I-710 South Local Streets and Community-Benefiting Early Action Projects

To date, \$284,006,500 has been programmed for projects. This update includes funding adjustments for 6 existing projects as shown below. These funds are not spent on the freeway mainline improvements.

Gateway COG

Program an additional \$450,000 for M0U.306.03 - GCCOG Engineering Support Services. The revised project budget is \$2,000,000.

Commerce

Program \$2,230,000 for MR306.64 - Slauson Corridor Improvements. The funds will be used for PAED, PSE and Construction.

Huntington Park

Program an additional \$700,000 for MR306.53 - Slauson Ave Congestion Relief Improvements. The revised project budget is \$5,600,000. The funds will be used for construction.

Metro

Deobligate \$850,000 from I-710 ITS/Air Quality Early Action (Grant Match). The revised project budget is \$2,660,000. Funds are being deobligate and reprogrammed to MR306.05.

Program an additional \$850,000 for MR306.05 - I-710 Integrated Corridor Management (ICM) Project. The revised project budget is \$6,100,000 and is needed to complete environmental for the project.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendations in this report will have no adverse impact on the safety of Metro's patrons and employees and the users of the reference transportation facilities.

FINANCIAL IMPACT

Approval of Recommendation A will not require an FY22 Budget amendment at this time. Metro staff will monitor the respective projects and adjust funding as required to meet project needs within the adopted FY22 and proposed FY23 budget subject to availability of funds.

Funding for the highway projects is from the Measure R 20% Highway Capital subfund earmarked for the subregions. FY22 and FY23 funds are allocated for Arroyo Verdugo Project No.460310 and Las Virgenes-Malibu Project No. 460311 under Cost Center 0442 in Account 54001 (Subsidies to Others).

For the South Bay subregion, FY22 and FY23 funds are allocated in Cost Centers 0442, 4730, 4740, Accounts 54001 (Subsidies to Others) and 50316 (Professional Services) in Projects 460312, 461312, 462312 and 463312.

For the Gateway Cities Subregion, FY22 and FY23 funding for the I-605 Corridor “Hot Spots” Projects, is allocated to Project No. 460314, Cost Centers 4720, 4730 & 0442, Account 54001 (Subsidies to Others) and account 50316 (Professional Services) in Projects 461314, 462314, 463314, 460345, 460346, 460348, 460350, 460351. I-710 Early Action Project funds have been budgeted in Project No. 460316 in Cost Center 0442, Account 54001 (Subsidies to Others) and also under 462316; 463316; 463416; and 463516, 463616 in Account 50316 (Professional Services) in Cost Centers 4720, 4730 and 4740 are all included in the FY22 and FY23 budget.

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 in the FY22 and FY23 budgets under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others). For the North County Operational Improvements Projects (I-5/SR-14 Direct Connector Line #26), budgets are included in Project No. 465501, Cost Center 0442, Account 54001 (Subsidies to Others).

Moreover, programmed funds are based on estimated revenues. Since each Measure R Highway Subregional Program is a multi-year program with various projects, the Project Managers, the Cost Center Manager, the Sr. Executive Officer Countywide Planning and Development - Roads & Highways and the Chief Planning Officer will be responsible for budgeting the costs in current and future years.

Impact to Budget

Upon approval of recommendations, staff will rebalance the approved FY22 and proposed FY23 budget to fund the identified priorities. Should additional funds be required for the FY23 period, staff will revisit the budgetary needs using the quarterly- and mid-year adjustment processes subject to the availability of funds.

The source of funds for these projects is Measure R 20% Highway Funds. This fund source is not eligible for transit operations or capital expenses.

EQUITY PLATFORM

This semi-annual update is funding subsequent phases of Board-approved Highway Subsidy grants that are aligned with the Measure R Board approved guidelines. Additionally, Roads and Highways staff have provided technical assistance to Equity Focus Communities (EFCs) in various subregions such as Carson, Lynwood, Whittier and Compton. The Highway Subsidy Grants do not have a direct equity impact, rather it will allow for the development of equity opportunities via the development of transportation project improvements through city contracts that can reduce transportation disparities.

This update mainly covers existing Board-approved projects except for three new projects. Two of

these new projects in Glendale border EFCs and are evaluating transportation improvement opportunities through the consideration of multi-modal transit and pedestrian components within the project scope. The projects are city-led via funding agreements.

Each city and/or agency independently and in coordination with their subregion undertake their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed projects are consistent with the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.

Goal 4: Transform LA County through regional collaboration by partnering with the various subregions to identify needed improvements.

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 delay the development of the needed improvements.

NEXT STEPS

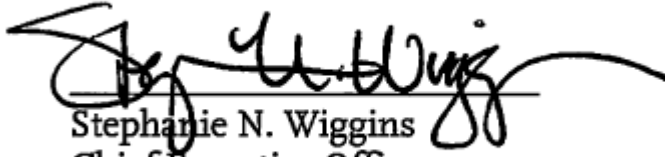
Metro Roads & Highways staff will continue to work with the subregions to identify and deliver projects. As work progresses, updates will be provided to the Board on a semi-annual and as-needed basis.

ATTACHMENTS

Attachment A - Projects Receiving Measure R funds

Prepared by: Isidro Panuco, Sr. Manager Transportation Planning, (213) 418-3208
Ernesto Chaves, Sr. Executive Officer (Interim), (213) 418-3142

Reviewed by: James de la Loza, Chief Planning Office, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Measure R Highway Operational Improvements Projects												
<i>(Dollars in Thousands)</i>				HIGHWAY OPS IMP GRAND TOTAL		1,669,801	37,227	1,704,798	1,389,189	141,397	144,580	5,042
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25		
Arroyo Verdugo Operational Improvements				95,988.4	16,900.0	112,888.4	86,379.4	8,225.0	16,792.0	1,242.0		
Burbank	MR310.06	San Fernando Blvd. / Burbank Blvd. Intersection		2,325.0	0.0	2,325.0	2,325.0					
Burbank	MR310.07	Widen Magnolia Blvd / I-5 Bridge for center-turn lane		3,967.0	0.0	3,967.0	3,967.0					
Burbank	MR310.08	I-5 Corridor Arterial Signal Improvements (Completed)		2,600.0	0.0	2,600.0	2,600.0					
Burbank	MR310.09	SR-134 Corridor Arterial Signal Improvements (Completed)		2,975.0	0.0	2,975.0	2,975.0					
Burbank	MR310.10	Widen Olive Ave / I-5 Bridge for center-turn lane		3,897.0	0.0	3,897.0	3897					
Burbank	MR310.11	Olive Ave. / Verdugo Ave. Intersection Improvement		3,600.0	0.0	3,600.0	3,600.0					
Burbank	MR310.23	Chandler Bikeway Extension (call match) F7506		659.8	0.0	659.8	659.8					
Burbank	MR310.31	SR-134 Corridor Arterial Signal Improvements - Phase 2		2,000.0	0.0	2,000.0	2,000.0					
Burbank	MR310.33	Media District Traffic Signal Improvments		1,400.0	0.0	1,400.0	1,400.0					
Burbank	MR310.38	I-5 Corridor Arterial Signal Improvements - Phase 2		1,150.0	0.0	1,150.0	1,150.0					
Burbank	MR310.46	Glenoaks Blvd Arterial and First St Signal Improvements	CHG	3,200.0	2,000.0	5,200.0	3,200.0	2,000.0				
Burbank	MR310.50	I-5 Downtown Soundwall Project - Orange Grove Ave to Magnolia	REP	1,000.0	0.0	1,000.0		1,000.0				
Burbank	MR310.51	Alameda Ave Signal Synchronization Glenoaks Blvd to Riverside Dr.		250.0	0.0	250.0	250.0					
Burbank	MR310.55	I-5 Corridor Arterial Signal Improvements - Phase 3	REP	1,400.0	0.0	1,400.0		200.0	1,200.0			
Burbank	MR310.56	Victory Blvd/N Victory Pl and Buena Vista St Signal Sync	REP	250.0	0.0	250.0		250.0				
Burbank	MR310.57	Olive Ave and Glenoaks Blvd Signal Synchronization	REP	350.0	0.0	350.0			350.0			
Burbank	MR310.58	Downtown Burbank Signal Synchronization	REP	250.0	0.0	250.0				250.0		
Burbank	MR310.59	Burbank LA River Bicycle Bridge at Bob Hope Drive	REP	2,000.0	0.0	2,000.0		300.0	1,700.0			
TOTAL BURBANK				33,273.8	2,000.0	35,273.8	28,023.8	3,750.0	3,250.0	0.0		

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Glendale	MR310.01	Fairmont Ave. Grade Separation at San Fernando Rd. (Construction) (Completed)		1,658.7	0.0	1,658.7	1,658.7			
Glendale	MR310.02	Fairmont Ave. Grade Sep. at San Fernando -- Design (FA canceled and funds previously moved to MR310.01)		0.0	0.0	0.0	0.0			
Glendale	MR310.04	San Fernando/Grandview At-Grade Rail Crossing Imp. (Completed)		1,850.0	0.0	1,850.0	1,850.0			
Glendale	MR310.05	Central Ave Improvements / Broadway to SR-134 EB Offramp (Completed)		3,250.0	0.0	3,250.0	3,250.0			
Glendale	MR310.13	Glendale Narrows Bikeway Culvert		1,246.5	0.0	1,246.5	1,246.5			
Glendale	MR310.14	Verdugo Road Signal Upgrades (Completed)		557.0	0.0	557.0	557.0			
Glendale	MR310.16	SR-134 / Glendale Ave. Interchange Modification (Completed)		1,585.5	0.0	1,585.5	1,585.5			
Glendale	MR310.17	Ocean View Blvd. Traffic Signals Installation and Modification (Completed)		1,000.0	0.0	1,000.0	1,000.0			
Glendale	MR310.18	Sonora Avenue At-Grade Rail Crossing Safety Upgrade (Completed)		2,700.0	0.0	2,700.0	2,700.0			
Glendale	MR310.19	Traffic Signal Sync Brand / Colorado-San Fernando / Glendale-Verdugo (Completed)		340.9	0.0	340.9	340.9			
Glendale	MR310.20	Verdugo Rd / Honolulu Ave / Verdugo Blvd Intersection Modification (Completed)		397.3	0.0	397.3	397.3			
Glendale	MR310.21	Colorado St. Widening between Brand Blvd. and East of Brand Blvd. (Completed)		350.0	0.0	350.0	350.0			
Glendale	MR310.22	Glendale Narrows Riverwalk Bridge		600.0	0.0	600.0	600.0			
Glendale	MR310.24	Construction of Bicycle Facilities		244.3	0.0	244.3	244.3			
Glendale	MR310.25	210 Soundwalls Project	CHG	4,520.0	3,500.0	8,020.0	4,520.0	2,000.0	1,500.0	
Glendale	MR310.26	Bicycle Facilities, Phase 2 (Class III Bike Routes)		225.0	0.0	225.0	225.0			
Glendale	MR310.28	Pennsylvania Ave Signal at I-210 On/Off-Ramps		500.0	0.0	500.0	500.0			
Glendale	MR310.32	Regional Arterial Performance Measures (Call Match) F7321		100.0	0.0	100.0	100.0			
Glendale	MR310.34	Regional Bike Stations (Call Match) F7709		332.2	0.0	332.2	332.2			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Glendale	MR310.35	Signal Installations at Various Locations (Completed)		1,500.0	0.0	1,500.0	1,500.0			
Glendale	MR310.36	Signalizations of SR-2 Fwy Ramps @ Holly	DEOB	600.0	(600.0)	0.0				
Glendale	MR310.37	Verdugo Boulevard Traffic Signal Modification at Vahili Way and SR-2		1,450.0	0.0	1,450.0	1,450.0			
Glendale	MR310.39	Widening of SR-2 Fwy Ramps @ Mountain		1,200.0	0.0	1,200.0	150.0	1,050.0		
Glendale	MR310.40	Pacific Ave: Colorado to Glenoaks & Burchett St: Pacific To Central Street Improvements (Completed)		3,315.0	0.0	3,315.0	3,315.0			
Glendale	MR310.41	Doran St. (From Brand Blvd. to Adams St.)		1,450.0	0.0	1,450.0	1,450.0			
Glendale	MR310.42	Arden Ave. (From Highland Ave. to Kenilworth St.) (Completed)		623.2	0.0	623.2	623.2			
Glendale	MR310.43	Verdugo Rd. Street Improvements Project (Traffic Signal Modification)		1,650.0	0.0	1,650.0	1,650.0			
Glendale	MR310.47	Traffic Signals on Glenwood Rd. and Modificaitons on La Crescenta and Central Ave.		2,025.0	0.0	2,025.0	2,025.0			
Glendale	MR310.48	San Frenando Rd and Los Angeles Street Traffic Signal Installation & Intersection Modification		400.0	0.0	400.0	400.0			
Glendale	MR310.49	Traffic Signal Modification & Upgrades on Honolulu Ave		3,800.0	0.0	3,800.0	3,800.0			
Glendale	MR310.52	Traffic Signal Improvements at Chevy Chase Dr/California Ave/		2,500.0	0.0	2,500.0	2,500.0			
Glendale	MR310.54	Signal Mod on La Crescenta Ave and San Fernando Rd.		1,650.0	0.0	1,650.0	1,650.0			
Glendale	MR310.60	N. Verdugo Rd Signal Modifications (Glendale Community College to Menlo Dr at Canada Blvd)		1,100.0	0.0	1,100.0	1,100.0			
Glendale	MR310.61	Broadway Traffic Signal Modifications		1,650.0	0.0	1,650.0	1,650.0			
Glendale	MR310.62	Downtown Glendale Signal Synchronization Project		2,500.0	0.0	2,500.0	2,500.0			
Glendale	MR310.63	South Central Avenue Improvements (Signal, Ped, Transit)	ADD	0.0	3,000.0	3,000.0	0.0	300.0	2,700.0	
Glendale	MR310.64	North Glendale Avenue Improvements (Signal, Ped, Transit)	ADD	0.0	4,000.0	4,000.0	0.0	400.0	3,600.0	
Glendale	MR310.65	North Verdugo Road Improvements (Signal, Ped, Transit)	ADD	0.0	5,000.0	5,000.0	0.0	500.0	4,500.0	
		TOTAL GLENDALE		48,870.6	14,900.0	63,770.6	47,220.6	4,250.0	12,300.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
La Canada Flintridge	MR310.03	Soundwalls on Interstate I-210 (Completed)		4,588.0	0.0	4,588.0	4,588.0			
La Canada Flintridge	MR310.45	Soundwalls on Interstate I-210 in La Canada-Flintridge (phase 2)		1,800.0	0.0	1,800.0	1,800.0			
La Canada Flintridge	MR310.53	Soundwall on I-210 (Phase 3)		3,712.0	0.0	3,712.0	3,712.0			
		TOTAL LA CANADA FLINTRIDGE		10,100.0	0.0	10,100.0	10,100.0	0.0	0.0	0.0
LA County	MR310.44	Soudwalls on I-210 in LA Crescenta-Montrose		3,044.0	0.0	3,044.0	335.0	225.0	1,242.0	1,242.0
		TOTAL LA COUNTY		3,044.0	0.0	3,044.0	335.0	225.0	1,242.0	1,242.0
Metro/Caltrans	MR310.29	NBSSR on I-210 frm Pennsylvania Ave. to West of SR-2		700.0	0.0	700.0	700.0			
		TOTAL METRO		700.0	0.0	700.0	700.0	0.0	0.0	0.0
		TOTAL ARROYO VERDUGO OPS IMPS		95,988.4	16,900.0	112,888.4	86,379.4	8,225.0	16,792.0	1,242.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Las Virgenes/Malibu Operational Improvements				158,026.0	0.0	158,026.0	157,761.0	290.0	0.0	0.0
Westlake Village	MR311.01	Lindero Canyon Road Interchange, Phase 3A Design		443.7	0.0	443.7	443.7			
Westlake Village	MR311.02	Highway 101 Park and Ride Lot (Design Completed)		243.7	0.0	243.7	243.7			
Westlake Village	MR311.10	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3B,4B Construction (Completed)		3,251.0	0.0	3,251.0	3,251.0			
Westlake Village	MR311.18	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3A Construction		9,669.0	0.0	9,669.0	9,669.0			
Westlake Village	MR311.19	Highway 101 Park and Ride Lot (Completed)		4,943.6	0.0	4,943.6	4,943.6			
		TOTAL WESTLAKE VILLAGE		18,551.0	0.0	18,551.0	18,551.0	0.0	0.0	0.0
Agoura Hills	MR311.03	Palo Comado Interchange		10,450.0	0.0	10,450.0	10,450.0			
Agoura Hills	MR311.04	Aguora Road/Kanan Road Intersection Improvements		1,725.0	0.0	1,725.0	1,750.0			
Agoura Hills	MR311.05	Agoura Road Widening		37,250.0	0.0	37,250.0	37,250.0			
Agoura Hills	MR311.14	Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road PSR		700.0	0.0	700.0	700.0			
Agoura Hills	MR311.15	Agoura Hills Multi-Modal Center		100.0	0.0	100.0	100.0			
		TOTAL AGOURA HILLS		50,225.0	0.0	50,225.0	50,250.0	0.0	0.0	0.0
Calabasas	MR311.06	Lost Hills Overpass and Interchange		35,500.0	0.0	35,500.0	35,500.0			
Calabasas	MR311.07	Mulholland Highway Scenic Corridor Completion (Completed)		4,389.8	0.0	4,389.8	4,389.8			
Calabasas	MR311.08	Las Virgenes Scenic Corridor Widening (Completed)		5,746.2	0.0	5,746.2	5,746.2			
Calabasas	MR311.09	Parkway Calabasas/US 101 SB Offramp (Completed)		214.0	0.0	214.0	214.0			
Calabasas	MR311.20	Off-Ramp for US 101 at Las Virgenes Road (Cancelled)		0.0	0.0	0.0	0.0			
Calabasas	MR311.33	Park and Ride Lot on or about 23577 Calabasas Road (near Route 101) (Completed)		3,700.0	0.0	3,700.0	3,700.0			
		TOTAL CALABASAS		49,550.0	0.0	49,550.0	49,550.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Malibu	MR311.11	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd		14,600.0	0.0	14,600.0	14,600.0			
Malibu	MR311.24	Malibu/Civic Center Way Widening		5,600.0	0.0	5,600.0	5,600.0			
Malibu	MR311.26	PCH-Raised Median and Channelization from Webb Way to Corral Canyon Road		6,950.0	0.0	6,950.0	6,950.0			
Malibu	MR311.27	PCH Intersections Improvements		1,000.0	0.0	1,000.0	710.0	290.0		
Malibu	MR311.28	Kanan Dume Road Arrestor Bed Improvements and Intersection with PCH Construction (Completed)		900.0	0.0	900.0	900.0			
Malibu	MR311.29	PCH Regional Traffic Message System (CMS)		0.0	0.0	0.0				
Malibu	MR311.30	PCH Roadway and Bike Route Improvements fr. Busch Dr. to Western City Limits (Completed)		500.0	0.0	500.0	500.0			
Malibu	MR311.32	PCH and Big Rock Dr. Intersection and at La Costa Area Pedestrian Improvements		950.0	0.0	950.0	950.0			
Malibu	MR311.35	Park and Ride Lot on Civic Center Way and/or PCH		3,500.0	0.0	3,500.0	3,500.0			
		TOTAL MALIBU		34,000.0	0.0	34,000.0	33,710.0	290.0	0.0	0.0
Hidden Hills	MR311.34	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements		5,700.0	0.0	5,700.0	5,700.0			
		TOTAL HIDDEN HILLS		5,700.0	0.0	5,700.0	5,700.0	0.0	0.0	0.0
		TOTAL LAS VIRGENES/MALIBU OPS IMPS		158,026.0	0.0	158,026.0	157,761.0	290.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps				432,815.2	8,525.0	441,340.3	337,343.9	43,426.3	60,570.0	0.0
SBCCOG	MR312.01	South Bay Cities COG Program Development & Oversight and Program Administration (Project Development Budget Included)		13,375.0	0.0	13,375.0	13,375.0			
		TOTAL SBCCOG		13,375.0	0.0	13,375.0	13,375.0	0.0	0.0	0.0
Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections (Completed)		5,357.0	(0.0)	5,357.0	5,357.0			
Caltrans	MR312.24	I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I-110 Connector (Completed)		8,120.0	0.0	8,120.0	8,120.0			
Caltrans	MR312.25	I-405 at 182nd St. / Crenshaw Blvd Improvements		86,400.0	0.0	86,400.0	69,400.0	11,000.0	6,000.0	
Caltrans	MR312.29	ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110 (Completed)		9,000.0	0.0	9,000.0	9,000.0			
Caltrans	MR312.45	PAED Integrated Corridor Management System (ICMS) on I-110 from Artesia Blvd and I-405		1,000.0	0.0	1,000.0	1,000.0			
Caltrans	MR312.77	I-405 IQA Review for PSR (El Segundo to Artesia Blvd) (Completed)		150.0	0.0	150.0	150.0			
Caltrans	MR312.78	I-405 IQA Review for PSR (Main St to Wilmington) (Completed)		150.0	0.0	150.0	150.0			
Caltrans	MR312.82	PCH (I-105 to I-110) Turn Lanes and Pockets		8,400.0	0.0	8,400.0	4,400.0	4,000.0		
Caltrans	MR312.86	I-105 Integrated Corridor Management (IQA)		150.0	0.0	150.0	150.0			
		TOTAL CALTRANS		118,727.0	(0.0)	118,727.0	97,727.0	15,000.0	6,000.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Carson/Metro	MR312.41	Traffic Signal Upgrades at 10 Intersections		4,220.0	0.0	4,220.0	2,800.0	1,420.0		
Carson/Metro	MR312.46	Upgrade Traffic Control Signals at Figueroa St and 234th St. and Figueroa and 228th st (Completed)		150.0	0.0	150.0	150.0			
Carson	MR312.80	223rd st Widening		1,000.0	0.0	1,000.0	1,000.0			
		TOTAL CARSON		5,370.0	0.0	5,370.0	3,950.0	1,420.0	0.0	0.0
El Segundo	MR312.22	Maple Ave Improvements from Sepulveda Blvd to Parkview Ave. (Completed)		2,500.0	0.0	2,500.0	2,500.0			
El Segundo	MR312.27	PCH Improvements from Imperial Highway to El Segundo Boulevard	DEOB	400.0	(400.0)	0.0				
El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project		5,350.0	0.0	5,350.0	4,150.0	1,200.0		
		TOTAL EL SEGUNDO		8,250.0	(400.0)	7,850.0	6,650.0	1,200.0	0.0	0.0
Gardena	MR312.02	Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave.		1,500.0	0.0	1,500.0	1,500.0			
Gardena	MR312.09	Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave		2,523.0	0.0	2,523.0	2,523.0			
Gardena	MR312.17	Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd (Completed)		4,967.0	0.0	4,967.0	4,967.0			
Gardena	MR312.19	Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) (Completed)		393.0	0.0	393.0	393.0			
Gardena	MR312.21	Vermont Ave Improvements from Rosecrans Ave to 182nd Street (Completed)		2,090.3	0.0	2,090.3	2,090.3			
Gardena	MR312.79	Traffic Signal Install at Vermont Ave. and Magnolia Ave		144.0	0.0	144.0	144.0			
		TOTAL GARDENA		11,617.3	0.0	11,617.3	11,617.3	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Hawthorne	MR312.03	Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave (Completed)		2,100.0	0.0	2,100.0	2,100.0			
Hawthorne	MR312.33	Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane) (Completed)		3,600.0	0.0	3,600.0	3,600.0			
Hawthorne	MR312.44	Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave (Completed)		7,551.0	0.0	7,551.0	7,551.0			
Hawthorne	MR312.47	Signal Improvements on Prairie Ave from 118th St. to Marine Ave.		1,237.0	0.0	1,237.0	1,237.0			
Hawthorne	MR312.54	Intersection widening & traffic signal modifications on Inglewood Ave at El Segundo Blvd; on Crenshaw Blvd At Pocket Road; on Crenshaw at Jack Northen; and on 120th St		2,000.0	0.0	2,000.0	2,000.0			
Hawthorne	MR312.61	Hawthorne Blvd Arterial Improvements, from 126th St to 111th St. (Completed)		4,400.0	0.0	4,400.0	4,400.0			
Hawthorne	MR312.66	Imperial Ave Signal Improvements and Intersection Capacity Project		1,995.0	0.0	1,995.0	1,995.0			
Hawthorne	MR312.67	Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements.		3,200.0	0.0	3,200.0	3,200.0			
Hawthorne	MR312.68	El Segundo Blvd Improvements Project Phase I		2,000.0	0.0	2,000.0	2,000.0			
Hawthorne	MR312.69	El Segundo Blvd Improvements Project Phase II	CHG	600.0	700.0	1,300.0	600.0	700.0		
Hawthorne	MR312.81	120th St Improvements -- Crenshaw Blvd to Felton Ave	CHG	600.0	3,000.0	3,600.0	600.0	2,000.0	1,000.0	
		TOTAL HAWTHORNE		29,283.0	3,700.0	32,983.0	29,283.0	2,700.0	1,000.0	0.0
Hermosa Beach	MR312.05	PCH (SR-1/PCH) Improvements between Anita St. and Artesia Boulevard		574.7	0.0	574.7	574.7			
		TOTAL HERMOSA BEACH		574.7	0.0	574.7	574.7	0.0	0.0	0.0
Inglewood	MR312.12	Intelligent Transportation System (ITS) Phase IV		3,500.0	0.0	3,500.0	3,500.0			
Inglewood	MR312.50	ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection		0.0	0.0	0.0				
Inglewood	MR312.70	Prairie Ave Signal Synchronization Project (Completed)		205.0	0.0	205.0	205.0			
Inglewood	MR312.71	La Cienega Blvd Synchronization Project (Completed)		80.0	0.0	80.0	80.0			
Inglewood	MR312.72	Arbor Vitae Synchronization Project (Completed)		130.0	0.0	130.0	130.0			
Inglewood	MR312.73	Florence Ave Synchronization Project (Completed)		255.0	0.0	255.0	255.0			
		TOTAL INGLEWOOD		4,170.0	0.0	4,170.0	4,170.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
LA City	MR312.48	Alameda St. (South) Widening frm. Anaheim St. to Harry Bridges Blvd		17,481.3	0.0	17,481.3	5,875.0	7,606.3	4,000.0	
LA City	MR312.51	Improve Anaheim St. from Farragut Ave. to Dominguez Channel (Call Match) F7207		1,313.0	(0.0)	1,313.0	1,313.0			
LA City	MR312.56	Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight		100.0	0.0	100.0	100.0			
LA City	MR312.74	Alameda St. (East) Widening Project		3,580.0	0.0	3,580.0	3,580.0			
		TOTAL LA CITY		22,474.3	(0.0)	22,474.3	10,868.0	7,606.3	4,000.0	0.0
LA County	MR312.16	Del Amo Blvd improvements from Western Ave to Vermont Ave (Completed)		307.0	0.0	307.0	307.0			
LA County	MR312.52	ITS: Improvements on South Bay Arterials (Call Match) F7310		1,021.0	0.0	1,021.0	1,021.0			
LA County	MR312.64	South Bay Arterial System Detection Project		2,000.0	0.0	2,000.0	2,000.0			
		TOTAL LA COUNTY		3,328.0	0.0	3,328.0	3,328.0	0.0	0.0	0.0
Lawndale	MR312.15	Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp (Completed)		43.0	0.0	43.0	43.0			
Lawndale	MR312.31	Manhattan Bch Blvd at Hawthorne Blvd Left Turn Signal Improvements		508.0	0.0	508.0	508.0			
Lawndale	MR312.36	ITS: City of Lawndale Citywide Improvements (Completed)		878.3	0.0	878.3	878.3			
Lawndale	MR312.49	Redondo Beach Blvd Mobility Improvements from Prairie to Artesia (Call Match) F9101		1,039.3	0.0	1,039.3	1,039.3			
		TOTAL LAWDALE		2,468.6	0.0	2,468.6	2,468.6	0.0	0.0	0.0
Lomita	MR312.43	Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut (Complete)		1,585.0	0.0	1,585.0	1,585.0			
		TOTAL LOMITA		1,585.0	0.0	1,585.0	1,585.0	0.0	0.0	0.0
Manhattan Beach	MR312.04	Sepulveda Blvd at Marine Ave Intersection Improvements (West Bound left turn lanes) (Completed)		346.5	0.0	346.5	346.5			
Manhattan Beach	MR312.28	Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 33rd Street to south of Rosecrans Ave		9,100.0	0.0	9,100.0	9,100.0			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)		1,500.0	0.0	1,500.0	1,500.0			
Manhattan Beach	MR312.35	Seaverd Blvd at Manhattan Beach Blvd Intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)		2,046.0	0.0	2,046.0	2,046.0			
Manhattan Beach	MR312.62	Marine Ave at Cedar Ave Intersection Improvements		900.0	0.0	900.0	900.0			
Manhattan Beach	MR312.87	Manhattan Bch Blvd at Peck Ave Signal Improvements	ADD	0.0	100.0	100.0	0.0	100.0		
		TOTAL MANHATTAN BEACH		13,892.5	100.0	13,992.5	13,892.5	100.0	0.0	0.0
Metro	MR312.30	I-405 Improvements from I-105 to Artesia Blvd		17,381.0	0.0	17,381.0	17,381.0			
Metro	MR312.55	I-405 Improvements from I-110 to Wilmington		17,400.0	0.0	17,400.0	17,400.0			
Metro	3000020337-3 4040-2640-01-10	South Bay Arterial Baseline Conditions Analysis (Completed)		250.0	0.0	250.0	250.0			
Metro	MR312.83	Inglewood Transit Center at Florence/La Brea		1,500.0	0.0	1,500.0	1,500.0			
Metro	MR312.84	I-105 Integrated Corridor Management		19,850.0	0.0	19,850.0	2,600.0	2,400.0	14,850.0	
Metro	MR312.85	I-405 N/B Aux Lane (Imperial Hwy to El Segundo)		14,000.0	0.0	14,000.0	1,800.0	3,000.0	9,200.0	
		TOTAL METRO		70,381.0	0.0	70,381.0	40,931.0	5,400.0	24,050.0	0.0
Rancho Palos Verdes	MR312.39	Western Ave. (SR-213) from Palos Verdes Drive North to 25th street -- PSR		90.0	0.0	90.0	90.0			
		TOTAL RANCHO PALOS VERDES		90.0	0.0	90.0	90.0	0.0	0.0	0.0
POLA	MR312.32	SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd	CHG	41,225.0	5,125.0	46,350.0	10,830.0	10,000.0	25,520.0	
		PORT OF LOS ANGELES		41,225.0	5,125.0	46,350.0	10,830.0	10,000.0	25,520.0	0.0
Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd		1,400.0	0.0	1,400.0	1,400.0			
Redondo Beach	MR312.07	Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane) (Completed)		936.0	0.0	936.0	936.0			
Redondo Beach	MR312.08	Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane) (Completed)		389.0	0.0	389.0	389.0			
Redondo Beach	MR312.13	Aviation Blvd at Artesia Blvd intersection improvements (Completed) (Eastbound right turn lane)		22.0	0.0	22.0	22.0			
Redondo Beach	MR312.14	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane) (Completed)		30.0	0.0	30.0	30.0			
Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)		1,907.0	0.0	1,907.0	1,907.0			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Redondo Beach	MR312.38	PCH at Anita St Improv (left and right turn lane)		2,400.0	0.0	2,400.0	2,400.0			
Redondo Beach	MR312.42	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)		5,175.0	0.0	5,175.0	5,175.0			
Redondo Beach	MR312.75	Kingsdale Ave at Artesia Blvd Intersection Improvements		992.0	0.0	992.0	992.0			
		TOTAL REDONDO BEACH		13,251.0	0.0	13,251.0	13,251.0	0.0	0.0	0.0
Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements		20,597.0	0.0	20,597.0	20,597.0			
Torrance	MR312.18	Maple Ave at Sepulveda Blvd Intersection Improvements (Completed) (Southbound right turn lane)		319.9	0.0	319.9	319.9			
Torrance	MR312.23	Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd		25,700.0	0.0	25,700.0	25,700.0			
Torrance	MR312.26	I-405 at 182nd St. / Crenshaw Blvd Operational Improvements		15,300.0	0.0	15,300.0	15,300.0			
Torrance	MR312.40	Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvements		2,900.0	0.0	2,900.0	2,900.0			
Torrance	MR312.58	Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements		852.0	0.0	852.0	852.0			
Torrance	MR312.59	Pacific Coast Highway at Madison Ave Signal upgrades to provide left-turn phasing (Completed)		500.0	0.0	500.0	500.0			
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		3,300.0	0.0	3,300.0	3,300.0			
Torrance	MR312.63	PCH at Crenshaw Blvd Intersection Imp		500.0	0.0	500.0	500.0			
Torrance	MR312.76	Plaza Del Amo at Western Ave (SR-213) Improvements		2,784.0	0.0	2,784.0	2,784.0			
		TOTAL TORRANCE		72,752.9	0.0	72,752.9	72,752.9	0.0	0.0	0.0
		TOTAL SOUTH BAY		432,815.2	8,525.0	441,340.3	337,343.9	43,426.3	60,570.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots"				413,870.4	2,140.0	416,010.4	271,811.8	73,180.8	67,217.7	3,800.0
GCCOG	MOU.306.03	GCCOG Engineering Support Services	CHG	1,550.0	450.0	2,000.0	1,550.0	450.0		
GCCOG	TBD	Gateway Cities Third Party Support		100.0	0.0	100.0	100.0			
TOTAL GCCOG				1,650.0	450.0	2,100.0	1,650.0	450.0	0.0	0.0
Metro	AE25081	Cerritos: PS&E for Carmenita/South and Bloomfield/Artesia Inters Improv (Completed)		342.2	0.0	342.2	342.2			
Metro	AE25083	La Mirada/Santa Fe Springs: PS&E for Valley View/Rosecrans & Valley View/Alondra (Completed)		365.4	0.0	365.4	365.4			
Metro	AE5204200	Professional Services for 605/60 PA/ED (CIP)		38,899.0	0.0	38,899.0	38,899.0			
Metro	AE333410011375	Professional Services for the I-605/I-5 PA/ED (CIP)		28,724.0	0.0	28,724.0	28,724.0			
Metro	AE322940011372	710/91 PSR/PDS (Completed)		2,340.0	0.0	2,340.0	2,340.0			
Metro	AE38849000	I-605 off-ramp at South Street Improvements Project (PR & PS&E)		4,452.3	0.0	4,452.3	4,452.3			
Metro	MR315.02	I-605 South St Improvements Construction		20,000.0	0.0	20,000.0	15,000.0	5,000.0		
Metro	AE39064000	I-605 Beverly Interchange Improvements (PR/PSE/ROW/CON)	CHG	26,520.9	500.0	27,020.9	3,400.9	4,820.0	15,000.0	3,800.0
Metro	AE476110012334	Professional Services for WB SR-91 Improvements PA/ED (Completed)		7,763.0	0.0	7,763.0	7,763.0			
Metro	PS4603-2582	Professional Services for I-605 Feasibility Study (Completed)		6,170.0	0.0	6,170.0	6,170.0			
Metro	MR315.75	SR-91 Atlantic to Cherry EB Aux Lane (PAED/PS&E/ROW/CON) AE53025001		47,051.0	0.0	47,051.0	8,250.0	18,801.0	20,000.0	
Metro	MR315.76	SR-91 Central to Acacia Improvements (PAED/PSE/ROW) AE57645000		22,006.0	0.0	22,006.0	7,006.0	9,000.0	6,000.0	
Metro	TBD	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development (Gateway Cities, SCE, L.A. County)		300.0	0.0	300.0	300.0			
Metro	MR315.63	SR-60 at 7th St Interch (PAED, PSE, ROW)		2,250.0	0.0	2,250.0	2,250.0			
Metro	MR315.73	I-605 at Valley Blvd Interch (PAED, PSE, ROW)	CHG	3,640.7	760.0	4,400.7	3,640.7	760.0		
Metro	MR315.72	Whittier Intersection Improvements (PSE, ROW)		3,848.5	0.0	3,848.5	3,848.5			
Metro	MR315.74	WB SR-91 Alondra Blvd to Shoemaker Ave (PSE,ROW)		57,505.0	0.0	57,505.0	12,875.0	22,315.0	22,315.0	

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Metro	PS4603-2582	Professional Services for PSR/PDS: I-5/I-605 and I-605/SR-91 (Completed)		3,121.0	0.0	3,121.0	3,121.0			
Metro	PS47203004	Professional Services for the Gateway Cities Strategic Transportation Plan (Completed)		10,429.5	(0.0)	10,429.5	10,429.5			
Metro	PS4720-3250	Cities of Long Beach, Bellflower, and Paramount: PAED for Lakewood/Alondra, Lakewood/Spring, and Bellflower Spring Intersection & PS&E for Lakewood/Alondra Intersection Improvements (Completed)		572.7	0.0	572.7	572.7			
Metro	PS4720-3251	Cities of Cerritos, La Mirada, and Santa Fe Springs: PAED for Valley View/Rosecrans, Valley View/Alondra, Carmenita/South, and Bloomfield/Artesia Intersection Improvements (Completed)		560.7	0.0	560.7	560.7			
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 (Completed)		680.0	0.0	680.0	680.0			
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds		200.0	0.0	200.0	200.0			
Metro	PS4720-3235	Professional Services for 605/60 PSR/PDS (Completed)		3,040.0	0.0	3,040.0	3,040.0			
		TOTAL METRO		290,781.9	1,260.0	292,041.9	164,230.9	60,696.0	63,315.0	3,800.0
Caltrans	MR315.08	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-91 PA/ED		776.3	0.0	776.3	776.3			
Caltrans	MR315.29	I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 PSR-PDS		234.0	0.0	234.0	234.0			
Caltrans	MR315.24	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/I-5 PA/ED		2,069.8	0.0	2,069.8	2,069.8			
Caltrans	MR315.28	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PSR-PDS (Completed)		260.0	0.0	260.0	260.0			
Caltrans	MR315.30	I-605 Beverly Interchange (Env. Doc.) (Completed)		500.0	0.0	500.0	500.0			
Caltrans	MR315.31	I-605 from SR-91 to South Street Improvements Project (Env. Doc.) (Completed)		500.0	0.0	500.0	500.0			
Caltrans	MR315.47	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PA/ED		3,650.0	0.0	3,650.0	3,650.0			
Caltrans	MR315.48	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605 Intersection Improvements		60.0	0.0	60.0	60.0			
		TOTAL CALTRANS		8,050.1	0.0	8,050.1	8,050.1	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Artesia	MR315.25	Pioneer Blvd at Arkansas St Intersection Imp		625.0	0.0	625.0	625.0			
		TOTAL ARTESIA		625.0	0.0	625.0	625.0	0.0	0.0	0.0
Bellflower	MR315.16	Bellflower Blvd- Artesia Blvd Intersection Improvement Project		8,442.8	0.0	8,442.8	8,442.8			
Bellflower	MR315.33	Lakewood - Alondra Intersection Improvements: Construction		1,002.0	0.0	1,002.0	1,002.0			
		TOTAL BELLFLOWER		9,444.8	0.0	9,444.8	9,444.8	0.0	0.0	0.0
Cerritos	MR315.38	Carmenita - South Intersection Improvements, Construction		414.2	0.0	414.2	414.2			
Cerritos	MR315.39	Bloomfield - Artesia Intersection Improvements, ROW & Construction		1,544.2	0.0	1,544.2	1,544.2			
		TOTAL CERRITOS		1,958.4	0.0	1,958.4	1,958.4	0.0	0.0	0.0
Downey	MR315.03	Lakewood - Telegraph Intersection Improvements (Completed)		2,120.0	0.0	2,120.0	2,120.0			
Downey	MR315.14	Lakewood - Imperial Intersection Improvements		4,060.0	0.0	4,060.0	4,060.0			
Downey	MR315.18	Bellflower - Imperial Highway Intersection Improvements (Completed)		2,740.4	0.0	2,740.4	2,740.4			
Downey	MR315.27	Lakewood - Florence Intersection Improvements		4,925.0	0.0	4,925.0	4,925.0			
Downey	MR315.66	Lakewood Blvd at Firestone Blvd Intersection Improvm.		1,300.0	0.0	1,300.0	1,300.0			
		TOTAL DOWNEY		15,145.4	0.0	15,145.4	15,145.4	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
LA County	MR306.01	Whittier Blvd (Indiana Street to Paramount Blvd) Corridor Project (Call Match) F9304		700.0	0.0	700.0	700.0			
LA County	MR315.07	Painter - Mulberry Intersection Improvements		4,410.0	0.0	4,410.0	3,210.0	1,200.0		
LA County	MR315.11	Valley View - Imperial Intersection Improvements		1,640.0	0.0	1,640.0	1,640.0			
LA County	MR315.15	Norwalk-Whittier Intersection Improvements		2,830.0	0.0	2,830.0	2,830.0			
LA County	MR315.22	Norwalk-Washington Intersection Improvements (Completed)		550.0	0.0	550.0	550.0			
LA County	MR315.23	Carmenita - Telegraph Intersection Improvements		3,200.0	0.0	3,200.0	2,300.0	900.0		
LA County	MR315.64	South Whittier Bikeway Access Improvements (Call Match) F9511		800.0	0.0	800.0	800.0			
		TOTAL LA COUNTY		14,130.0	0.0	14,130.0	12,030.0	2,100.0	0.0	0.0
Lakewood	MR315.01	Lakewood Boulevard at Hardwick Street Traffic Signal Improvements		0.0	0.0	0.0	0.0			
Lakewood	MR315.04	Lakewood - Del Amo Intersection Improvements		6,004.3	0.0	6,004.3	6,004.3			
Lakewood	MR315.36	Lakewood Blvd Regional Capacity Enhancement		3,900.0	0.0	3,900.0	3,900.0			
		TOTAL LAKEWOOD		9,904.3	0.0	9,904.3	9,904.3	0.0	0.0	0.0
Long Beach	MR315.60	Soundwall on NB I-605 near Spring Street		4,469.0	0.0	4,469.0	3,169.0	1,300.0		
Long Beach	MR315.61	Lakewood - Spring Intersection Improvements, PSE and Construction		454.3	0.0	454.3	454.3			
Long Beach	MR315.62	Bellflower - Spring Intersection Improvements, PSE and Construction		492.8	0.0	492.8	492.8			
Long Beach	MR315.67	2015 CFP - Artesia Complete Blvd (Call Match) F9130		900.0	0.0	900.0	900.0			
Long Beach	MR315.68	2015 CFP - Atherton Bridge & Campus Connection (Call Match) F9532		0.0	0.0	0.0	0.0			
Long Beach	MR315.69	Park or Ride (Call Match) F9808		212.6	(0.0)	212.6	212.6			
Long Beach	MR315.70	Artesia Boulevard Improvements		1,450.0	0.0	1,450.0	1,450.0			
		TOTAL LONG BEACH		7,978.7	(0.0)	7,978.7	6,678.7	1,300.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Norwalk	MR315.06	Studebaker - Rosecrans Intersection Improvements		1,670.0	0.0	1,670.0	1,670.0			
Norwalk	MR315.10	Bloomfield - Imperial Intersection Improvements		920.0	0.0	920.0	920.0			
Norwalk	MR315.17	Pioneer - Imperial Intersection Improvements		1,509.0	0.0	1,509.0	1,154.2	354.8		
Norwalk	MR315.26	Studebaker - Alondra Intersection Improvements		480.0	0.0	480.0	480.0			
Norwalk	MR315.43	Imperial Highway ITS Project, from San Gabriel River to Shoemaker Rd. (PAED, PS&E, CON)		3,380.4	0.0	3,380.4	3,380.4			
Norwalk	MR315.71	Firestone Blvd Widening Project		2,000.0	0.0	2,000.0	2,000.0			
		TOTAL NORWALK		9,959.4	0.0	9,959.4	9,604.6	354.8	0.0	0.0
Paramount	MR315.20	Alondra Boulevard Improvments		4,600.0	0.0	4,600.0	4,600.0			
		TOTAL PARAMOUNT		4,600.0	0.0	4,600.0	4,600.0	0.0	0.0	0.0
Pico Rivera	MR315.05	Rosemead - Beverly Intersection Improvements		13,479.0	0.0	13,479.0	13,479.0			
Pico Rivera	MR315.09	Rosemead - Whittier Intersection Improvements		1,821.5	0.0	1,821.5	1,821.5			
Pico Rivera	MR315.19	Rosemead - Slauson Intersection Improvements		2,901.0	0.0	2,901.0	2,901.0			
Pico Rivera	MR315.21	Rosemead - Washington Intersection Improvements		53.0	0.0	53.0	53.0			
		TOTAL PICO RIVERA		18,254.5	0.0	18,254.5	18,254.5	0.0	0.0	0.0
Santa Fe Springs	MR315.40	Valley View - Rosecrans Intersection Improvements, Construction	CHG	824.0	430.0	1,254.0	824.0	430.0		
Santa Fe Springs	MR315.41	Valley View - Alondra Intersection Improvements, ROW & Construction		2,667.0	0.0	2,667.0	2,667.0			
Santa Fe Springs	MR315.42	Florence Avenue Widening Project, from Orr & Day to Pioneer Blvd (PAED, PSE, ROW)		3,800.0	0.0	3,800.0	3,800.0			
		TOTAL SANTA FE SPRINGS		7,291.0	430.0	7,721.0	7,291.0	430.0	0.0	0.0
Whittier	MR315.44	Santa Fe Springs Whittier Intersection Improvements: Construction	REP	4,568.2	0.0	4,568.2		2,100.0	2,468.2	
Whittier	MR315.45	Painter Ave - Whittier Intersection Improvements: Construction	REP	7,184.5	0.0	7,184.5		5,750.0	1,434.5	
Whittier	MR315.46	Colima Ave - Whittier Intersection Improvements: PSE, ROW, Construction		2,344.1	0.0	2,344.1	2,344.1			
		TOTAL WHITTIER		14,096.8	0.0	14,096.8	2,344.1	7,850.0	3,902.7	0.0
		TOTAL I-605/SR-91/I-405 "HOT SPOTS"		413,870.4	2,140.0	416,010.4	271,811.8	73,180.8	67,217.7	3,800.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Gateway Cities: INTERSTATE 710 SOUTH EARLY ACTION PROJECT				284,006.5	9,662.0	291,438.5	267,982.5	0.0	0.0	0.0
GCCOG	MOU.306.03	GCCOG Engineering Support Services	CHG	1,550.0	450.0	2,000.0	1,550.0	450.0		
		TOTAL GCCOG		1,550.0	450.0	2,000.0	1,550.0	450.0	0.0	0.0
Metro	AE3722900	I-710 Soundwall Design Package 1 (PSE & ROW) (Completed)		2,161.9	0.0	2,161.9	2,161.9			
Metro	Bucket	I-710 ITS/Air Quality Early Action (Grant Match)	DEOB	3,510.0	(850.0)	2,660.0	2,660.0			
Metro	MR306.02	I-710 Soundwall Package 2 Construction		4,948.0	0.0	4,948.0	4,948.0			
Metro	PS2198100	I-710 Soundwall Package 2 (PSE&ROW)		4,079.6	0.0	4,079.6	4,079.6			
Metro	PS-4010-2540-02-17	I-710/I-5 Interchange Project Development (Completed)		600.0	0.0	600.0	600.0			
Metro	PS4340-1939	I-710 Corridor Project (PA/ED) EIR/EIS & Taskforce	CHG	40,495.9	6,282.0	46,777.9	40,495.9	6,282.0		
Metro	PS-4710-2744	I-710 Soundwall Feasibility & Project Development		3,509.0	0.0	3,509.0	3,509.0			
Metro	PS4720-3330	I-710 Soundwall PSE & ROW Package 3		7,929.6	0.0	7,929.6	7,929.6			
Metro	MR306.04	I-710 Soundwall Package 3 Construction		43,062.0	0.0	43,062.0	43,062.0			
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds (Completed)		200.0	0.0	200.0	200.0			
Metro	MOU.Calstart2010	Professional Services contract for development of zero emission technology report		150.0	0.0	150.0	150.0			
Metro	MR306.38	Sustainable Transportation Planning Grant (Grant Match)		64.8	0.0	64.8	64.8			
Metro	MR306.41	FRATIS Modernization (Grant Match)		3,000.0	0.0	3,000.0	3,000.0			
Metro	MR306.59	Imperial Hwy Capacity Enhancements Project		3,965.0	0.0	3,965.0	2,365.0	1,600.0		
Metro	various	Professional Services contracts for I-710 Utility Studies (North, Central, South)		25,046.0	0.0	25,046.0	25,046.0			
Metro	MR306.05	I-710 Integrated Corridor Management (ICM) Project	CHG	5,250.0	850.0	6,100.0	4,000.0	2,100.0		
Metro	MR306.61	Rosecrans Ave/Atlantic Ave & Artesia Blvd/Santa Fe Intersection Improvements		329.5	0.0	329.5	329.5			
Metro	MR306.62	Willow St Corridor -- Walnut Ave to Cherry Ave Congestion Relief Project		1,312.1	0.0	1,312.1	700.1	612.0		
		TOTAL METRO		149,613.5	6,282.0	155,895.5	145,301.5	10,594.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
POLA	MR306.40	I-710 Eco-FRATIS Drayage Truck Efficiency Project (Grant Match)		240.0	0.0	240.0	240.0			
		TOTAL POLA		240.0	0.0	240.0	240.0	0.0	0.0	0.0
Metro	13.01/USACE	Third Party Support Services for I-710 Corridor Project (US Army Corp of Eng)		100.0	0.0	100.0	100.0			
		TOTAL USACE		100.0	0.0	100.0	100.0	0.0	0.0	0.0
Metro	MR306.39	I-710 Soundwall Project - SCE Utility Relocation Engineering Advance		75.0	0.0	75.0	75.0			
Metro	MR306.48	SCE design support I-710 Soundwall Package 3		400.0	0.0	400.0	400.0			
Metro	MR306.5B	Third Party Support Services for I-710 Corridor Project (So Cal Edison)		1,623.0	0.0	1,623.0	1,623.0			
		TOTAL SCE		2,098.0	0.0	2,098.0	2,098.0	0.0	0.0	0.0
Caltrans	MR306.24	Reconfiguration of Firestone Blvd On-Ramp to I-710 S/B Freeway		1,450.0	0.0	1,450.0	1,450.0			
Caltrans	MR306.27	Third Party Support for I-710 Corridor Project EIR/EIS Enhanced IQA		3,500.0	0.0	3,500.0	3,500.0			
Caltrans	MR306.29	I-710 Early Action Project - Soundwall PA/ED Phase - Noise Study Only		100.0	0.0	100.0	100.0			
Caltrans	MR306.21	I-710 Integrated Corridor Management (ICM) CT IQA		150.0	0.0	150.0	150.0			
		TOTAL CALTRANS		5,200.0	0.0	5,200.0	5,200.0	0.0	0.0	0.0
LA County	MR306.01	Whittier Blvd (Indiana Street to Paramount Blvd) Corridor Project (Call Match) F9304		700.0	0.0	700.0	700.0			
LA County	MR306.16	Staff Support for the Review of the Draft I-710 South EIR/EIS		157.0	0.0	157.0	157.0			
		TOTAL LA COUNTY		857.0	0.0	857.0	857.0	0.0	0.0	0.0
Bell	MR306.07	Staff Support for the Review of the Draft I-710 South EIR/EIS		136.0	0.0	136.0	136.0			
Bell	MR306.37	Eastern at Bandini Rickenbacker Project (Call Match) F9200		178.6	(0.0)	178.6	178.6			
Bell	MR306.44	Gage Ave Bridge Replacement Project		66.8	0.0	66.8	66.8			
		TOTAL BELL		381.4	0.0	381.4	381.4	0.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Bell Gardens	MR306.08	Staff Support for the Review of the Draft I-710 South EIR/EIS		152.3	0.0	152.3	152.3			
Bell Gardens	MR306.30	Florence Ave/Eastern Ave Intersection Widening (<i>Call Match</i>) F7120		1,184.7	0.0	1,184.7	1,184.7			
Bell Gardens	MR306.35	Florence/Jaboneria Intersection Project (<i>Call Match</i>) F9111		283.4	(0.0)	283.4	283.4			
Bell Gardens	MR306.52	Garfield Ave & Eastern Ave Intersection Improvements		4,635.0	0.0	4,635.0	4,635.0			
		TOTAL BELL GARDENS		6,255.4	(0.0)	6,255.4	6,255.4	0.0	0.0	0.0
Commerce	MR306.09	Staff Support for the Review of the Draft I-710 South EIR/EIS		75.0	0.0	75.0	75.0			
Commerce	MR306.23	Washington Blvd Widening and Reconstruction Project (Completed)		13,500.0	0.0	13,500.0	13,500.0			
Commerce	MR306.45	Atlantic Blvd. Improvements Project		1,500.0	0.0	1,500.0	1,500.0			
Commerce	MR306.64	Slauson Corridor Improvements	ADD	0.0	2,230.0	2,230.0	0.0	2,230.0		
		TOTAL COMMERCE		15,075.0	2,230.0	15,075.0	15,075.0	2,230.0	0.0	0.0
Compton	MR306.10	Staff Support for the Review of the Draft I-710 South EIR/EIS		35.3	0.0	35.3	35.3			
		TOTAL COMPTON		35.3	0.0	35.3	35.3	0.0	0.0	0.0
Downey	MR306.18	Staff Support for the Review of the Draft I-710 South EIR/EIS		120.0	0.0	120.0	120.0			
Downey	MR306.20	Paramount Blvd/Firestone Intersection Improvements (Complete)		3,069.0	0.0	3,069.0	3,069.0			
Downey	MR306.31	Lakewood Blvd Improvement Project (Completed)		6,000.0	0.0	6,000.0	6,000.0			
Downey	MR306.42	Firestone Blvd Improvement Project (Old River Rd. to West City Limits)		323.0	0.0	323.0	323.0			
Downey	MR306.49	Paramount Blvd at Imperial Highway Intersection Improvement Project		3,185.0	0.0	3,185.0	3,185.0			
		TOTAL DOWNEY		12,697.0	0.0	12,697.0	12,697.0	0.0	0.0	0.0
Huntington Park	MR306.36	Staff Support for the Review of the Draft I-710 South EIR/EIS		15.0	0.0	15.0	15.0			
Huntington Park	MR306.53	Slauson Ave Congestion Relief Improvements	CHG	4,900.0	700.0	5,600.0	1,500.0	2,500.0	1,600.0	
		TOTAL HUNTINGTON PARK		4,915.0	700.0	5,615.0	1,515.0	2,500.0	1,600.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Long Beach	MR306.11	Staff Support for the Review of the Draft I-710 South EIR/EIS		146.0	0.0	146.0	146.0			
Long Beach	MR306.19	Shoemaker Bridge Replacement Project		23,900.0	0.0	23,900.0	23,900.0			
Long Beach	MR306.22	Atlantic Ave/Willow St Intersection Improvements (Completed)		300.0	0.0	300.0	300.0			
Long Beach	MR306.60	Shoreline Drive Realignment Project		4,700.0	0.0	4,700.0	4,700.0			
Long Beach	MR315.70	Artesia Boulevard Improvements		9,877.0	0.0	9,877.0	765.0	4,112.0	5,000.0	
		TOTAL LONG BEACH		38,923.0	0.0	38,923.0	29,811.0	4,112.0	5,000.0	0.0
Lynwood	MR306.46	Staff Support for the Review of the Draft I-710 South EIR/EIS		20.0	0.0	20.0	20.0			
		TOTAL LYNWOOD		20.0	0.0	20.0	20.0	0.0	0.0	0.0
Maywood	MR306.12	Staff Support for the Review of the Draft I-710 South EIR/EIS		65.0	0.0	65.0	65.0			
Maywood	MR306.56	Slauson Ave and Atlantic Congestion Relief Improvements		445.0	0.0	445.0	445.0			
		TOTAL MAYWOOD		510.0	0.0	510.0	510.0	0.0	0.0	0.0
Paramount	MR306.13	Staff Support for the Review of the Draft I-710 South EIR/EIS		130.0	0.0	130.0	130.0			
Paramount	MR306.32	Garfield Ave Improvements		2,825.0	0.0	2,825.0	2,825.0			
Paramount	MR306.06	Rosecrans Bridge Retrofit Project		800.0	0.0	800.0	1,600.0			
		TOTAL PARAMOUNT		3,755.0	0.0	3,755.0	4,555.0	0.0	0.0	0.0
POLB	MR306.55	Pier B Street Freight Corridor Reconstructon		10,000.0	0.0	10,000.0	10,000.0			
		TOTAL PORT OF LONG BEACH		10,000.0	0.0	10,000.0	10,000.0			

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
South Gate	MR306.14	Staff Support for the Review of the Draft I-710 South EIR/EIS		184.5	0.0	184.5	184.5			
South Gate	MR306.17	Atlantic Ave/Firestone Blvd Intersection Improvements (Complete)		12,400.0	0.0	12,400.0	12,400.0			
South Gate	MR306.33	Firestone Blvd Regional Corridor Capacity Enhancement Project (Completed)		6,000.0	0.0	6,000.0	6,000.0			
South Gate	MR306.50	I-710 Soundwall Project - Package 1 Construction Phase		8,900.0	0.0	8,900.0	8,900.0			
South Gate	MR306.57	Imperial Highway Improvements Project		966.2	0.0	966.2	966.2			
South Gate	MR306.58	Firestone Blvd at Otis St Improvements		850.0	0.0	850.0	850.0			
South Gate	MR306.63	Garfield Ave Median Improvements		340.0	0.0	340.0	340.0			
		TOTAL SOUTH GATE		29,640.7	0.0	29,640.7	29,640.7	0.0	0.0	0.0
Vernon	MR306.15	Staff Support for the Review of the Draft I-710 South EIR/EIS		70.2	0.0	70.2	70.2			
Vernon	MR306.25	Atlantic Blvd Bridge Widening and Rehabilitation		2,070.0	0.0	2,070.0	2,070.0			
		TOTAL VERNON		2,140.2	0.0	2,140.2	2,140.2	0.0	0.0	0.0
		TOTAL I-710 SOUTH & EARLY ACTION PROJ		284,006.5	9,662.0	291,438.5	267,982.5	19,886.0	6,600.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
North County: SR-138 Capacity Enhancements				200,000.0		200,000.0	196,815.1	2,274.9	0.0	0.0
Metro	MR330.01	SR-138 (AvenueD) PA/ED (I-5 to SR-14)		19,400.0	0.0	19,400.0	19,400.0			
Metro/ Caltrans	MR330.12	SR 138 Segment 6 Construction		5,600.0	0.0	5,600.0	5,600.0			
		TOTAL METRO		25,000.0	0.0	25,000.0	25,000.0	0.0	0.0	0.0
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange		20,340.0	0.0	20,340.0	19,430.0			
Lancaster	MR330.03	SR-138 (SR-14) Avenue G Interchange		1,875.1	(0.0)	1,875.1	1,875.1			
Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange		21,274.9	0.0	21,274.9	19,000.0	2,274.9		
Lancaster	MR330.05	SR-138 (SR-14) Avenue L Interchange		1,510.0	0.0	1,510.0	1,510.0			
Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange		20,000.0	0.0	20,000.0	20,000.0			
		TOTAL LANCASTER		65,000.0	0.0	65,000.0	61,815.1	2,274.9	0.0	0.0
Palmdale	MR330.07	SR-138 Palmdale Blvd. (SR-138) 5th to 10th St. East		25,000.0	0.0	25,000.0	25,000.0			
Palmdale	MR330.08	SR-138 Palmdale Blvd. SB 14 Ramps		25,000.0	0.0	25,000.0	25,000.0			
Palmdale	MR330.09	SR-138 10th St. West Interchange		15,000.0	0.0	15,000.0	15,000.0			
Palmdale	MR330.10	SR-138 (SR-14) Widening Rancho Vista Blvd. to Palmdale Blvd		25,000.0	0.0	25,000.0	25,000.0			
Palmdale	MR330.11	SR-138 Avenue N Overcrossing		20,000.0	0.0	20,000.0	20,000.0			
		TOTAL PALMDALE		110,000.0	0.0	110,000.0	110,000.0	0.0	0.0	0.0
TOTAL SR-138 CAPACITY ENH				200,000.0		200,000.0	196,815.1	2,274.9	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
North County: I-5/SR-14 HOV SURPLUS				85,094.9		85,094.9	71,094.9	14,000.0	0.0	0.0
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange		9,297.5	0.0	9,297.5	9,297.5			
Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange		8,769.2	0.0	8,769.2	6,569.2	2,200.0		
Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange		3,677.0	0.0	3,677.0	2,877.0	800.0		
TOTAL LANCASTER				21,743.7	0.0	21,743.7	18,743.7	3,000.0	0.0	0.0
LA County	MR501.01	The Old Road - Magic Mountain Prkwy to Turnberry Ln		25,000.0	0.0	25,000.0	14,000.0	11,000.0		
TOTAL LA COUNTY				25,000.0	0.0	25,000.0	14,000.0	11,000.0	0.0	0.0
Palmdale	MR330.08	SR-138 Palmdale Blvd SB 14 Ramps		1,186.2	0.0	1,186.2	1,186.2			
Palmdale	MR330.09	SR-138 10th St. West Interchange		12,600.0	0.0	12,600.0	12,600.0			
TOTAL PALMDALE				13,786.2	0.0	13,786.2	13,786.2	0.0	0.0	0.0
Santa Clarita	MR501.02	Sierra Highway Traffi Signal Improvements		565.0	0.0	565.0	565.0			
Santa Clarita	MR501.03	Vista Canyon Road Bridge at Los Canyon Road		20,000.0	0.0	20,000.0	20,000.0			
Santa Clarita	MR501.04	Vista Canyon Metrolink Station		4,000.0	0.0	4,000.0	4,000.0			
TOTAL SANTA CLARITA				24,565.0	0.0	24,565.0	24,565.0	0.0	0.0	0.0
TOTAL I-5/SR-14 CAPACITY ENH				85,094.9		85,094.9	71,094.9	14,000.0	0.0	0.0



Board Report

File #: 2022-0339, File Type: Program

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2022

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - GATEWAY CITIES SUBREGION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. PROGRAMMING an additional \$21,011,308 within the capacity of Measure M Multi-Year Subregional Program (MSP) - I-605 Corridor “Hot Spot” Interchange Improvements Multi-Modal Program; as shown in Attachment A;
- B. REPROGRAMMING of projects previously approved to meet environmental, design, right-of-way, and construction time frames; and
- C. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:
 - 1. Amend Measure M MSP funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
 - 2. Administratively extend funding agreement lapse dates for Measure M MSP funding agreements to meet revised project schedule, and
- D. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update approves additional eligible projects for funding and allows the Gateway Cities Subregion and implementing agencies to revise the scope of work, schedule, and amend project budget.

This update includes changes to projects which have received prior Board approval and funding allocation for new projects. Funds are programmed through Fiscal Year (FY) 2024-25. The Board’s

approval is required to update the project lists (Attachments A), which serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

In November 2019, the Metro Board of Directors approved Gateway Cities Subregion's first MSP Five-Year Plan and programmed funds in the I-605 Corridor "Hot Spot" Interchange Improvements Program (Expenditure Line 61). The I-605 Corridor "Hot Spot" Interchange Improvements Program is one of the MSPs and independent from the I-605 Corridor Improvement Project.

DISCUSSION

Metro staff continued working closely with the Gateway Cities Council of Governments (GCCOG) and the implementing agencies on project eligibility reviews of the proposed scope of work change and project schedule changes for this annual update. Metro required, during staff review, a detailed project scope of work to confirm eligibility and establish the program nexus, i.e., project location and limits, length, elements, phase(s), total expenses and funding request, schedule, etc. This level of detail will ensure the timeliness of the execution of the project Funding Agreements once the Metro Board approves the projects. For those proposed projects that will have programming of funds in FY 2023-24 and beyond, Metro accepted high level (but focused and relevant) project scope of work during the review process. Metro staff will work on the details with the GCCOG and the implementing agencies through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines.

The changes in this annual update include the programming of four new projects and funding adjustments for two previously approved projects, as follows:

I-605 Corridor "Hot Spot" Interchange Improvements Program (Expenditure Line 61)

Bellflower

- Program an additional \$57,041 in FY 2022-23 for MM5509.01 - Lakewood Blvd Arterial Improvement Project. The funds will be used to complete Plans Specification and Estimates (PS&E) and construction phases of the project.
- Program \$850,000 in FYs 2022-23 and FY 2023-24 for MM5509.08 - Foster Road Traffic Signal Upgrades Project. The funds will be used for PS&E and construction phases of the project.

Long Beach

- Program \$13,668,000 in FYs 2021-22, 2022-23 and 2023-24 for MM5509.09 - Artesia "Great" Street Project. The funds will be used for PS&E and construction phases of the project. This

project also received funds from the Call for Projects and Measure R Highway funds.

Norwalk

- Reprogram \$13,284,900 as follows: \$3,284,900 in FY 2022-23, \$5,000,000 in FY 2023-24 and \$5,000,000 in FY 2024-25 for MM5509.06 - Firestone Blvd Widening Project, Phase I. The funds will be used for environmental, PS&E and construction phases of the project.

Pico Rivera

- Program \$2,697,000 in FYs 2022-23 and FY 2023-24 for MM4302.01 - Pico Rivera Regional Bikeway Project. The funds will be used for PS&E and construction phases of the project.
- Program \$3,739,267 in FYs 2023-24 and FY 2024-25 for MM5509.10 - Washington Blvd. Bridget Reconstruction Project. The funds will be used for PS&E and construction phases of the project.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Gateway Cities Subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2021-22, \$500,000 is budgeted in Cost Center 0442 (Highway Subsidies) for the I-605 Corridor "Hot Spot" Interchange Improvements Program (Project 475509). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441 (Subsidies to Others) and 0442. Since these are multi-year projects, Cost Centers 0441 and 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for these projects are Measure M Highway Construction 17%. This fund source is not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

The Gateway Cities Subregion consists of 27 cities and unincorporated communities in Los Angeles County. Equity Focus Communities (EFCs) are concentrated in Bell, Bellflower, Bell Gardens, Commerce, Compton, Cudahy, Downey, Hawaiian Gardens, Huntington Park, Industry, La Mirada, Lakewood, Long Beach, Lynwood, Maywood, Montebello, Norwalk, Paramount, Pico Rivera, Santa Fe Springs, South Gate, Vernon, and Whittier. The report seeks board approval to fund eligible Measure M MSP projects. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion. In line with the Metro Board adopted guidelines during the eligibility review process, cities provide documentation that demonstrates community support, project need, and transportation benefits. Cities lead and prioritize all proposed transportation

improvements, including procurement, the environmental process, outreach, final design, and construction. Each city and/or agency independently and in coordination with the subregion undertake their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the Gateway Cities Subregion. This is not recommended as the subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines and Administrative Procedures.

NEXT STEPS

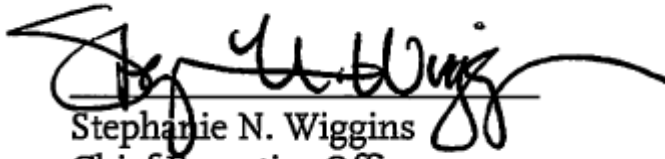
Metro staff will continue to work with the subregion to identify and deliver projects. Program/Project updates will be provided to the Board on an annual basis.

ATTACHMENTS

Attachment A - I-605 Corridor “Hot Spot” Interchange Improvements Program Projects

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Stephanie N. Wiggins
Chief Executive Officer

**Gateway Cities Subregion
Measure M Multi-Year Subregional Plan - I-605 Corridor "Hot Spot" Interchange Improvement (Expenditure Line 61)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	FY 2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25
1	Bellflower	MM5509.01	Lakewood Blvd Arterial Improvement Project	PS&E Construction	chg	\$ 1,450,000	\$ 57,041	\$ 1,507,041		\$ 217,500	\$ 1,232,500	\$ 57,041		
2	Bellflower	MM5509.08	Foster Road Traffic Signal Upgrades	PS&E Construction	new		850,000	850,000				100,000	750,000	
3	Cerritos	MM5509.02	Del Amo Blvd Bridge Replacement & Traffic Signal Synch Project	Environmental PS&E Construction		2,400,000		2,400,000	400,000	1,000,000	1,000,000			
4	Downey & Pico Rivera	MM5509.03	Telegraph Rd Traffic Safety Enhancements Phase II	PS&E Construction		350,000		350,000	350,000					
5	LA County	MM5509.04	Carmenita Rd and Imperial Hwy Intersection Improvements	PS&E Construction		1,930,000		1,930,000	300,000	630,000	1,000,000			
6	Long Beach	MM5509.05	Studebaker Rd - Loynes Dr Complete Streets	Environmental PS&E Construction		8,750,000		8,750,000		2,942,000	5,808,000			
7	Long Beach	MM5509.09	Artesia "Great" Street Project (CFP F7316/F9130 + MR312.70/MR315.70)	PS&E Construction	new		13,668,000	13,668,000			1,560,000	5,520,000	6,588,000	
8	Norwalk	MM5509.06	Firestone Blvd Widening Project, Phase I	Environmental PS&E Construction	chg	13,284,900		13,284,900				3,284,900	5,000,000	5,000,000
9	Pico Rivera	MM4302.01	Pico Rivera Regional Bikeway Project	PS&E Construction	new		2,697,000	2,697,000				1,527,000	1,170,000	
10	Pico Rivera	MM5509.10	Washington Blvd Bridge Reconstruction	PS&E Construction	new		3,739,267	3,739,267					527,767	3,211,500
11	Whittier	MM5509.07	Beverly Blvd at Norwalk Blvd Realignment Project	PS&E ROW Construction		2,100,000		2,100,000	150,000	550,000	1,400,000			
Total Programming Amount						\$ 30,264,900	\$ 21,011,308	\$ 51,276,208	\$ 1,200,000	\$ 5,339,500	\$ 12,000,500	\$ 10,488,941	\$ 14,035,767	\$ 8,211,500



Board Report

File #: 2022-0343, File Type: Program

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2022

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM - CENTRAL CITY
SUBREGION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. PROGRAMMING of \$18,623,792 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation, First/Last Mile and Mobility Hubs Program; as shown in Attachment A;
- B. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:
 - 1. Amend Measure M MSP funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
 - 2. Administratively extend funding agreement lapse dates for Measure M MSP funding agreements to meet environmental, design, right-of-way and construction time frames; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. Each subregion is required to develop an MSP five-year plan (Plan) and project list. Based on the amount provided in the Measure M Expenditure Plan, a total of \$18,873,374 was forecasted to be available for programming, from Fiscal Years (FY) 2017-18 to FY 2024-25, to the Central City Subregion in the Active Transportation, First/Last Mile and Mobility Hubs Program (expenditure line 55).

The Board’s approval is required to program funds to these projects, which serve as the basis for Metro to enter into funding agreements with the respective implementing agencies.

BACKGROUND

In June 2017, the Metro Board of Directors approved the adoption of the Measure M Master Guidelines (Guidelines) with two amendments and five approved motions.

The Central City Subregion includes only two jurisdictions, City of Los Angeles and unincorporated area of Los Angeles County. The majority of the Central City Subregion is in the City of Los Angeles, and Los Angeles Department of Transportation (LADOT) has been delegated authority to identify projects and develop the Plan, which included working with both jurisdictions along with the public participation process. The Subregion also adopted Subregional Qualitative Performance Measures including Mobility, Economic Vitality, Accessibility, Safety and Sustainability & Quality of Life, per the Administrative Procedures.

DISCUSSION

In the last few months, Metro staff worked closely with LADOT and LA County on project eligibility reviews of the proposed projects for this update. Metro required, during staff review, a detailed project scope of work to confirm eligibility - and establish the program nexus, i.e., project location and limits, length, elements, phase(s), total expenses and funding request, schedule, etc. This level of detail will ensure the timeliness of the execution of the project Funding Agreements once the Metro Board approves the projects. For those proposed projects that will have programming of funds in FY 2024-25 and beyond, Metro accepted high level (but focused and relevant) project scope of work during the review process. Metro staff will work on the details with the LADOT and LA County through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines.

Active Transportation First/Last Mile and Mobility Hubs Program (Expenditure Line 55)

LA City

- Program \$2,790,491 in FY 2022-23 for MM4201.01 - Integrated Mobility Hub Program (at or near the following Metro Rail stations: Pershing Square; Pico Station; Grand/ LA Trade Tech; 7th and Metro; Civic Center/ Grand Park; Vermont and Sunset; Vermont and Santa Monica; Hollywood and Vine; Hollywood and Highland; Hollywood and Western). The funds will be used to complete the Plans Specification and Estimates (PS&E), equipment/vehicle and construction phases of the project.
- Program \$400,000 in FYs 2022-23 and FY 2023-24 for MM4201.02 - New Pedestrian Crossing at Spring Street and Ann Street Project. The funds will be used to complete the PS&E and construction phases of the project.
- Program \$447,650 in FYs 2023-24 and FY 2024-25 for MM4201.03 - Active Streets LA - South

Los Angeles Project. The funds will be used to complete the PS&E and construction phases of the project.

- Program \$1,303,500 in FYs 2022-23, 2023-24 and 2024-25 for MM4201.04 - Manchester Elementary Safe Route to School (SRTS) Project. The funds will be used to complete the PS&E and construction phases of the project.
- Program \$4,400,000 in FYs 2022-23, 2023-24 and 2024-25 for MM4201.05 - Lockwood Ave Elementary SRTS Project. The funds will be used to complete the PS&E and construction phases of the project.
- Program \$3,830,000 in FY 2024-25 for MM4201.06 - Rail-to-River (Slauson Active Transportation Corridor) Project. The funds will be used to complete the construction phase of the project.
- Program \$2,098,103 in FYs 2022-23, 2023-24 and 2024-25 for MM4201.07 - Los Angeles Elementary SRTS Project. The funds will be used to complete the PS&E and construction phases of the project.
- Program \$500,000 in FY 2022-23 for MM4201.08 - New Pedestrian Crossing at Crenshaw Boulevard and Brynhurst Avenue. The funds will be used to complete the construction phase of the project.
- Program \$805,815 in FYs 2022-23 and FY 2023-24 for MM4201.09 - Esperanza Elementary SRTS Project. The funds will be used to complete the PS&E and construction phases of the project.
- Program \$733,397 in FY 2022-23 for MM4201.10 - Valencia Triangle Plaza Project (in the Westlake MacArthur Park neighborhood). The funds will be used to complete the PS&E and construction phases of the project.

LA County

- Program \$1,314,836 in FYs 2022-23, 2023-24 and 2024-25 for MM4201.11 - East LA Civic Center Station First-Last Mile Improvements Phase 2 Project. The funds will be used to complete the PS&E and construction phases of the project.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Central City Subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2021-22, \$7.11 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Active

Transportation Program (Project #474401). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Center 0441. Since these are multi-year projects, Cost Center 0441 will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for these projects are Measure M Highway Construction 17%. This fund source is not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

Equity Focus Communities (EFCs) are concentrated in both jurisdictions in this subregion. The report seeks board approval to fund eligible Measure M MSP projects. All 11 projects seeking for Measure MSP funds are almost entirely within EFCs. The jurisdictional requests are proposed and approved/forwarded by the subregion. In line with the Metro Board adopted guidelines during the eligibility review process, both jurisdictions provide documentation that demonstrates community support, project need, and transportation benefits. Jurisdictions lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each jurisdiction independently and in coordination with the subregion undertake their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of jurisdictions.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the Central City Subregion. This is not recommended as the proposed projects were developed by the subregion in accordance with the Measure M Ordinance, Guidelines and the Administrative Procedures.

NEXT STEPS

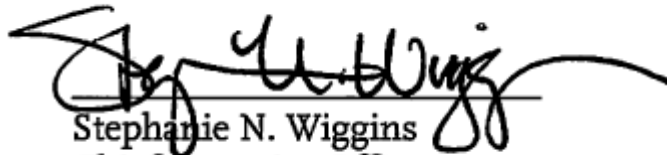
Metro staff will continue to work with the subregion to identify and deliver projects. Program/Project updates will be provided to the Board on an annual basis.

ATTACHMENTS

Attachment A - Active Transportation, First/Last Mile and Mobility Hubs Program Project List

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Stephanie N. Wiggins
Chief Executive Officer

Central City Subregion

Measure M Multi-Year Subregional Plan - Active Transportation First/Last Mile and Mobility Hubs Program (Expenditure Line 55)

	Agency	Project ID No.	Project/Location	Funding Phases	FY2021-22	FY2022-23	FY2023-24	FY 2024-25	TOTAL PROGRAM
1	LA City	MM4201.01	Integrated Mobility Hub Program	PS&E Equipment/Vehicle Construction		\$ 2,790,491			\$ 2,790,491
2	LA City	MM4201.02	New Pedestrian Crossing at Spring and Ann	PS&E Construction		80,000	320,000		400,000
3	LA City	MM4201.03	Active Streets LA - South Los Angeles	PS&E Construction			11,191	436,459	447,650
4	LA City	MM4201.04	Manchester Elementary SRTS	PS&E Construction		130,350	130,350	1,042,800	1,303,500
5	LA City	MM4201.05	Lockwood Ave Elementary SRTS	PS&E Construction		440,000	440,000	3,520,000	4,400,000
6	LA City	MM4201.06	Rail-to-River (Slauson Active Transportation Corridor) *	Construction				3,830,000	3,830,000
7	LA City	MM4201.07	Los Angeles Elementary SRTS	PS&E Construction		209,810	209,810	1,678,483	2,098,103
8	LA City	MM4201.08	New Pedestrian Crossing at Crenshaw and Brynhurst	Construction		500,000			500,000
9	LA City	MM4201.09	Esperanza Elementary SRTS	PS&E Construction		161,163	644,652		805,815
10	LA City	MM4201.10	Valencia Triangle Plaza	PS&E Construction		733,397			733,397
11	LA County	MM4201.11	East LA Civic Center Station First-Last Mile Improvements Phase 2	PS&E Construction		118,742	462,000	734,094	1,314,836
Total Programming Amount					\$ -	\$ 5,163,953	\$ 2,218,003	\$ 11,241,836	\$ 18,623,792

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

**Board Report**

File #: 2022-0256, **File Type:** Project**Agenda Number:** 8.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2022****SUBJECT: CHAVEZ/FICKETT L (GOLD) LINE STATION JOINT DEVELOPMENT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute an amendment to the Exclusive Negotiations and Planning Agreement (ENA) with Abode Communities to extend the term for one year, with an option to extend the term for an additional year, for the joint development of Metro-owned property at Cesar E. Chavez Avenue and Fickett Street in Boyle Heights with up to 110 affordable housing units, an on-site community garden and small-format food retail.

ISSUE

Abode Communities (Developer) and Metro are parties to an ENA for the development of a mixed-use project (Project) on 1.56 acres of Metro-owned property (Site) situated on the southwest corner of Cesar E. Chavez Avenue and Fickett Street in the Boyle Heights community of Los Angeles (see Attachment A - Site Map). The ENA is set to expire on August 31, 2022, and an extension of the ENA term is necessary to provide the time for: (a) the Developer and Metro to consider and complete the Project's design modifications, (b) the Developer to continue Project-related stakeholder outreach and obtain Project entitlements and environmental clearance, and (c) the parties to negotiate and finalize the key terms and conditions of a Joint Development Agreement (JDA) and Ground Lease (GL), subject to Metro Board of Directors (Board) approval.

BACKGROUND

In March 2017, following extensive community outreach and preparation of Development Guidelines which were approved by the Board, Metro released a Request for Proposals for joint development of the Site. Metro received five proposals, and following evaluation, staff recommended and the Board authorized the execution of an ENA with Abode Communities. The ENA was executed in March 2018 and extended by another two years through a subsequent Board Action. The Project, as originally proposed, contemplated 60 units of affordable housing at 30-50% of the Area Median Income (AMI); a 25,000 sq. ft. grocery store; and a 6,500 sq. ft. community park.

DISCUSSION

The careful integration of the Project's diverse programmatic components has required a greater

level of up-front site planning, design, operational, entitlement and cost analyses than most Metro joint development projects require. This analysis has been ongoing since the commencement of the ENA and has evolved, primarily reflecting the changes to the commercial market and funding landscape, necessitating certain modifications to the Project to maintain its overall viability.

Community Park

As part of their up-front analysis, the Developer and Metro consulted with the City of Los Angeles's Recreation and Parks Department (RAP) regarding the operation of the Project's proposed park. During these discussions, RAP indicated that it had acquired land located one hundred feet south of the Site for a community park. The proximity of this new park to the Site has led the Developer to propose replacing the Project's proposed park with a community garden to provide community open space while eliminating redundant amenities. As currently presented, the community garden will occupy approximately 3,500 square feet where the community park was initially proposed. The Developer has committed to the proper level of administrative oversight and community accessibility for this component of the Project.

Grocery Store

The original proposal also included a grocery store to be located on the ground floor of the project. After discussions with prospective grocery store operators, it became apparent the limited size of the site and the parking demands of both residential tenants and commercial patrons would prove to be limiting factors.

Throughout 2019 to 2021, the Developer contacted a spectrum of grocers, but was unable to find a compatible operator due to a variety of factors including: the high concentration of existing grocery stores within one mile of the Site; grocers' square footage requirements for a larger store footprint that could not be accommodated by the site's existing zoning; a desire for increased parking in excess of code requirements that were not economically feasible; and most critically, a disparity between the rents needed to support the construction costs of the Project and the below-market rents typical of grocery store tenants. In response to these constraints, the Developer is currently proposing a much smaller retail option with approximately 3,000 square feet of ground floor space for a limited grocery store concept. Staff commissioned a third-party land use economics firm to evaluate overall market demand for grocery stores and identify alternative food retail models that will substantially respond to the community's interest in improving access to healthy food. The study is underway and should be fully completed during the summer of 2022. Staff will continue to work with the Developer to identify potential food retail models and ensure maximum flexibility in ground floor space that will accommodate a variety of potential tenants. This revision will also include six at-grade parking spaces and four bicycle spaces dedicated to the commercial space.

Residential

As originally contemplated, the Project's affordable housing program proposed 60 units with affordability levels at 30% of AMI. In addition, 30 of the units were proposed to provide supportive housing to those that were formerly homeless. The remaining 29 units would have been available to households up to 50% of AMI (with one non-restricted manager's unit).

Given the commercial modifications to the Project and the opportunity to expand the residential

program, the Developer is proposing to increase the original unit count from 60 units up to 110 units. This would include 30 units of permanent supportive housing at 30% of AMI with the remaining 79 units serving households between 30% and 50% of AMI. There will be 1 unit designated for an on-site manager. The preliminary unit mix will include 33 studios, 15 one-bedroom, 34 two-bedroom and 28 three-bedroom units. Because of the residential density bonus the Project is seeking, there will be 43 parking spaces and 99 bicycle spaces.

In 2021, an update to Metro's Joint Development (JD) Policy was adopted by the Board along with a goal of developing 10,000 units of housing, including 5,000 income-restricted units, over the next ten years. The revised residential program is consistent with the aim of the recently updated Joint Development policy, which seeks to build as much quality housing near transit as possible, for those who need it most. To this end, the proposed modifications to the affordable housing at the Development Site would continue the redevelopment and revitalization of the greater Chavez/Fickett L (Gold) Line Station area, expand on the mix and availability of housing options and leverage further public improvements being undertaken by the City.

As Project financing is obtained, staff will monitor the effects it may have on the number of units, affordability levels and related parking and provide the Board with an update if substantive changes to the described housing and parking program should occur.

Community Outreach

The Developer is moving forward with its community outreach program. On February 10, 2022, the Project was presented to the Boyle Heights Design Review Advisory Committee (DRAC) for consideration. After an informed discussion regarding unit count, parking options, and ground floor commercial space, the Project was approved for further processing to the Boyle Heights Neighborhood Council (BHNC).

During the March 7, 2022, BHNC - Planning and Land Use Committee meeting, the item was not heard due to a loss of quorum during Committee discussions. The Developer is actively working with the Chair of the BHNC to have this item placed on a future agenda. In the meantime, and to meet Project financing deadlines, the entitlement process continues to proceed through Metro and the City's planning department.

Entitlements

The revised Project design that includes the stated modifications has been provided to Metro for consideration. The entitlement review and community outreach process will continue under the proposed modifications. Following the Developer-led community outreach effort and Metro staff's approval of the Project's scope and design, the Developer will submit an application to the City of Los Angeles for needed Project entitlements and environmental review under the California Environmental Quality Act (CEQA). The Project qualifies for a streamlined ministerial approval process, as well as an exemption from CEQA under SB35 and AB2162. During the extended ENA term, the parties will also negotiate the key terms and conditions of a JDA and GL for Board approval which would occur at a future date.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety as it only seeks a time extension for the ENA term

during which no improvements will be constructed. An analysis of safety impacts will be completed and presented to the Board for consideration if, and when negotiations result in proposed terms for a JDA and GL.

FINANCIAL IMPACT

Funding for the joint development activities is included in the adopted FY23 budget under 401037.

Impact to Budget

There is no adverse impact to the proposed FY23 budget. Staff costs are included in the FY23 budget to negotiate the proposed transaction and review design and other Project documents. No new capital investment or operating expenses are anticipated to occur and ENA deposits from funds provided by the Developer will offset certain staff and Project related professional service costs.

EQUITY PLATFORM

The proposed development at the Chavez/Fickett site is representative of Metro's JD Program to pursue high quality affordable housing opportunities and other community policy goals. The Project also creates opportunities to enhance access to Metro's L (Gold) Line system. Adopted in June 2021, the Metro JD Policy is centered on four main goals: (1) equity and inclusion; (2) access; (3) performance; and (4) innovation. The JD Policy Mission Statement is to "create high-quality homes, jobs, and places near transit for those who need them most, as soon as possible."

The eventual development of the Site will create affordable housing, enhanced public infrastructure, jobs and other transit-supportive amenities. This Project falls within an Equity Focused Community, benefitting community members adjacent to the Project as well as other lower income LA County residents in need of affordable housing. In pursuing the Project, the Developer and Metro staff will continue to actively engage with and be responsive to all stakeholders through a coordinated community outreach process that will involve multiple public engagement opportunities. The Developer will continue building on the years of prior community outreach for this Project as specified by the requirements under the ENA.

Throughout this process, the Developer's staff have expressed a strong commitment to community engagement and share Metro's belief that stakeholder input will be critical to this effort's success. Following the submission of the Project's entitlements, community engagement in coordination with the Developer will involve different methods such as design review workshops (online and/or in-person when possible) public neighborhood council meetings, and potential pop-up events. As in previous JD outreach efforts, engagement will be conducted in English, Spanish, and other languages deemed appropriate to reach a broad audience of stakeholders.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Enhance communities and lives through mobility and access to opportunity, Initiative 3.2: Metro will leverage transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made.

ALTERNATIVES CONSIDERED

The alternative to Board approval would result in the current ENA expiring in August 2022. As a result, progress made on all predevelopment activities to date would come to a halt jeopardizing the Project and the delivery of much needed affordable housing.

NEXT STEPS

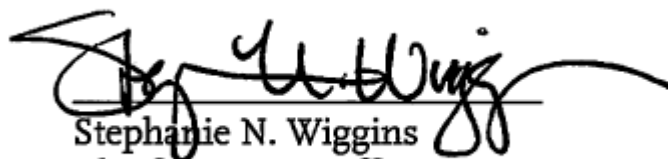
Upon approval of the recommended action, staff will prepare and execute an amendment to the ENA providing for a one-year extension of the term with an option to extend the term for an additional one year, if deemed necessary by Metro. Staff will continue working with the Developer to finalize negotiations on the key terms and conditions of a JDA and GL and will return to the Board for approval of key terms and conditions following the Developer's securing of Project entitlements and environmental approvals, as needed, under CEQA from the City of Los Angeles. In addition, staff and the Developer will conduct Developer-led community outreach regarding the Project's scope and its design during the ENA's extended term. This will include presenting the item to the BHNC for consideration.

ATTACHMENTS

Attachment A - Site Map

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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

Attachment A – Site Plan
 Chavez/Fickett Joint Development



Project Summary

Developer: Abode Communities

Project Size: 1.56 acres

Units: 110 (100% affordable)

Commercial Sq. Ft.: 3,000

Parking: 43 residential, 6 commercial

Amenities: Community Garden
 Food Service Tenant



Perspective facing SE from Cesar E. Chavez Ave and Fickett St.



Next stop: building communities.

Chavez/Fickett Joint Development

Planning & Programming Committee

June 15, 2022

Legistar File #2022-0256



Recommendation

- **AUTHORIZE** the Chief Executive Officer to:
Execute an amendment to the Exclusive Negotiations and Planning Agreement with Abode Communities to extend the term for one year, plus an option to extend the term for an additional one year, for the joint development of Metro-owned property at Cesar E. Chavez Avenue and Fickett Street in Boyle Heights with up to 110 affordable housing units, an on-site community garden and small-format food retail.

Chavez/Fickett Site Overview

Developer:

Abode Communities

Project Size: 1.56 acres

Units: 110 (100% affordable)

Commercial Sq. Ft.: 3,000

Parking:

- 43 residential
- 6 commercial

Amenities:

- Community Garden
- Food Service Tenant



Chavez/Fickett Site Rendering



Updated Proposal Scope

- Residential 100% affordable housing project on Metro property.
Affordability mix of 30% - 50% of AMI.
Current: 110 units Prior: 60 units.
- Public open space
Current: Community Garden, 3,500 sq. ft.
Prior: Mini Park, now being developed down the street by City of LA.
- Commercial Space
Current: limited grocer/food service provider 3,000 sq. ft.
Prior: grocery store up to 25,000 sq. ft.
- To address the reduction in grocery space, a third-party market feasibility study is being conducted to: (1) confirm programming change and (2) provide recommendations to ensure community goals.

Next Steps

Upon Board approval:

- Execute the ENA Extension
- Seek community input on ground floor food and/or community service options and continue neighborhood outreach
- Refine project design and process entitlements
- Negotiate a term sheet for a Joint Development Agreement and Ground Lease to be presented to the Board



Board Report

File #: 2022-0302, File Type: Policy

Agenda Number: 9.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2022

SUBJECT: METRO OBJECTIVES FOR MULTIMODAL HIGHWAY INVESTMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ADOPTING the proposed Metro Objectives for Multimodal Highway Investment (Attachment A); and
- B. RECEIVING AND FILING the report back on FY23 Budgeted Multimodal Highway Investments.

SOLIS & DUPONT WALKER AMENDMENT TO ATTACHMENT A, OBJECTIVE 2: Recognizing LA County’s history of inequitable highway investment policies and construction, work with local communities to reduce disparities caused by the existing highway system and develop holistic, positive approaches to maintain and improve the integrity and quality of life of those communities with minimal or no displacement during the implementation of highway improvements.

ISSUE

LA County’s position as the nation’s most populous county, the home of the Western Hemisphere’s most vital seaport complex, and the steward of the world’s 18th largest economy poses significant transportation demands, policy challenges, and unequal impacts for a region comprising a socioeconomically and racially diverse array of 88 cities and over 130 unincorporated communities.

Our region’s ability to thrive, grow together, and develop a more inclusive, equitable, sustainable, and vibrant economy depends upon its ability to plan for, invest in, and implement a well-functioning, multimodal and multipurpose transportation system that moves people and goods seamlessly and sustainably throughout the region and provides access to opportunity for every resident. At the heart of this shared use, complex, and oversubscribed transportation system is the expansive highway system that serves local communities, regional mobility, and the national economy by linking residents to opportunities, commuters to jobs, patients to healthcare, students to education, customers to businesses, goods to markets and families to one other. Metro is leading the region in

discussing and understanding how to invest in the LA County highway system within this multimodal framework in such a way as to support shared economic, sustainability, and equity goals.

A set of proposed objectives - goals that support the broader vision of mobility, sustainability, equity, economic vitality, and quality of life - are needed to provide a clear view on how Metro can engage our partners to develop a modernized and more comprehensive approach to investing in our important highway system as part of this larger vision. Upon adoption of these objectives, Metro will work with its regional, state, and local partners to develop strategies to advance them.

As part of the FY23 Budget proposal, Director Bonin requested a report back on the planned expenditures for Highway Investment. This report provides the response and demonstrates how it aligns with the proposed objectives for multimodal highway investment.

BACKGROUND

As the regional transportation authority for Los Angeles County, Metro's mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within LA County. The public also entrusts Metro to implement recent voter-approved measures (R in 2008 and M in 2016) which call for leveraging investment into a multimodal transportation vision for the county developed in partnership with regional stakeholders.

Both Measure R and Measure M include a significant subfund category for highway-related projects (20% and 17%, respectively) intended to provide local funding toward the implementation of major highway projects and subregional programs, as determined by input received from local jurisdictions and subregional Councils of Government, to improve regional mobility, economic competitiveness, air quality, and the movement of people and goods throughout LA County.

To inform and accomplish this mission, Metro leads with equity, defining it as follows:

Equity is both an outcome and a process to address disparities, to ensure fair and just access to opportunities, including jobs, housing, education, mobility options, and healthier communities.

The experience in implementing highway capacity and improvement projects varies from subregion to subregion based on community impacts, characteristics of the project, and priorities established by local jurisdictions. For example, the San Gabriel Valley and the North County subregions have supported major highway expansion projects designed to improve safety and traffic flow at key chokepoints on the freeway system, at the State Route 57/60 Confluence and the steep Calgrove grade on Interstate 5 (I-5) North, respectively. These improvements, which collectively have received \$563.9 million in discretionary grant awards from state and federal partners, seek to improve safety and capacity on those freeway facilities in confined areas with minimal displacement impacts and few residential neighborhoods directly adjacent to each project site.

In contrast, other subregions like the Gateway Cities feature communities that have long suffered impacts on health, air quality, mobility, and quality of life as a result of being directly adjacent to existing freight-focused freeway facilities such as the I-710 South, where widening the freeway would

cause displacement and bring more trucks—mostly diesel-powered—near low-income households and communities of color impacted over generations by highway investment decisions mired in a legacy of inequitable policies. The Board’s suspension of the I-710 South environmental process in May 2021, followed by its adoption of a No Build alternative last month for that project in place of the previously approved Locally Preferred Alternative 5C, demonstrates that different circumstances yield very different outcomes.

In addition, over the past couple of years, the Board has passed motions to expand the eligibility of highway investments to include complete streets.

Consequently, Metro needs to determine a set of objectives that will create a more holistic, multimodal, and equitable process that will result in a better approach to moving people and goods, a resilient multimodal transportation system and more equitable outcomes for communities in need of greater investment, improved access to opportunities, better mobility options, improved health and a more vibrant quality of life.

This focus on articulating a new set of objectives for multimodal highway investment comes at a critical time when our state and federal partners are redefining how they will invest in highway projects to leverage local funds. Over the past few years, Governor Newsom’s administration has sought to link transportation funding decisions to improving equity and reducing greenhouse gas emissions. The State has also amended the environmental review process (CEQA) through SB 743 so that development projects including roads and highways will be required to mitigate Vehicle Miles Traveled (VMTs).

Similarly, the federal government has identified through its funding programs the inclusion of these same goals, notably through the United States Department of Transportation’s (USDOT) reconfiguration of programs like the Better Utilizing Investments to Leverage Development (BUILD) into Rebuilding American Infrastructure with Sustainability and Equity (RAISE) to include a greater focus on this more comprehensive approach to delivering transportation investments to uplift equity-challenged communities. New programs like the National Electric Vehicle Infrastructure (NEVI) and the Carbon Reduction Program specifically fund infrastructure that helps reduce carbon dioxide emissions from on-road highway sources. USDOT’s focus on racial equity under Secretary Buttigieg also manifested itself in the 2021 decision to halt construction of the I-45 widening project in Houston due to possible civil rights violations caused by the impacts on predominantly minority and low-income communities adjacent to and subject to displacement by the project (<https://www.politico.com/news/2021/04/01/dot-texas-highway-equity-478864>).

Equitable processes help lead to equitable outcomes. For Metro to lead with equity and drive investment into its many disadvantaged communities impacted by freeway facilities, the agency must not only align with these developments at the state and federal levels but also articulate a vision on how Metro can create a better multimodal transportation system for all of LA County by strategically investing in its highway system in a more community-focused manner to reduce disparities and not generate greater burdens and inequities. To achieve this the CEO recently realigned Metro’s highway programs into the new Multimodal Integrated Planning Unit of Countywide Planning & Development to address the need to have a comprehensive multimodal planning approach and to strengthen our relationships with local communities and key institutional stakeholders. This re-

alignment also ensures Metro can deliver current and future Measure R and M highway investments in a manner that is consistent with current State and Federal policies, as well as Metro's own sustainability goals. Under the Multimodal Integrated Planning Unit, highway investments will be evaluated and scoped using the objectives outlined in this report, in collaboration with our agency and regional partners, and through a meaningful public engagement process.

DISCUSSION

Metro's strategy for investing in the LA County highway system must be updated to align the agency with state and federal policies and funding opportunities while simultaneously supporting community improvement and equitable advancement for local residents, especially those most impacted by past, current and future use of our region's many highway facilities. Staff proposes the Multimodal Highway Investment Objectives found in Attachment A for Board consideration.

FY23 Budget Multimodal Highway Investments

The application of the proposed objectives in Attachment A is well-illustrated by the FY23 budget for multimodal highway investments, which emphasizes a shift towards integration of multimodal elements in projects while addressing subregional priorities and prior funding commitments. The budget proposal includes \$634 million for our highway program - about seven percent of the overall budget. A summary of the FY23 Multimodal Highway Budget is included in Attachment B. Some highlights of the adopted budget are provided below.

Projects that are currently in construction or nearing construction completion (prior commitments) account for 33% of the FY23 Multimodal Highway Budget. All the freeway/highway projects in the FY23 budget, including those in construction, are either targeting notorious safety hotspots and traffic chokepoints, complete streets, or adding HOV and/or ExpressLanes. Several of these projects-for example, the SR-57/60 Confluence improvements in the San Gabriel Valley and the I-5 North HOV and Truck Lanes in the North County-have received strong community and subregional support, do not have right-of-way incursions into residential communities, address serious accident and traffic congestion locations caused by truck/vehicle conflicts, and have received competitive discretionary grant commitments (\$563.9 million) from state and federal partners that heavily leverage Measure M funding.

Metro has shifted the focus of the highway program toward projects that can be used by buses, carpoolers, bicycles and pedestrians, or projects that help older and existing roads work better. For Metro-led operational highway improvements, project-specific Vehicle Miles Travel (VMT) and Green House Gas (GHG) assessments have been completed as part of the environmental review and approval processes. A summary of available VMT/GHG information for Highway Programs is provided as part of the FY23 Multimodal Highway Budget summary in Attachment B.

Complete street improvements on roads near freeways are part of most highway projects, and help make streets more hospitable, safer, and more attractive to pedestrians and cyclists. Furthermore, the Board-approved update to the Highway Subregional Fund Eligibility Guidelines has resulted in more locally-led Complete Streets projects being funded this fiscal year. The Highway Program budget includes \$225 million in local street projects in cities across LA County, which include

pedestrian and bike improvements. Metro staff is responsible for the Complete Streets program and will continue to work with local jurisdictions to ensure adoption of local complete streets policies consistent with Metro's program and the Complete Streets Act of 2008. As of today, 62 of the 89 jurisdictions in LA County are compliant with Metro Complete Streets Policy 6.2.

The Highway Program budget also supports the development of new bus lanes to speed up our bus system and make buses more reliable and less prone to getting stuck in traffic (\$11.1 million in FY23).

Finally, the FY23 Multimodal Highway Budget also includes \$20 million in funding for soundwall construction, as part of the countywide soundwall program, which helps reduce noise in impacted, oftentimes disadvantaged communities across LA County.

DETERMINATION OF SAFETY IMPACT

Adoption of Metro's proposed Objectives for Multimodal Highway Investment will support the development of a safer and more community-focused multimodal transportation system that will seek to reduce impacts experienced by commuters and residents from impacted communities adjacent to the LA County highway system.

FINANCIAL IMPACT

Adoption of Metro's proposed Objectives for Multimodal Highway Investment would have a positive financial impact to the agency, providing greater competitiveness for state and federal discretionary grant opportunities by aligning Metro with new state and federal highway policies and objectives.

Impact to Budget

No impact to Metro's budget is anticipated as a result of Board adoption of this item.

EQUITY PLATFORM

The proposed Metro Objectives for Multimodal Highway Investment seek to incorporate several considerations and principles of equity in how Metro plans, invests in and implements highway projects in LA County.

Central to these objectives is the inclusion of communities that have been and are most likely to be impacted in the development of highway-related projects and investment strategies through more robust and early public engagement processes that seeks to incorporate their voices into planning.

Additionally, the proposed objectives also provide a new focus on the outcomes of highway investment strategies by seeking to reduce disparities first and maximize benefits based on needs, rather than mitigating harms after a general strategy is determined. By prioritizing the quality of life of local communities-including low-income and communities of color-Metro can transform how it invests in highways into a more holistic, multimodal, community-centered approach to moving people and goods through and near highway facilities in LA County.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed Metro Objectives for Multimodal Highway Investment provide a more comprehensive and multimodal approach to improving the regional highway system in support of Metro's overall investment strategy in a multimodal, equitable and sustainable transportation system that improves local communities while also improving the flow of people and goods throughout the region. By bringing community values and benefits into the policymaking on highway investment, Metro seeks to **"enhance communities and lives through mobility and access to opportunity" (#3).**

How Metro invests in the LA County highway system will lead to better choices in providing **"high-quality mobility options that enable people to spend less time traveling" (#1)** by creating transit and active transportation modes of travel for residents in and traveling through local communities. By doing so, especially through investment in managed lanes that allows transit usage, Metro endeavors to **"deliver outstanding trip experiences for all users of the transportation system" (#2).**

This vision for the LA County highway system requires collaboration with federal and state partners, Caltrans District 7, regional stakeholders and local communities in concert to develop a better LA County system of transportation, thus affirming the Strategic Plan goal to **"transform LA County through regional collaboration and national leadership" (#4).**

ALTERNATIVES CONSIDERED

The Board could choose not to adopt the proposed Metro Objectives for Multimodal Highway Investment. Doing so could prevent Metro from aligning how it develops investment strategies for highway corridors in LA County with state and federal policies and local community engagement.

NEXT STEPS

Staff will work with subregional Councils of Governments to identify ways to implement these objectives in a manner consistent with those subregions' communities and needs.

Staff will continue development of Metro's VMT Mitigation Program with local and State entities to evaluate the VMT impacts on Metro's highway improvement projects and establish a VMT mitigation program that meets the needs of projects on the State highway system.

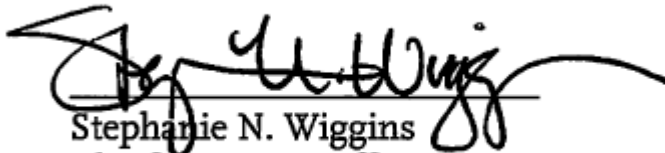
ATTACHMENT

Attachment A - Metro Objectives for Multimodal Highway Investment
Attachment B - FY23 Multimodal Highway Budget Summary

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Metro Objectives for Multimodal Highway Investment

1. Advance the mobility needs of people and goods within LA County by developing projects and programs that support traffic mobility and enhanced safety, economic vitality, equitable impacts, access to opportunity, regional sustainability, and resiliency for affected local communities and the region.
2. Recognizing LA County's history of inequitable highway investment policies and construction, work with local communities to reduce disparities caused by the existing highway system and develop holistic, positive approaches to maintain and improve the integrity and quality of life of those communities during the implementation of highway improvements.
3. Ensure that local and regional investment in LA County's highway system—particularly the implementation of Measures R and M priorities—is considered within the context of a countywide multimodal, integrated planning vision that reflects a holistic approach to meeting the needs of local communities, reducing disparities, creating a safer and well-maintained transportation system, and fostering greater regional mobility and access to opportunity.
4. Develop early, constructive, and meaningful public engagement processes and planning tools with subregional partners that foster engagement with a wide range of stakeholders, specifically people most directly impacted, with the goal of informing the planning, development, and implementation of subregional corridor investment strategies in LA County's highway system aligning with local and subregional needs and priorities.
5. Partner with Caltrans and regional stakeholders to create an LA County multimodal highway strategic plan that is developed through a collaborative planning approach to improve the overall regional mobility of people and goods throughout the county, safely and equitably, while taking action to reduce the negative environmental and climate impacts of car and truck travel.
6. Support the optimization of existing highway facilities by using technology and innovation that maximizes the throughput and travel time of people and goods, while supporting sustainable, resilient, and healthy outcomes, including reducing air pollutants and greenhouse gas emissions generated from the use of the facilities.

FY23 Multimodal Highway Budget Summary

ATTACHMENT B

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
LOCAL SUBREGIONS (STREET IMPROVEMENTS, ON-OFF RAMP IMPROVEMENTS, SIGNAL SYNC, ETC.), SAFETY/OPERATIONAL IMPROVEMENTS, AND SAFETY/GRADE SEPARATIONS									
Highway Efficiency Program (Las Virgenes/Malibu) ¹	\$1,000.0	-	\$1,000.0	Intersection improvements, ramp/bridge/freeway/local interchange improvements, park-and-ride lot construction, bike lanes, as well as other operational improvements that would benefit the subregion.	\$133,000.0	\$10,720.9	\$122,279.1	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Highway Efficiency Program (North County) ¹	\$1,000.0	-	\$1,000.0	Subregion works with Metro's Mobility Matrix and Short Range Transportation Plan. Subregion focuses on highway enhancements and interchange improvements along the SR-138 and operational improvements on the SR-14.	\$128,870.0	\$0.0	\$128,870.0	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Highway Operational Improvements in Arroyo Verdugo Subregion ¹	\$8,239.0	-	\$8,239.0	Coordinated operational improvements will improve traffic flow and mobility, and enhance pedestrian safety and quality of life.	\$170,000.0	\$50,251.8	\$119,748.2	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Highway Operational Improvements in Las Virgenes/Malibu Subregion ¹	\$6,741.0	\$43.1	\$6,784.1	Intersection improvements, ramp/bridge/freeway/local interchange improvements, park-and-ride lot construction, bike lanes, as well as other operational improvements that would benefit the subregion.	\$175,000.0	\$130,419.2	\$44,580.8	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Interstate (I)-405, I-110, I-105, and State Route (SR)-91 Ramp and Interchange Improvements (South Bay) ¹	\$16,430.0	\$120.0	\$16,550.0	Auxiliary lanes, on and off ramp improvements/construction, modifying interchanges, adding connector metering and modifying access and egress points to allow smoother and safer transitions between local arterials and freeways. All projects will either be a freeway improvement project or an arterial improvement with a direct relationship to the specific freeway where an improvement would likely benefit both the freeway and the arterial.	\$384,519.0	\$110,857.3	\$273,661.7	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
I-405 FROM I-105 TO ARTESIA ¹		\$7,132.3	\$7,132.3	Auxiliary lanes from I-105 to Artesia Boulevard which will improve the current operational/weaving deficiencies and improve mobility and safety on north & southbound I-405 within the project limits.	\$141,534.4	\$3,594.9	\$137,939.5	+1% VMT (433,628,446 annual VMT with Project vs 429,016,400 annual VMT without Project) & +2% GHG with Project vs No Project in year 2045 (99,279.83 CO2 tons per year with project vs 97,429.15 CO2 tons per year No Project). -34% GHG emissions in year 2045 vs Existing (99,279.83 CO2 tons per year With Project vs 147,678.87 CO2 tons per year Existing).	Constrained within the existing highway right of way/avoiding local impacts. Focused on alleviating insufficient vehicular storage at mainline exits and weaving from automobiles entering and exiting the roadway.

FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
<i>I-405 FROM I-110/WILMINGTON</i> ¹		\$3,332.1	\$3,332.1	Project will improve freeway operations and safety along both directions of I-405 through construction of auxiliary lanes between on- and off-ramps to improve merging and diverging vehicle movements.	\$123,337.1	\$972.4	\$122,364.7	TBD: Impacts will be quantified in upcoming Environmental Document.	TBD: All modes under consideration at this time.
<i>I-105 INTEGRATED CORRIDOR MANAGEMENT</i> ¹	-	\$2,300.0	\$2,300.0	The I-105 Integrated Corridor Management (ICM) Project is along I-105 between Sepulveda Boulevard and I-110, approximately seven miles in length. The project will develop an ICM system that integrates all systems from nine (9) different agencies to effectively manage incidents and other non-recurrent events. This project will increase travel time reliability and reduce delay resulting from incidents and events along the corridor.	\$20,000.0	\$577.2	\$19,422.8	No change with Project (transportation management system).	Not applicable (transportation system management).
<i>I-405 - 182ND/CRENSHAW IMPROVEMENTS - Construction</i> ²	\$16,000.0		\$16,000.0	This project proposes to make improvements at the I-405/Crenshaw Boulevard/182nd Street Interchange. New northbound and southbound on-ramps will be constructed on Crenshaw Boulevard and operations will be improved on the I-405 mainline and surrounding arterials. This project will improve current deficiencies and support the mobility needs of interstate commerce as well as the needs of local residents and businesses.	\$98,400.0	\$20,705.3	\$77,694.7	+4% VMT & GHG with Project vs No Project in year 2040 (111.260 CO2 tons per day with project vs 107.024 CO2 tons per day No Project). -20% GHG emissions in year 2040 vs Existing (111.260 CO2 tons per day with Project vs 138.495 CO2 tons per day Existing).	LED lighting in pedestrian/bicycle accessible areas. ADA-compliant curb ramps with high-visibility crosswalks at on-and-off ramps at Crenshaw Boulevard and 182nd Street in the City of Torrance.
Interstate 605 corridor "Hot Spot" Interchanges (Gateway Cities) ¹	\$16,250.0	\$4,433.9	\$20,683.9	Subregion's plan for the corridor include improving areas of chronic traffic congestion on the I-605 Freeway and SR-91 for a safer and easier drive. As part of this program of improvements, projects focus on the long-term needs of the I-605 corridor and short-term needs of the I-605 and SR-91 that can be completed within the next three to five years.	\$396,605.1	\$46,463.9	\$350,141.2	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
<i>I-605 CIP (I-605 / I-5 INTERCHANGE IMPROVEMENTS)</i> ¹		\$1,139.9	\$1,139.9	The project includes improvements I-605 from Rosecrans Ave to Slauson Ave and along I-5 from Florence Ave to Paramount Blvd. The proposed freeway mainline will accommodate a variety of configurations, which may include High-Occupancy Vehicle (HOV) lanes, implementation and/or addition of ExpressLanes, or a combination of the aforementioned.	\$36,675.5	\$34,019.5	\$2,656.0	TBD: Impacts will be quantified in upcoming Environmental Document.	TBD: All modes under consideration at this time.
<i>I-605 CIP (I-605/SR-60 INTERCHANGE IMPROVEMENTS)</i> ¹		\$1,139.9	\$1,139.9	The proposed freeway improvements will accommodate a variety of configurations, which may include the addition of HOV lanes, implementation and/or addition of ExpressLanes, or a combination of the aforementioned. A direct connector is also being evaluated at the I-605/I-10 Interchange.	\$45,144.5	\$40,336.7	\$4,807.8	TBD: Impacts will be quantified in upcoming Environmental Document.	TBD: All modes under consideration at this time.

FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
WB SR91 IMP ALONDRA-SHOEMAKER ²		\$5,320.2	\$5,320.2	I-605/SR-91 interchange at Alondra Boulevard Improvements include auxiliary lanes, one mixed flow lane, and the associated ramp realignments. The proposed enhancements in this project will improve operation and safety along the SR-91 corridor.	\$156,006.0	\$19,333.8	\$136,672.2	+5% VMT (114,828,749 annual VMT with Project vs 109,391,887 annual VMT without Project) & +3% GHG with Project vs No Project in year 2044 (30,380 CO2 tons per year with Project vs 29,449 CO2 tons per year No Project). -39% GHG emissions in year 2044 vs Existing (30,380 CO2 tons per year With Project vs 49,810 CO2 tons per year Existing).	Class II bicycle lanes on Pioneer Blvd in City of Artesia. Bicycle and pedestrian signage, LED lighting, and ADA compliant curb ramps and high-visibility crosswalks on local roads. Striped shoulders and sidewalks on Gridley & Bloomfield bridges in the Cities of Artesia and Cerritos.
EB SR91 ATLANTIC/CHERRY AUX ²		\$136.2	\$136.2	The Project consists of adding one auxiliary lane in the eastbound direction and extending the outside lane near the Cherry Ave undercrossing for a total project length of approximately 1.5 miles. Improvements will address significant congestion and operational deficiencies, which are forecasted to increase in the future absent any physical and operational improvements. The project includes accommodation of deeper freeway retaining walls that will provide additional usable space to assist the City of Long Beach in building the Hamilton Loop Community Park, partly within the project limits to benefit the North Long Beach community.	\$95,190.0	\$7,263.1	\$87,926.9	+3% VMT (65,274,642 annual VMT with Project vs 63,634,314 annual VMT without Project) & GHG with Project vs No Project in year 2045 (20,008 CO2 tons per year with Project vs 19,502 CO2 tons per year No Project). -18% GHG emissions in year 2045 vs Existing (20,008 CO2 tons per year With Project vs 24,266 CO2 tons per year Existing).	New retaining walls to facilitate implementation of Hamilton Loop Park Project in City of Long Beach. Provision of upgraded landscaping (including 2:1 tree replacement ratio) and lighting within park areas.
SR-91 ACACIA CT/CENTRAL AVE IMPROVEMENTS ¹		\$8,377.1	\$8,377.1	The proposed project will improve congestion between Central Avenue and Acacia Court and at the local interchanges of Central Avenue, Wilmington Avenue, and Acacia Court. The project aims to improve mobility and safety of the SR-91 freeway (both mainline and ramps) and local roadway operations. The C-D Road Alternative implements a concrete barrier and/or retaining wall separated system that would run parallel to the SR-91 mainline, connecting Central Avenue, Wilmington Avenue, and Acacia Court on- and off-ramps.	\$175,203.3	\$5,865.9	\$169,337.4	+1% VMT (1,015,887 annual VMT with Project vs 1,013,003 annual VMT without Project) & GHG with Project vs No Project in year 2040 (98,303 CO2 tons per year with Project vs 97,400 CO2 tons per year No Project). -17% GHG emissions in year 2040 vs Existing (98,303 CO2 tons per year With Project vs 118,484 CO2 tons per year Existing).	Class II buffered bicycle lanes, high visibility crosswalks, ADA compliant curb ramps, concrete bus pads, transit shelters, & pedestrian scale lighting on Artesia Blvd and Albertoni St within the Cities of Compton and Carson.

FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
<i>I-605 BEVERLY INTERCHANGE IMPROVEMENTS</i> ¹		\$13,195.5	\$13,195.5	The Southbound I-605 Beverly project includes improvements to on/off ramps and is intended to improve operations of this interchange, enhancing regional traffic flow, improve travel time and public safety. The project includes a modified diamond configuration (includes southbound loop on-ramp), which will include a retaining wall adjacent to the western right of way line next to Union Pacific Rail Road (UPRR) and a privately-owned parcel. Other features include the removal of the southbound I-605 collector-distributor road from the mainline; the new ramps will instead merge/diverge directly from the mainline; a new intersection will be created on Beverly Boulevard at the southbound ramps providing access to all directions.	\$27,136.5	\$3,577.4	\$23,559.1	No change with Project (interchange reconfiguration).	Provision of controlled access (signalized intersection) to/from Beverly Blvd vs uncontrolled cloverleaf & slip ramp. Provision of high visibility crosswalk, ADA compliant curb ramps, and accommodation for future Class II bicycle lane on overcrossing. Within the City of Pico Rivera.
<i>I-605 SOUTH ST INTERCHANGE IMPROVEMENTS</i> ²		\$6,824.0	\$6,824.0	The I-605 South Street improvement project will add a right turn lane, and provide a standard deceleration distance from the off ramp at the intersection. Currently both lanes exiting the SB I-605 line up with left turn lanes at the intersection with South Street. Additionally, the right turn lane widens off of the outside of the left turn lane. By reconfiguring the South Street southbound off ramp, project will help ease congestion, enhance mobility, improve public safety and improve regional traffic flow.	\$23,060.0	\$4,540.0	\$18,520.0	No change with Project (interchange reconfiguration).	Bicycle and pedestrian signage and LED lighting in pedestrian/bicycle accessible areas. ADA-compliant curb ramps with high-visibility crosswalks. Within the City of Cerritos.
<i>I-605 VALLEY BLVD INTERCHANGE</i> ¹		\$2,760.6	\$2,760.6	I-605/Valley Boulevard Interchange experiences significant congestion, heavy truck traffic and operational deficiencies that are forecasted to increase in the future and exacerbate existing traffic operations without improvements. The project includes improvements to the ramps and Valley Boulevard and will reduce congestion, alleviate mobility constraints, and enhance safety at this local interchange. The Project is one in a series of small scale "Early Acton" projects that will alleviate operational deficiencies and improve mobility and safety, consistent with the goals and recommendations in the SR-91/I-605/I-405 Hot Spots Program.	\$45,322.3	\$2,782.4	\$42,540.0	No change with Project (interchange reconfiguration).	Bicycle and pedestrian signage and LED lighting in pedestrian/bicycle accessible areas. ADA-compliant curb ramps with high-visibility crosswalks. Within the City of Industry and County of Los Angeles.
<i>I-605 CORRDR-HOT SPOTS (GC#61)</i> ²	\$1,500.0	\$2,000.0	\$3,500.0	Subregion's plan for the corridor include improving areas of chronic traffic congestion on the I-605 Freeway and SR-91 for a safer and easier drive. As part of this program of improvements, projects focus on the long-term needs of the I-605 corridor and short-term needs of the I-605 and SR-91 that can be completed within the next three to five years.	\$1,240,000.0	\$424.2	\$1,239,575.8	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.

FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
Interstate 710 South and/or Early Action Projects (Gateway Cities) + Task Force ²	\$5,500.0	\$4,802.0	\$10,302.0	Projects include local interchange improvements with no/minimal impacts, soundwalls, arterials and intersection improvements. Other beneficial and feasible local improvement components such as active transportation, pedestrian safety, complete streets, and similar projects will be included in the scope of the local interchange improvements to the extent possible.	\$259,671.2	\$176,192.0	\$83,479.2	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
<i>I-710 Corridor Task Force ¹</i>		\$500.0	\$500.0	The 710 Corridor Task Force, comprised of a wide of range of stakeholders, has met several times since September 2021, and has begun evaluating a comprehensive community engagement plan in support of the upcoming discussions regarding corridor needs and potential improvements.	\$6,282.0	\$1,492.5	\$4,789.5	Not applicable (planning/non-capital).	Not applicable (planning/non-capital).
<i>I-710 EARLY ACTION PROJECT-Soundwall Project ²</i>		\$174.1	\$174.1	Soundwall Package 2 includes 2,713 linear feet of new soundwalls and 19,367 linear feet of aesthetic treatment of existing soundwalls. Soundwall Package 2 is located north of SR-91 in Caltrans' right of way in the Cities of Bell Gardens, Commerce, Compton, East Los Angeles, and Long Beach.	\$9,437.3	\$4,050.0	\$5,387.3	No change with Project (soundwall project).	Not applicable (soundwall project).
<i>I-710 EARLY ACTION PROJECT-Soundwall Project 3 ¹</i>		\$167.5	\$167.5	Soundwall Package 3 includes 4,131 linear feet of new soundwalls, 4,750 linear feet of aesthetic treatment of existing soundwalls and 13,376 linear feet of existing soundwalls to be replaced. Soundwall Package 3 is located south of SR-91 in Caltrans' right of way in the City of Long Beach.	\$52,000.0	\$8,485.5	\$43,514.5	No change with Project (soundwall project).	Not applicable (soundwall project).
<i>I-710 SEAP - INTEGRATED CORRIDOR MANAGEMENT ¹</i>		\$1,600.0	\$1,600.0	I-710 Integrated Corridor Management (ICM) project is parallel to 12 miles of the I-710 between SR-91 to SR-60. The project will develop an ICM system that integrates all systems from 15 different agencies to effectively manage incidents and other non-recurrent events. This project will increase travel time reliability and reduce delay resulting from incidents and events along the corridor.	\$40,000.0	\$2,379.5	\$37,620.5	No change with Project (transportation management system).	Not applicable (transportation system management).
South Bay Highway Operational Improvements ²	\$2,342.0		\$2,342.0	Auxiliary lanes, improving on and off ramps, constructing new on and off ramps, modifying interchanges, adding connector metering and modifying access and egress points to allow smoother and safer transitions between local arterials and freeways.	\$1,100,000.0	\$182.2	\$1,099,817.8	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.

FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
SR-710 N Corridor Mobility Improvements ²	\$12,375.9	\$4,865.0	\$17,240.9	Local street/operational improvements, Intelligent Transportation Systems; transit; active transportation; and parking structure projects within the San Gabriel Valley and City and County of Los Angeles.	\$1,026,510.0	\$2,025.9	\$1,024,484.1	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
SR-57/SR-60 Interchange Improvements ²	\$94,000.0	\$35,932.0	\$129,932.0	Major operational/safety improvements including grade-separation of the two freeways and new ramps at Grand Ave/Eastbound SR-60. These improvements will increase freeway throughput and safety, increasing access to opportunity for the region.	\$457,500.0	\$68,532.9	\$388,967.1	+0% VMT (4,230,237 annual VMT with Project vs 4,230,956 annual VMT without Project) & +2% GHG with Project vs No Project in year 2037 (2,017 CO2 tons per day with Project vs 1,997 CO2 tons per day No Project).	Bicycle and pedestrian signage, LED lighting in pedestrian/bicycle accessible areas, and ADA-compliant curb ramps with high-visibility crosswalks.
Transportation System and Mobility Improvement Program (South Bay) ¹	\$13,097.0	-	\$13,097.0	The projects will provide arterial-related operational, pedestrian, cyclist improvements throughout the subregion. Examples of these projects include signal synchronization, intersection improvements, park and ride facilities, pedestrian safety and access improvements, bike lanes, arterial, and freeway on/off ramp improvements. The improvements will enhance safety, operations, traffic flow, mobility, and multi-modal access.	\$350,000.0	\$3,104.1	\$346,895.9	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Alameda Corridor East Grade Separations Phase II ¹	\$20,000.0	\$68.9	\$20,068.9	The ACE Grade Separation Program is constructing rail-highway grade separation projects and at-grade safety improvement projects to improve community safety and cohesion, and reduce vehicle idling and associated tailpipe emissions at multiple locations in the San Gabriel Valley.	\$400,000.0	\$314,067.9	\$85,932.1	No change with Project (transit grade separation).	Not applicable (transit grade separation).
High Desert Corridor (SR-138/SR-18 Project Study Report) ²	\$250.0		\$250.0	Attempts to identify the feasibility and benefits of improving the remaining segments of the SR-138 in LA County as well as the SR-18 in San Bernardino County to provide a minimum 4-lane footprint between the Los Angeles County's Antelope Valley and San Bernardino County's Victor Valley. This project is being considered as an alternative highway alignment to a larger 6 to 8-lane freeway project considered in the multi-modal High Desert Corridor environmental document but found infeasible.	\$1,000.0	\$224.0	\$776.0	TBD: Impacts will be quantified in Environmental Document.	TBD: All modes under consideration at this time.
State Route 138 Capacity Enhancements (North County) ¹	\$10,700.0		\$10,700.0	Subregion works with Metro's Mobility Matrix and Short Range Transportation Plan. Subregion focuses on capacity enhancements and interchange improvements along the SR-138 and operational improvements on the SR-14.	\$200,000.0	\$66,515.4	\$133,484.6	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Interstate 5/St. Route 14 Capacity Enhancement (Utility Relocation) ¹	\$137.0		\$137.0	HOV Direct Connector in median of I-5 and SR-14 connecting with I-5 and SR-14.	\$5,000.0	\$0.0	\$5,000.0	No change with Project (utility relocation).	Not applicable (utility relocation project).

FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
I-210 Barrier Replacement ¹		\$6,634.6	\$6,634.6	The purpose of this project is to replace the existing median barrier along the Metro Gold Line right-of-way within the I-210 freeway with a stronger and taller Caltrans standard barrier to reduce the likelihood of future vehicular intrusions into Metro Gold Line right-of-way. Due to funding challenges current focus is only on the S-curve portion of the project alignment at this time instead of the entire project alignment.	\$22,541.4	\$13,623.6	\$8,917.8	No change with Project (safety barrier).	Not applicable (safety barrier project).
Sub Total	\$225,561.9	\$112,998.8	\$338,560.7		\$7,544,945.6	\$1,153,581.5	\$6,391,364.1		
TRAFFIC NOISE REDUCTION/SOUNDWALLS									
SOUNDWALL PACKAGE 10 ²		\$18,830.5	\$18,830.5	Constructing approximately one mile of Soundwalls along I-210 Freeway from 0.2 Mile West of Marengo Avenue Overcrossing to Wilson Avenue in the City of Pasadena. Constructing approximately 1.5 miles of soundwalls from Baldwin Avenue to Santa Anita Avenue in the City of Arcadia. Also constructing a 600 foot section of wall on the SR-134 east of Cahuenga Blvd near Arcola Street and a 600 foot section at Santa Anita off-ramp.	\$50,862.0	\$3,390.0	\$47,472.0	No change with Project (soundwall project).	Not applicable (soundwall project).
SOUNDWALL PACKAGE 11 ¹		\$1,873.0	\$1,873.0	Constructing approximately four miles of Soundwalls along SR-170 Freeway from US-101 to Sherman Way Overcrossing and I-405 from North of Stagg Street to South of Stagg Street, along with bridge reconstruction.	\$102,480.0	\$95,830.0	\$6,650.0	No change with Project (soundwall project).	Not applicable (soundwall project).
Sub Total		\$20,703.5	\$20,703.5		\$153,342.0	\$99,220.0	\$54,122.0		
CAPACITY IMPROVEMENT PROJECTS/LEGACY COMMITMENTS									
I-5 Capacity Enhancement from SR-134 to SR-170 ²	\$19,000.0	\$43.1	\$19,043.1	I-5 N Corridor project is divided into four segment projects to improve the I-5 (Golden State Freeway) between SR-134 (Venture Freeway) and SR-170 (Hollywood Freeway). Improvements are enhancing safety and freeway access and will encourage ride sharing through new HOV lanes by adding one HOV lane and mixed-flow lane in each direction, grade separations, and interchanges and frontage roads modifications.	\$935,316.0	\$867,512.8	\$67,803.2	Not available.	Not available.
I-5 Carmenita Road Interchange Improvement ²	\$2,000.0		\$2,000.0	The Santa Ana Freeway (I-5)/Carmenita Road Interchange Project, in the Cities of Santa Fe Springs and Norwalk, is one of six segments of a two-mile section and HOV project. This segment is a 10-lane bridge overcrossing with 5 lanes in each direction.	\$419,881.0	\$409,533.3	\$10,347.7	Not available.	Not available.

FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
Interstate 5 Capacity Enhancement from I-605 to Orange County Line ²	\$19,020.0	-	\$19,020.0	I-5 South Corridor project is divided into five segment projects to improve the I-5 (Santa Ana Freeway) between the Orange County line and I-605 (San Gabriel River Freeway). Improvements are enhancing safety and freeway access and will encourage ride sharing through new HOV lanes by adding one HOV lane and mixed-flow lane in each direction, grade separations, and pedestrian bridges with interchanges and frontage roads modifications.	\$1,468,368.0	\$1,400,727.5	\$67,640.5	Not available.	Not available.
Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes) ²		\$153,132.8	\$153,132.8	This project will extend the HOV lanes on I-5 from the SR-14 interchange to just south of Parker Road, construct a new truck lane in the southbound direction from Calgrove Boulevard to SR-14, extend the existing truck lane in the northbound direction from Gavin Canyon to Calgrove Boulevard, and construct auxiliary lanes between interchanges at six locations. Project will include reconstruction of bridges, ITS improvements, including count stations, closed-circuit television (CCTV) and ramp metering.	\$679,370.0	\$88,600.0	\$590,770.0	Not available.	Not available.
SR-71 Gap from I-10 to Rio Rancho Road (South Segment) ²	\$20,000.0		\$20,000.0	The Project will upgrade SR-71 from a four-lane expressway to a six mixed flow lanes and two HOV lane freeway from SR-60 to south of Mission Boulevard. This project improves the safety of the facility and includes extensive utility relocations, a new retaining wall and soundwalls.	\$174,544.0	\$40,256.4	\$134,287.6	Not available.	ADA curb ramp modifications and crosswalks at all signalized intersections. Pedestrian crossing at the Mission Boulevard and Rio Rancho Road interchanges will remain in place. Pedestrian bridge south of 9th Street will be removed and replaced with a new ADA compliant bridge.
Sub Total	\$60,020.0	\$153,175.9	\$213,195.9	-	\$3,677,479.0	\$2,806,630.0	\$870,849.0		

FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
PROPERTY ROW MAINTENANCE									
Caltrans Property Maintenance		\$900.0	\$900.0	Maintenance, security, and operation of Park and Ride Lots.			\$ -	Not applicable (maintenance).	Not applicable (maintenance).
GENERAL PLANNING									
Highway Planning		\$3,261.4	\$3,261.4	General program costs, including administration and as-needed project management support services.			\$ -	Not applicable (planning/non-capital).	Not applicable (planning/non-capital).
GRAND TOTAL	\$285,581.9	\$291,039.6	\$576,621.5		\$11,375,766.6	\$4,059,431.5	\$7,316,335.1		

Footnotes:

1. Project/Program funded by Measure R/M Local funds

2. Project/Program funded through Local and State/Federal Funds

3. VMT/GHG impact

a. For VMT impact calculations, estimates are based on a corridor-focused, Southern California Association of Governments (SCAG) federally approved regional travel demand model analysis. For the GHG emissions impact calculations, the same VMT estimates are processed using an Emission FACTor (EMFAC) model which is utilized to quantify GHG emissions from mobile (non-stationary) sources. These tools are independently developed and validated by SCAG and/or the California Air Resources Board (CARB) for project focused analysis, with the VMT and GHG results useful for a comparison among alternatives. These estimates are documented within the federal (National Environmental Policy Act [NEPA]) and state (California Environmental Quality Act [CEQA]) approved final environmental documents.

b. For VMT estimation, Metro's VMT Mitigation Program is working on the development of a preferred quantification methodology. This program will also look to develop consensus on mitigation options for any new highway projects undergoing environmental review, with the goal of reducing impacts to a level less than significant under CEQA, consistent with Senate Bill (SB) 743.

c. For all VMT/GHG impact estimation, positive contributions (i.e., mitigation potential) of Complete Streets/non-SOV/carbon sequestration (e.g. tree replacements) project elements not quantified.

4. Complete Streets Assessment - Currently in development and/or there are numerous projects in the subregional programs.

**Board Report**

File #: 2022-0314, **File Type:** Agreement**Agenda Number:** 10.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2022****SUBJECT: AMEND THE MEMORANDUM OF UNDERSTANDING WITH THE SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS FOR THE SAN GABRIEL VALLEY TRANSIT FEASIBILITY STUDY****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to amend the Memorandum of Understanding (MOU) dated February 1, 2021, with the San Gabriel Valley Council of Governments (SGVCOG) for the San Gabriel Valley Transit Feasibility Study (Study), authorizing the SGVCOG to proceed with next steps of the study with a not-to-exceed amount of \$1,800,000, bringing the total funding to \$3,300,000.

ISSUE

On February 1, 2021, Metro executed an MOU with SGVCOG to lead a study to identify short- and long-term transit solutions for the San Gabriel Valley. The SGVCOG secured professional services to conduct the study, of which the first phase is nearing completion. As stated in the MOU's Scope of Work, an amendment was anticipated to authorize the study's second phase. Additional funding of \$1,800,000 is needed to proceed with the second phase of tasks, bringing the total funding to \$3,300,000. A letter of support from the SGVCOG was sent on February 16, 2022 (Attachment A) to program funding for the second phase of the feasibility study.

BACKGROUND

In February 2020, the Board approved (#2020-0027) the withdrawal of the SR 60 and Combined Alternatives from the Eastside Transit Corridor Phase 2 project for a number of reasons. At the time, Metro staff recognized that mobility challenges would continue to exist along the SR 60 Freeway corridor and within the San Gabriel Valley, with a need to connect to Metro's regional transit network. Staff proposed a feasibility study independent from the Eastside Transit Corridor Phase 2 project to evaluate other options to serve the needs of the San Gabriel Valley.

Subsequently, the Board directed staff (#2020-0172) to prepare a feasibility study and develop high-quality transit service options in the San Gabriel Valley subregion, including a Funding Plan encompassing Measure R and Measure M funding. The Board also directed staff to commit \$635.5 million of Measure R funding for improvements to be identified in the study and consistent with the

funding years (expected completion in 2035-2037) in the Measure R Expenditure Plan. Project staff returned in May 2020 with an update to the Board, at which time a Board Motion #2020-0368 (Attachment B) was approved that directed the SGVCOG to lead the study on short- and long-term transit solutions.

DISCUSSION

In September 2020, Metro Board approved the Fiscal Year (FY) 2021 budget, which included the \$1,500,000 funding for the first tasks of the study, SGVCOG staff and administrative costs. The SGVCOG executed a contract in May 2021 for professional services to conduct technical planning and outreach work as scoped. Since then, the Project team has made significant progress and is concluding several milestones.

Building on work conducted in this corridor as part of the Eastside Transit Corridor Phase 2 environmental work, the team re-evaluated and re-defined the purpose and need for mobility options in the San Gabriel Valley subregion. The study area covers 375 square miles, bordered by the City of Los Angeles and the San Fernando Valley to the west, San Bernardino County to the east, the San Gabriel Mountains to the north, and the Gateway cities and Orange County to the south. This area (Attachment C) includes 31 cities and unincorporated areas of Los Angeles County. It is home to a diverse population of 2 million residents (19 percent of LA County's total population), including communities defined as Metro's Equity Focus Communities (EFCs). Census tracts with EFCs, for example, are located throughout the San Gabriel Valley, including communities located near Pasadena, Alhambra, Rosemead, Montebello, El Monte, South El Monte, Baldwin Park, Azusa, Covina, and Pomona.

An early task identified traveler needs and transportation options based on land use patterns, major attractors and generators, projected growth, socio-demographic information, and existing and planned transportation facilities and services. These factors included ridership demographics (residents, commuters, visitors), implementation horizons needed to meet growth projections (short-term projects, long-term vision for the area), promising corridors of travel (north-south, east-west), short- and long-term capacity needs as reflected in mode options (bus service, enhanced or BRT services, LRT, HRT), and service potential (integration of existing services, development of new services).

Through community and stakeholder outreach sessions, and based on the outlined parameters, the SGVCOG and its technical team developed 15 concepts and alternatives that included north-south and east-west options, new services as well as enhanced existing services, and a variety of modes (enhanced bus, bus rapid transit, LRT, or some combination). The team identified and solicited input from the SR 60 corridor cities, key stakeholders, and communities in this area and used this feedback to screen the 15 concepts. Three were identified as the most promising solutions for the subregion.

At the writing of this report, the SGVCOG and its technical and outreach teams are identifying cost and ridership estimates for the three solutions and anticipate completing the first phase of this study in June. With an amended MOU and authorization to proceed, the team would be positioned to proceed with the second phase beginning July 1, 2022. The next steps of the study, for which this

MOU amendment is recommended, will be to develop conceptual engineering, urban design concepts and graphics, evaluate long-term solutions for transportation investment, and finalize the feasibility report.

FINANCIAL IMPACT

The proposed action allocates up to \$1,800,000 in FY23. Authorization for this study to proceed without delay is subject to the identification and approval of funding in the FY23 budget. Since this is a multi-year program, the Metro Project Manager, Cost Center Manager, and Chief Planning Officer will be responsible for budgeting in future fiscal years as needed.

Impact to Budget

The FY23 budget includes \$1,800,000 in Cost Center 4310 for Project #460233. The source of funds is Measure R 35% Transit Capital, which is not eligible for Bus or Rail Operations.

EQUITY PLATFORM

The Board action to amend the MOU is not anticipated to have equity impacts. As equity goals are a priority for Metro, Metro project staff is working closely with the SGVCOG to provide technical support and guidance to attain equitable goals to the extent possible. In its initial tasks, the study considered EFCs in the definition of the study area, and has identified the following communities within the SGV subregion in which EFCs are concentrated: Pasadena, Azusa (both along I-210), Alhambra, San Gabriel, Rosemead, El Monte, South El Monte, Baldwin Park, Covina, Pomona (along I-10), Monterey Park, Montebello, and Industry (along SR-60). Within the study area, 14 percent of census tracts are defined as EFCs.

To address EFC needs, one of the goals for the study is to create accessible transit services for the SVG by focusing on communities relying on transit, with the explicit objective of emphasizing services in areas with high concentrations of EFCs. To this end, each concept was screened using qualitative and quantitative indicators of expected benefits to EFCs.

In conducting outreach activities, the SGVCOG has hosted various presentations and workshops and provided one-on-one briefings for its member cities to raise awareness about this study and to solicit input from EFCs. The COG has hosted two general public and community workshops, the invitations and contents for which have been provided in Chinese, Spanish, and English. Translation services were available during the workshops, and verbal and written comments from the public were accepted in native language. All outreach to date has been conducted remotely using online meeting platforms, telephone, and interactive website. The COG anticipates that the next phases of the study will include digital platforms, but will also incorporate in-person workshops for EFCs as the Project alternatives are further refined.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This action supports the Metro Vision 2028 Strategic Plan. Specifically, the project supports Goals #1 and #3 of the Strategic Plan: Goal #1. Provide high-quality mobility options that enable people to

spend less time traveling and Goal #3. Enhance communities and lives through mobility and access to opportunity. By continuing efforts that provide high-quality mobility options in partnership with the SGVCOG, enhance communities and lives through mobility and access to transit, and address mobility challenges in San Gabriel Valley, Metro is continuing to work towards equitable and accessible transit services, reduce travel times and roadway congestion, and enhance connections to the regional transit network.

NEXT STEPS

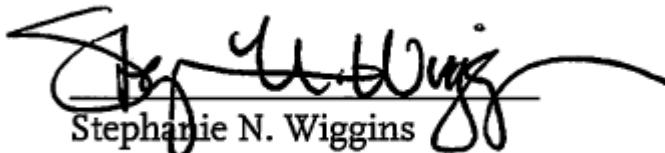
If approved, the Metro CEO will execute the amendment to the Memorandum of Understanding with SGVCOG. The MOU will only be amended to increase the funding authorization and no other terms.

ATTACHMENTS

- Attachment A - Letter from San Gabriel Valley Council of Governments Request for Additional Funding dated February 16, 2022.
- Attachment B - Board Motion 2020-0368
- Attachment C -Study Area Map

Prepared by: Jenny Cristales-Cevallos, Senior Manager, Countywide Planning & Development, (213) 418-3026
Dolores Roybal Saltarelli, Deputy Executive Officer, Countywide Planning & Development, (213) 922-3024
Allison Yoh, EO, Countywide Planning & Development, (213) 922-7510
David Mieger, SEO, Countywide Planning & Development, (213) 922-3040

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer



February 16, 2022

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 Unincorporated Communities
 SGV Water Districts

Ms. Stephanie Wiggins
 Chief Executive Officer
 Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza
 Los Angeles, CA 90012-2952

Via email to: WigginsS@metro.net, and cc: YohA@metro.net

Re: Support for programming \$1.8 million in FY 2022-2023 Metro budget to fund completion of the San Gabriel Valley Transit Feasibility Study

Dear Ms. Wiggins,

As Metro conducts its FY 2022-2023 budgeting exercise and approval, the San Gabriel Valley Council of Governments (SGVCOG) strongly supports the programming of \$1.8 million to complete the San Gabriel Valley Transit Feasibility Study (“Study”). The full amount requested is required so the Study, underway since summer 2021, can conclude with the conceptual engineering of and meaningful community input regarding high-quality transit service projects needed to improve mobility in underserved areas of the San Gabriel Valley. If the Study is completed, it will provide the basis for the identification of a Near Term Transit Investment making use of the Measure M funding identified by LA Metro.

The Study was initiated in July 2021 following a Metro Board motion directing that the Study be funded by LA Metro and conducted by SGVCOG in partnership with LA Metro staff. LA Metro and SGVCOG staff agreed that the comprehensive feasibility study proposed would be conducted in two phases, with LA Metro providing initial funding for the first phase and with the mutual understanding that the complete study would be fully funded.

The first phase of the Study is on schedule to be completed by the end of June 2022. The Study has successfully defined mobility challenges and service gaps in the San Gabriel Valley and identified 15 initial transit corridor improvement concepts addressing east-west and north-south corridor improvements needed to connect and improve mobility. These initial concepts are being screened and Phase 1 of the Study will conclude with ridership, capital and operations and maintenance cost analysis of the most promising solutions. The initial alternatives have been well received at city, stakeholder and community meetings so we expect to complete this phase and be ready to proceed with Phase 2 at the start of the new fiscal year (2022-2023).

The second phase of the Study will develop conceptual engineering for the most promising alternatives identified in the first phase, possibly including bus rapid transit corridors, light rail corridors, and transit hubs similar to the El Monte Busway Station to provide convenient access to connecting services within the San Gabriel Valley and for longer

distance travel. Community outreach efforts during this phase will support and build upon prior efforts so that we may continue the focus on underserved communities, and elicit opportunities for meaningful user and community feedback on the conceptual engineering alternatives.

The SGVCOG appreciates your attention to this request and looks forward to a continued productive partnership with LA Metro in concluding the Study. Questions regarding this matter may be directed to the Study's Project Manager, Alexander Fung, at afung@sgvcog.org or (626) 463-8439.

Sincerely,



Marisa Creter
Executive Director

cc: Mr. Martin Reyes, Office of Supervisor Hilda Solis
Mr. David Perry, Office of Supervisor Kathryn Barger
Mayor Tim Sandoval, City of Pomona
Mr. James de la Loza, Chief Planning Officer, LA Metro
Mr. David Mieger, Senior Executive Officer, LA Metro
Ms. Allison Yoh, Executive Officer, LA Metro
Mr. Eric Shen, Director of Capital Projects/Chief Engineer, SGVCOG

Metro



Board Report

File #: 2020-0368, **File Type:** Motion / Motion Response

Agenda Number: 5.1.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 20, 2020**

Motion by:

DIRECTORS SOLIS, FASANA, AND BARGER

Related to Item 5: San Gabriel Valley Transit Feasibility Study

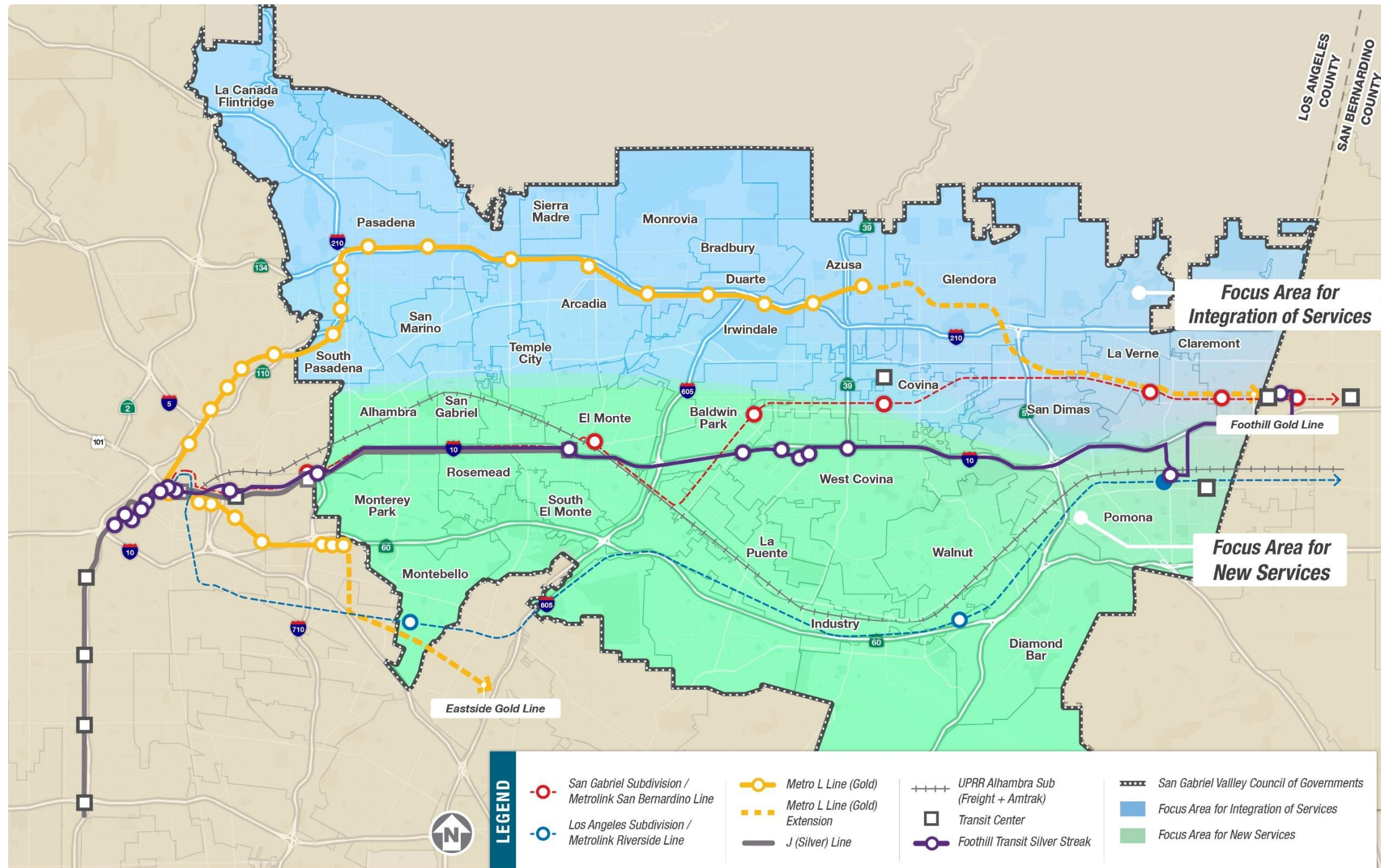
SUBJECT: SAN GABRIEL VALLEY TRANSIT FEASIBILITY STUDY

RECOMMENDATION

APPROVE Amending Motion by Directors Solis, Fasana, and Barger

WE THEREFORE MOVE that the Board direct the CEO to report back in 30 days with recommendations to transfer funding to the San Gabriel Valley Council of Governments as part of the FY21 budget for the procurement and completion of the Feasibility Study. Recommendations should include provisions typical of Metro procurements such as small, disadvantaged, and/or disabled veteran business enterprise goals.

Figure 1 - Study Area Map





Board Report

File #: 2022-0388, File Type: Policy

Agenda Number: 11.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2022**

**SUBJECT: TRANSFER OF PROPERTIES TO CITY OF LOS ANGELES FOR DESTINATION
CRENSHAW**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. DECLARING that 3417 W. Slauson Ave, 5759 11th Ave & 3309 W. Slauson Ave (the Properties, as depicted in Attachment A) are not necessary for use by Metro and are “exempt surplus land” as defined in Section 54221(f)(1) of the California Surplus Land Act, as amended; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to execute any necessary documents to transfer the Properties to the City of Los Angeles (City) in support of Destination Crenshaw, with land value waived, contingent on the following:
1. City or Destination Crenshaw providing an alternative location for the bicycle parking infrastructure originally planned for the IAM Park site, including securing approved plans and permits and installing.
 2. Mutual agreement of responsibilities and use restrictions regarding the environmental mitigation program at Slauson Park.
 3. Mutual agreement regarding Metro’s obligation to replant trees under Permit No. 313929.

ISSUE

The Destination Crenshaw project (“Destination Crenshaw Project” or the “Project”) is a proposed outdoor museum and placemaking initiative of public art and streetscape design, as depicted in Attachment B attached hereto, that is comprised of multiple project elements (platforms and parks) along a 1.3-mile stretch of Crenshaw Boulevard, which overlaps an at-grade segment of the Crenshaw/LAX Light Rail Project (“C/LAX”). The Project is borne out of the efforts of the City (“City”) and a group of community stakeholders. The Board of Directors (“Board”) took various actions on July 25, 2019 to support the Project (“July 2019 Board Report”). The Project has proposed the enhancement of three (3) Metro-owned properties, which were anticipated to receive modest

improvements as part of the C/LAX. Metro acquired the properties for C/LAX, and as described in the July 2019 Board Report, has made use of the Properties in connection with C/LAX. The Properties are not needed for long-term use by C/LAX. Under California Government Code Section 54220 et seq. (the “Surplus Land Act” or “Act”), “land shall be declared either “surplus land” or “exempt surplus land,” as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency’s policies or procedures.” Board approval is required to declare the Properties exempt surplus land. Board approval is also required to transfer properties for less than fair market value.

BACKGROUND

The Properties comprise three (3) parcels that are 6,983 square feet, 5,110 square feet and 2,369 square feet (14,462 square feet total).

On July 25, 2019, the Board, (Board Report Number 2019-0575,) authorized the Chief Executive Officer (“CEO”) to enter into a Memorandum of Agreement with the City of Los Angeles for funding and support of the Destination Crenshaw Project in an amount not to exceed \$15,000,000 (\$14,500,000 toward construction and \$500,000 for Metro staff labor). The July 2019 Board Report also noted that there were three Metro owned properties that could potentially be explored for transfer to the City for the Destination Crenshaw Project.

On October 22, 2020, the Board declared that 4444 Crenshaw Boulevard (Sankofa Park) is not necessary for use by Metro and is “exempt surplus land” under the Surplus Land Act and authorized the CEO to execute any necessary documents to transfer the Properties to the City in support of Destination Crenshaw to the City at no cost (Board Report Number 2020-0582).

An MOA was executed between the City and Metro on July 30, 2021. The MOA outlined, among other things, how payments of \$14,500,000 for construction of Sankofa Park were to be processed and what level of documentation was required. The City received the initial payment of \$276,000 on April 8, 2022. The second payment of \$3,000,000 is in the process of being paid. On May 23, 2022, Metro received the third funding request of \$3,855,807.

DISCUSSION

Property Transfer

The City has requested that Metro now transfer the Properties as part of the Destination Crenshaw Project.

Exempt Surplus Land - Findings

As amended by AB 1486 and effective January 1, 2020, the Surplus Land Act to provide for the disposition of “surplus land” or “exempt surplus land”, as defined in the Act. “Surplus Land” means land owned in fee simple by any local agency for which the local agency’s governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency’s use. Pursuant to the Act, land may be declared either “surplus land” or “exempt surplus

land.” As defined in the Act, exempt surplus land includes “surplus land that a local agency is transferring to another local, state, or federal agencies for the agency’s use...” (Government Code Section 54221(f)(1)(D)).

As discussed above, the Properties were originally acquired for the C/LAX project, but are not needed for long-term use by C/LAX. The City desires to use the Properties for City’s use in connection with its Destination Crenshaw Project. Under these circumstances and pursuant to the Act, the Properties are exempt surplus land.

Valuation

As discussed in the July 2019 Board Report, Metro recognizes that there are synergies between C/LAX and the Destination Crenshaw Project. As part of the development of C/LAX, Metro’s goals were and continue to be, to provide transportation and transit improvements and also, with community feedback, (1) preserve and enhance the unique cultural identity of each station area and its surrounding community by implementing art and landscaping; (2) promote a sense of place, safety, and walkability by providing street trees, walkways or sidewalks, lighting, awnings, public art and/or street furniture; (3) provide additional landscaping within the right-of-way or in project property to create a buffer between sensitive uses and the project; and (4) where practical and appropriate, add additional landscaping and enhanced design features to minimize the visual image of transit. Metro seeks to promote community preservation in the communities directly affected by C/LAX and facilitate the creation of transit-oriented communities (“TOCs”) that expand mobility options, promote sustainable urban design, and help transform communities.

Destination Crenshaw is consistent with Metro’s vision for vibrant Transit Oriented Communities (“TOC”) which encourages multi-modal transportation, creates a sense of place, and has the potential to enhance the quality of life for this community. The Destination Crenshaw Project is:

1. Consistent with Metro’s vision for TOC
2. Proximate to the C/LAX transit Corridor project
3. Constructable and ready
4. Cost effective

Metro appraised the Properties as of July 15, 2019. They were valued at a total of \$1,075,000 (3417 W. Slauson Ave at \$550,000, 5759 11th Ave & 3309 W. Slauson Ave together at \$525,000).

Under Surplus Land Act, Metro has the right to request fair market value for the properties; however, it is not required. Given that the Destination Crenshaw Project is consistent with Metro’s vision for C/LAX Transit Oriented Communities, staff recommends that Metro provide the Properties to the City, with land value compensation waived.

Remaining Areas for Resolution

Metro has been working with the City and Destination Crenshaw on the following items, however, they have not yet been fully resolved.

1. Bike infrastructure - The Environmental Impact Report (EIR) for C/LAX requires bike

infrastructure in support of the Hyde Park station which was originally planned for the IAM Park site. Destination Crenshaw's plans conflict with the currently planned location. Therefore, a condition of granting the Properties would be for the City or Destination Crenshaw to plan, permit and install bike infrastructure required to satisfy the EIR requirement at an alternative location. Destination Crenshaw is working on design plans.

2. Environmental remediation - Currently the Slauson Avenue Park property is undergoing environmental remediation. Prior to a transfer, there needs to be clear delineation of roles and responsibilities between the City and Metro on mitigation efforts and how this impacts the property's future use.
3. Tree Removal Permit - Metro has a tree replacement obligation to the City under a tree removal permit issued for C/LAX. Metro and Destination Crenshaw have been in discussions on the size, number and type of trees. Prior to a property transfer, there needs to be mutual agreement between the City and Metro on how the obligation will be fulfilled.

DETERMINATION OF SAFETY IMPACT

This board action will not have an impact on safety standards for Metro.

FINANCIAL IMPACT

In the July 25, 2019, Board Report, the Board approved funds towards the Destination Crenshaw project, which included the value of these Properties.

Impact to Budget

There are no impacts to the budget.

EQUITY PLATFORM

The Destination Crenshaw Project will document, celebrate, and bring to life the history and culture of the corridor and of South Los Angeles specifically. In addition, the Project will enhance pedestrian connectivity, and foster job growth on Metro-owned properties serving low-income households. The proposed actions will support the Project and position Metro as a strong partner in this community-led initiative.

Community outreach efforts took place, including innovative and comprehensive approaches that engage historically underserved communities to produce outcomes that promote and sustain access to opportunities and avoid increasing disparity.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Destination Crenshaw Project proposes transit improvements that support the following goals outlined in Metro's Vision 2028 Strategic Plan:

- Deliver outstanding trip experiences for all users of the transportation system.
- Enhance communities and lives through mobility and access to opportunity.
- Transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The alternative is to not declare the properties as surplus and continue to hold them. This is not recommended as the Properties are too small to be developable under Metro's joint development program and therefore would go unutilized.

NEXT STEPS

Should the Board choose to approve the recommendation, staff will continue to work with the City to resolve the remaining items, prepare an amendment to the MOA, and transfer the Properties to the City of Los Angeles with the land value waived.

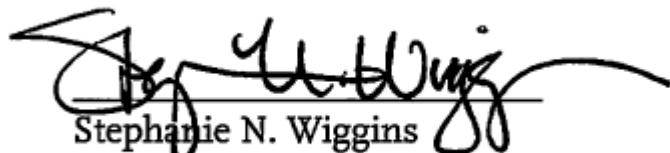
ATTACHMENTS

Attachment A - Property Map

Attachment B - Destination Crenshaw Project Overview Map

Prepared by: Michael Luna, Chief Administrative Analyst, Real Estate, (213) 922-2062
Frances Impert, Senior Manager, Real Estate, (213) 922-2410
John Potts, Executive Officer, Countywide Planning & Development, (213) 928-3397
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation
Demand Management, (213) 922-5585

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920

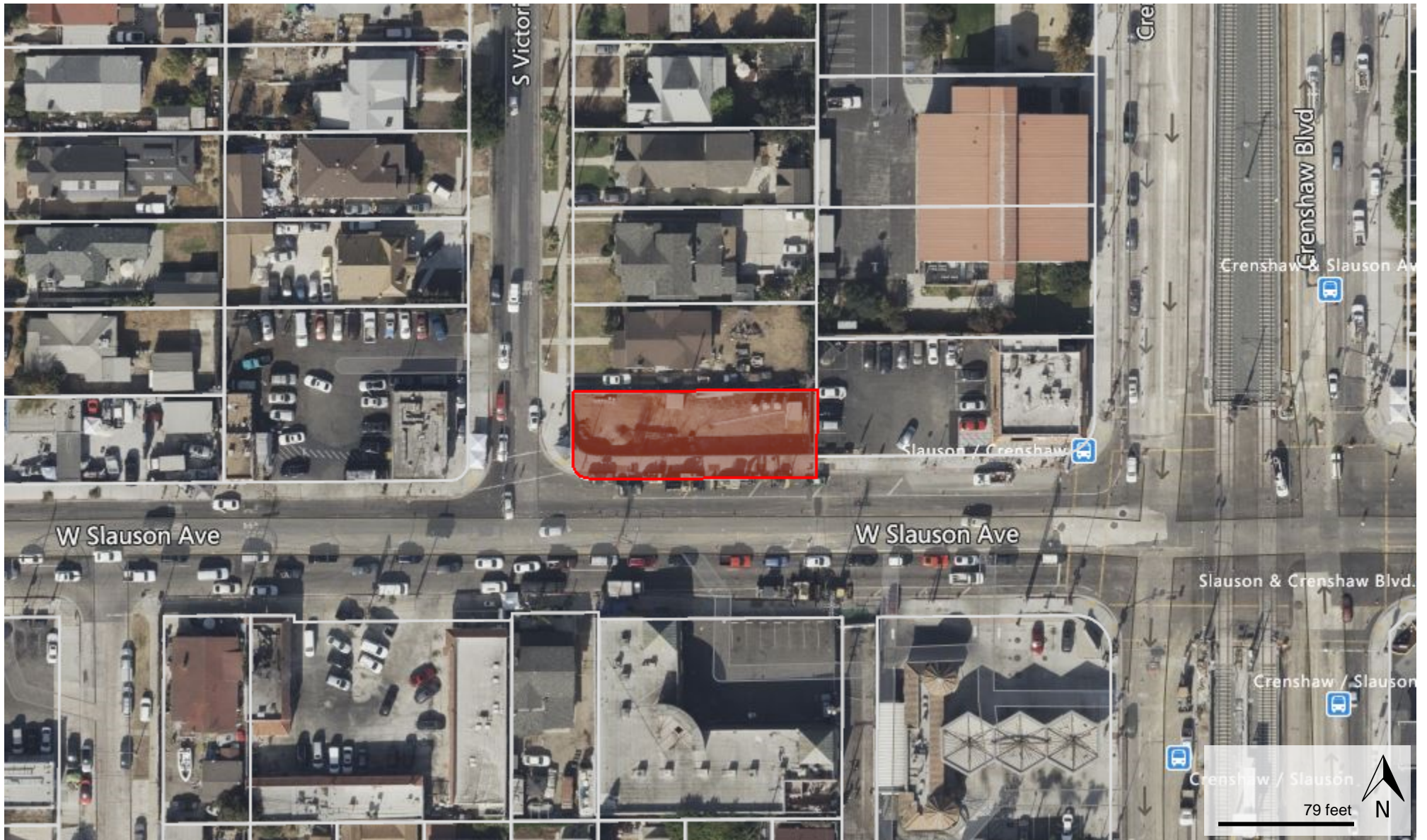


Stephanie N. Wiggins
Chief Executive Officer

Attachment A - 3309 W. Slauson Ave ("A") & 5759 11th Ave ("B")

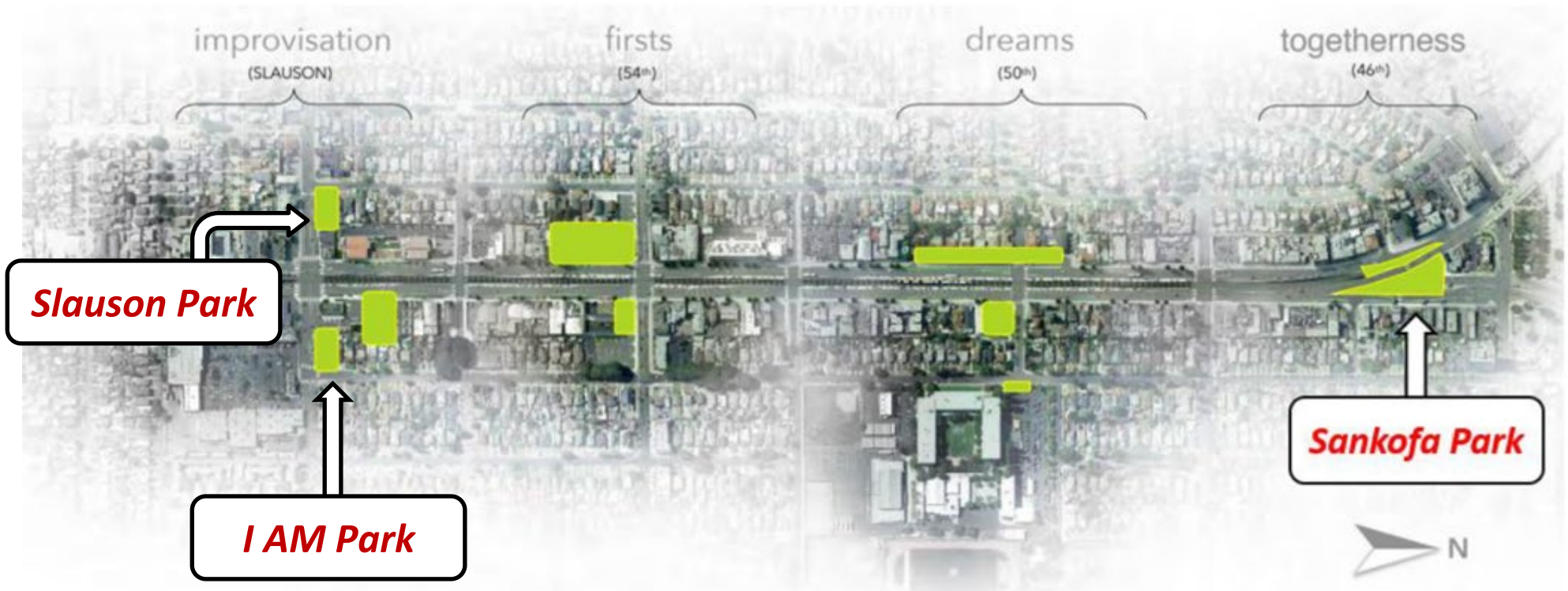


Attachment A - 3417 W. Slauson Ave



Destination Crenshaw

Crenshaw Boulevard along Crenshaw/LAX Project





We're supporting thriving communities.

Planning & Programming Committee - June 15, 2022

Legistar File #2022-0388



Metro

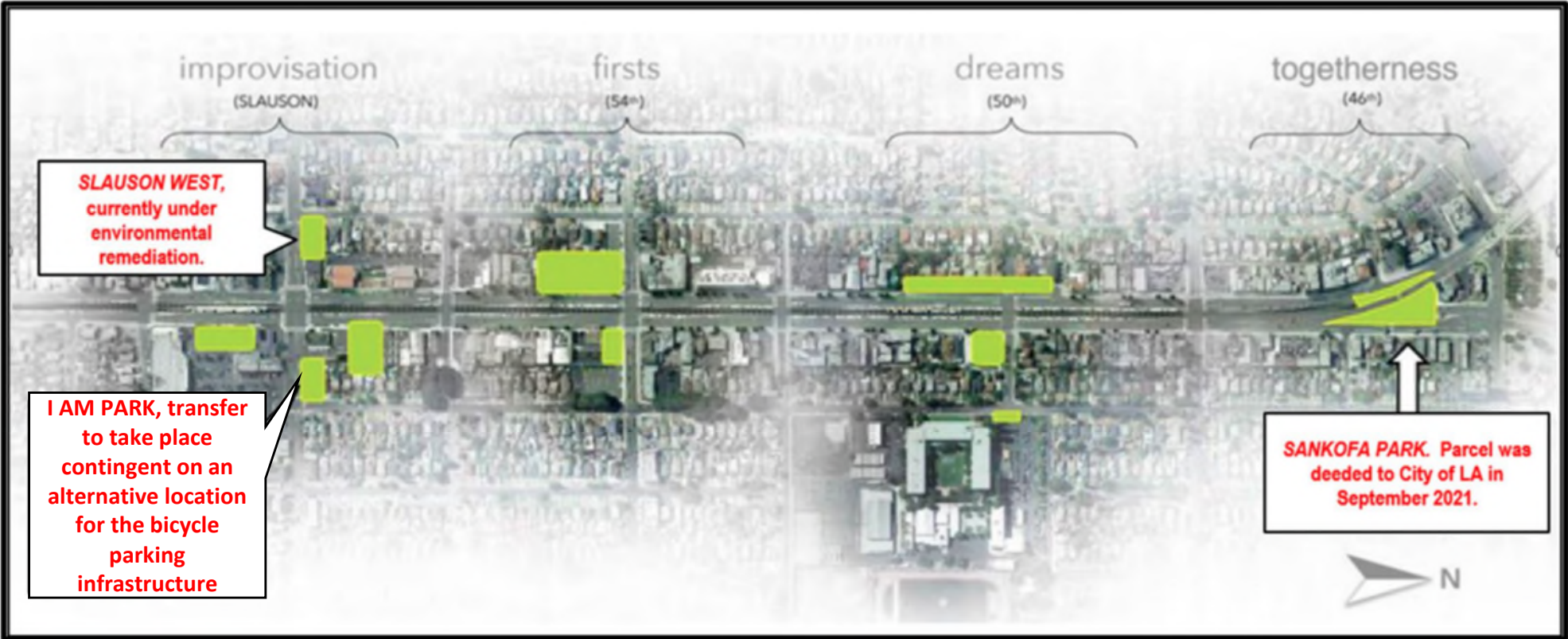
Recommendation

Consider:

- A. DECLARING three (3) Metro owned Properties are not necessary for use by Metro and are “exempt surplus land” as defined in Section 54221(f)(1) of the California Surplus Land Act, as amended;
- B. AUTHORIZE the Chief Executive Officer to execute any necessary documents to transfer the Properties to the City of Los Angeles ("City") in support of Destination Crenshaw, with land value waived, contingent on the following
 1. City or Destination Crenshaw providing an alternative location for the bicycle parking infrastructure originally planned for the IAM Park site, including securing approved plans and permits and installing.
 2. Mutual agreement of responsibilities and use restrictions regarding the environmental mitigation program at Slauson
 3. Mutual agreement regarding Metro's obligation to replant trees under Permit No. 313929.

Destination Crenshaw Overview

Crenshaw Boulevard along Crenshaw/LAX Project



Destination Crenshaw – Metro Owned Parcel, I AM Park (2 Parcels)

3309 W. Slauson (“A” 2,369 S.F.) & 5759 11th Avenue (“B” 5,110 S.F.)



Destination Crenshaw – Metro Owned Parcel, Slauson West

3417 W. Slauson Avenue (6,983 S.F.)



Consistency with Metro's C/LAX Vision

1. Consistent with Metro's vision for TOC
2. Proximate to the C/LAX transit Corridor project
3. Constructable and ready
4. Cost effective
5. Supports the Equity Platform
6. Supports Metro's Vision 2028 Strategic Plan to transform LA County through regional collaboration and national leadership

Next Steps

Upon Board approval:

1. Negotiate an amendment to the MOA to address:
 - A. CEQA requirement for the bicycle facility
 - B. Environmental mitigation issues
 - C. Reaching an understanding on the streetscape
2. Transfer the Properties to the City with the land value waived.



File #: 2022-0294, File Type: Oral Report / Presentation

Agenda Number: 12.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2022**

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS

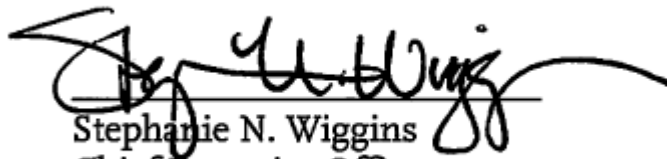
ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on the status of Countywide Planning Major Projects.

Prepared by: Allison Yoh, EO, Countywide Planning & Development (213) 922-4812
David Mieger, SEO, Countywide Planning & Development, (213) 922-3040

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

Countywide Planning Monthly Project Updates

June 2022 Update



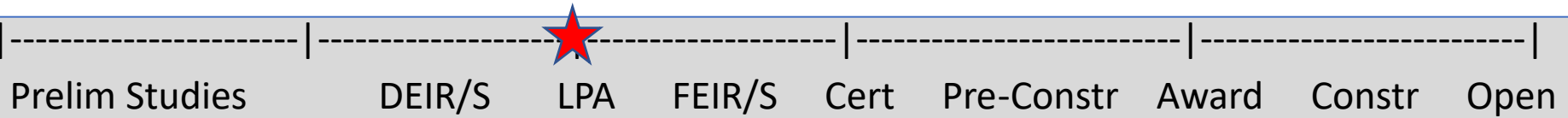
> Major Pillar Projects

- A) West Santa Ana Branch
- B) Eastside Transit Corridor Phase 2
- C) Sepulveda Transit Corridor
- D) C (Green) Line Ext to Torrance

> Other Projects in Planning and Development

- Rail to River Active Transportation Corridor
- Vermont Transit Corridor
- Rio Hondo Confluence Station
- N. San Fernando Valley BRT
- Crenshaw North Extension
- North Hollywood to Pasadena
- E. San Fernando Valley Shared ROW
- Centinela Grade Separation
- Los Angeles River Path
- Arts District/6th Street Station

West Santa Ana Branch Transit Corridor



Recent Activities

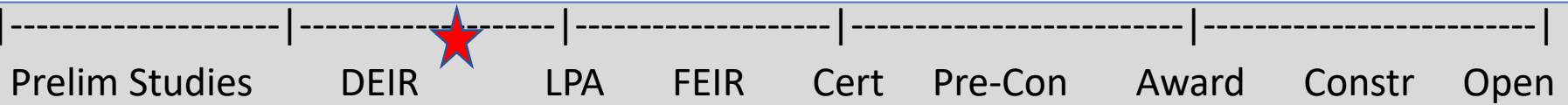
- Continuing to address comments from cities and agencies (design/environmental implications)
- Meetings with UPRR & Ports on alignment, clearance
- June 2022: Stakeholder Working Group meeting for the Slauson to LAUS Study

Next Actions

- Anticipate receiving comments from UPRR and Ports on alignment, clearances (end of July)
- Continue coordination with key stakeholders and address outstanding concerns
- Continue work to finalize the environmental footprint
- Quarterly updates on funding plan and P3 strategies



Eastside Transit Corridor Phase 2

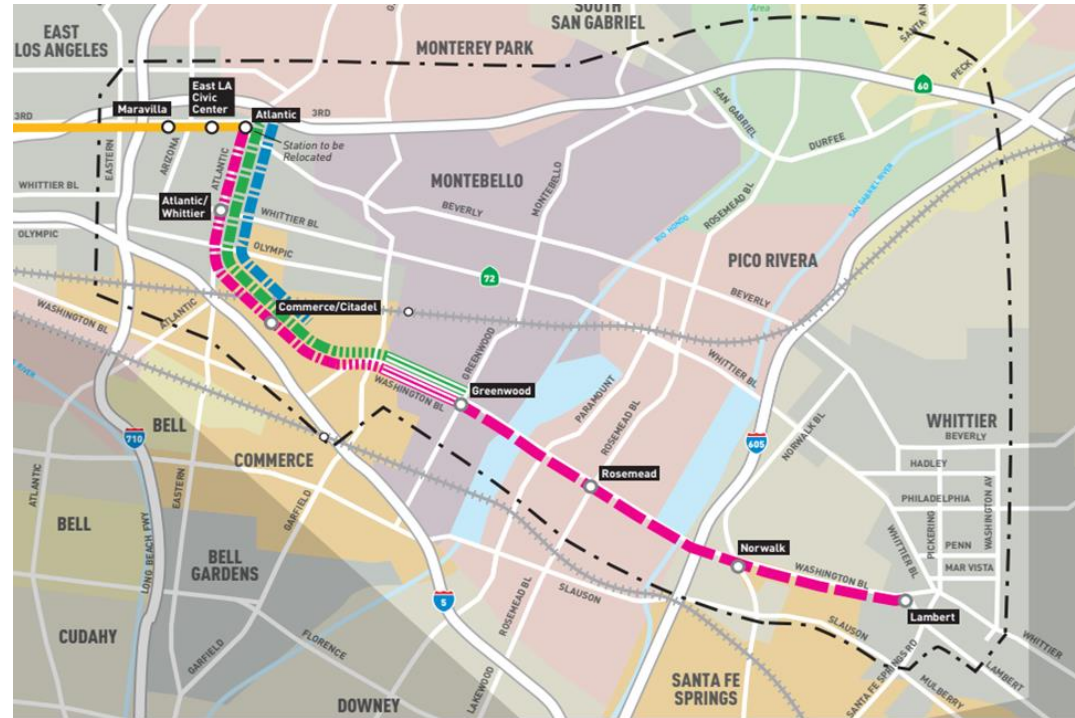


Recent Activities

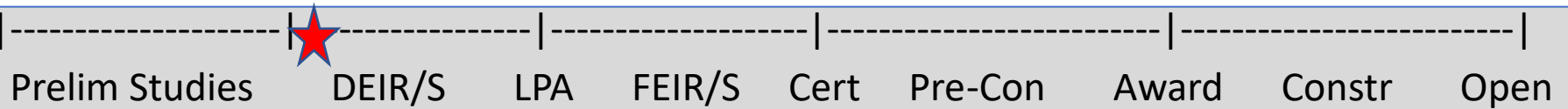
- Preparing for release of Draft EIR, anticipated June 30
- Scheduled community outreach (virtual) for June 27 and 29
- Continuing to advance the environmental analysis

Next Actions

- Release Draft EIR
- Public Hearings to be scheduled in late July and August
- Collaborating with Program Management on the advancement of engineering activities for alternate project delivery.



Sepulveda Transit Corridor



Recent Activities

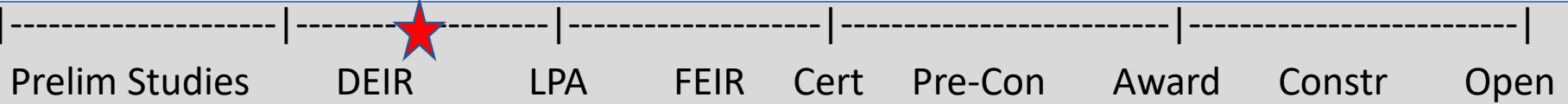
- Internal coordination with ExpressLanes Project
- Ongoing engagement with third party agencies

Next Actions

- Release of Scoping Report: June 14-15
- June 16: Community update meeting
- Continue to develop designs and prepare for environmental technical studies



C (Green) Line Extension to Torrance

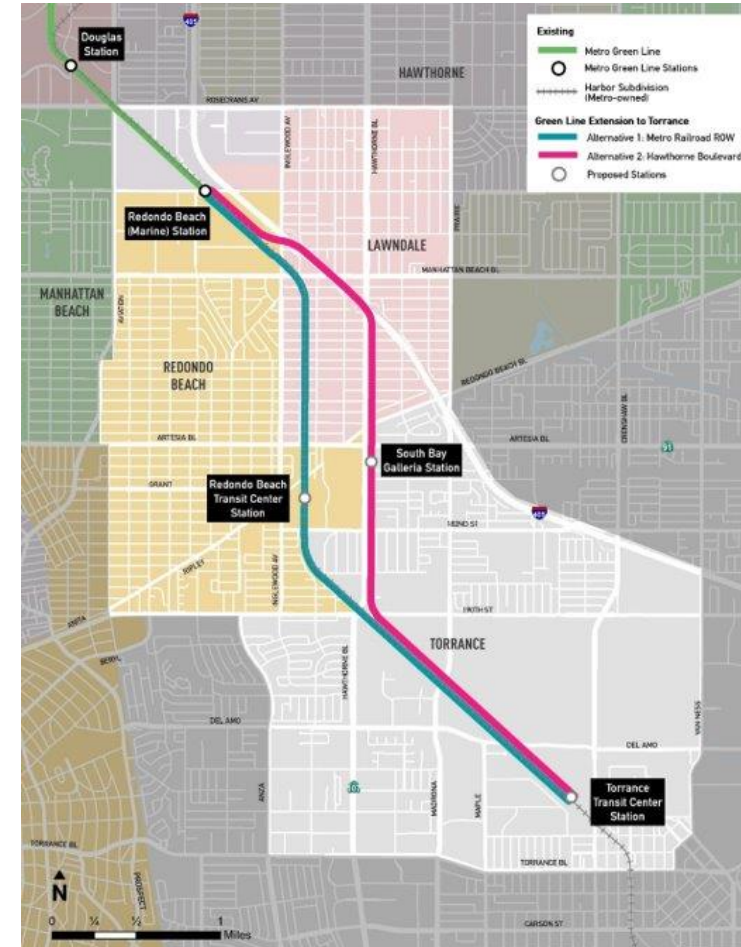


Recent Activities

- Refining early engineering and advancing environmental analysis for Draft EIR
- Incorporation of community input (almost 400 participants in tours)
- Ongoing meetings with cities, BNSF, Caltrans, utilities, and property owners

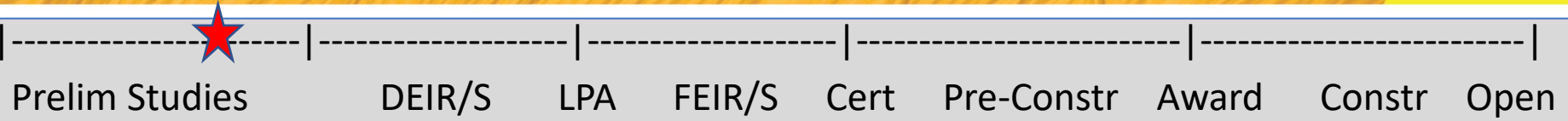
Next Actions

- Anticipated release of Draft EIR: Fall/Winter 2022
- Board selection of Locally Preferred Alternative (LPA) in 2023



Rail to River Active Transportation Corridor

Segment B



Recent Activities

- Release of Supplemental Alternatives Analysis Final Report (project website)
- Summer 2022: Metro Board to consider Randolph Street as preferred alignment



Next Actions

- Pending Board approval, continue coordinating recommended improvements with Corridor Cities and related projects in the area

Vermont Transit Corridor



Prelim Studies

DEIR/S

LPA

FEIR/S

Cert

Pre-Con

Award

Constr

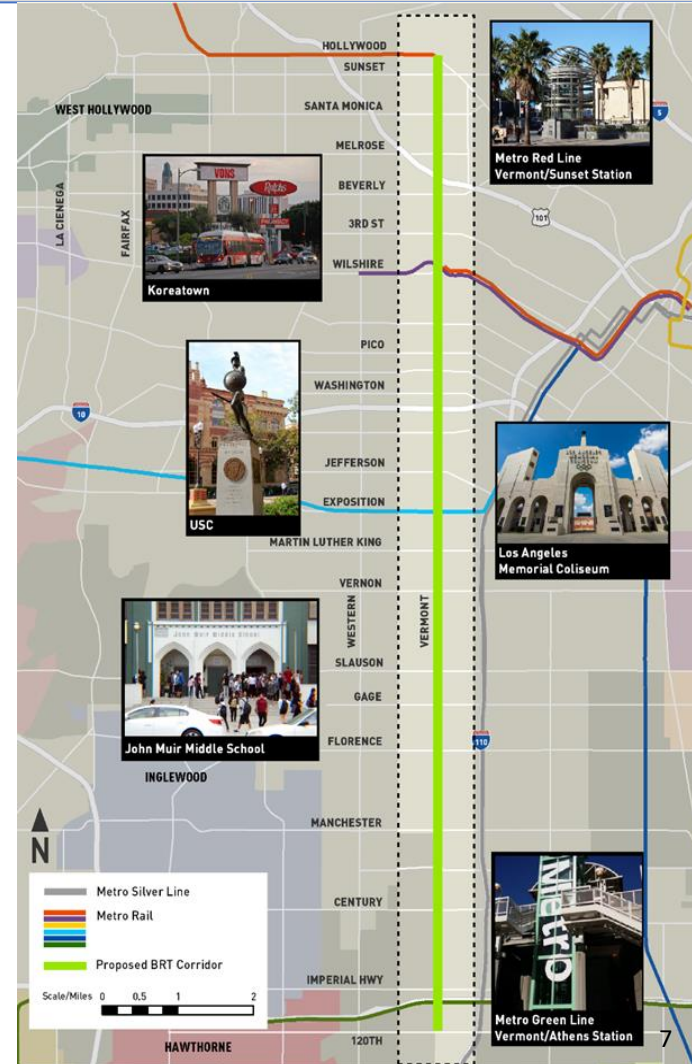
Open

Recent Activities

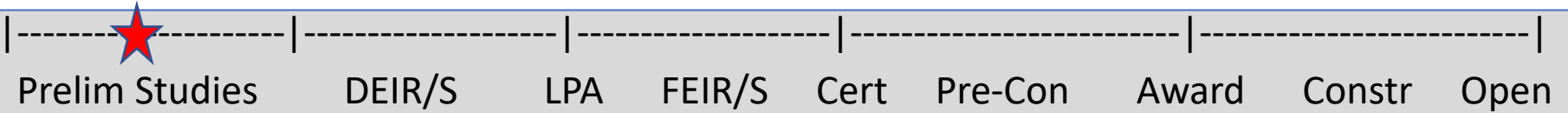
- Released South Bay Extension Feasibility Study (5/22)
- Continued briefings for key stakeholders
- Completed community-led outreach activities with 25 CBO partnerships (up from 19)
- Completed resident and transit rider intercept surveys

Next Actions

- Input and feedback will inform the scope for environmental study
- August 2022 (anticipated): Return to Board with update on Community-Based Partnership Program (CPP) and proposed plan for environmental study



Rio Hondo Confluence Station Feasibility Study



Recent Activities

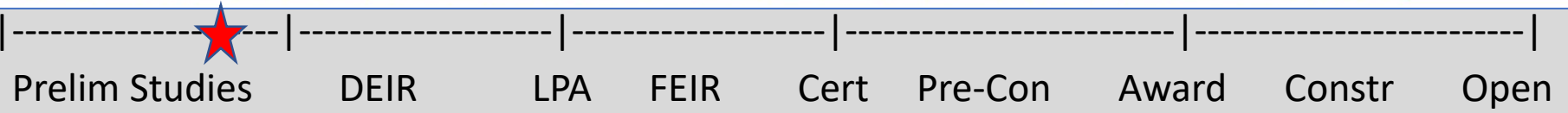
- Nearing completion of feasibility study including draft engineering, station design, high-level environmental assessment, cost estimates, and ridership
- Coordination of design solutions to not preclude this station as the WSAB alignments evolve, and to minimize potential construction impacts of this station to WSAB operations

Next Actions

- August 2022 (anticipated): Present findings/recommendations from Feasibility Study to Metro Board



North San Fernando Valley BRT Improvements



Recent Activities

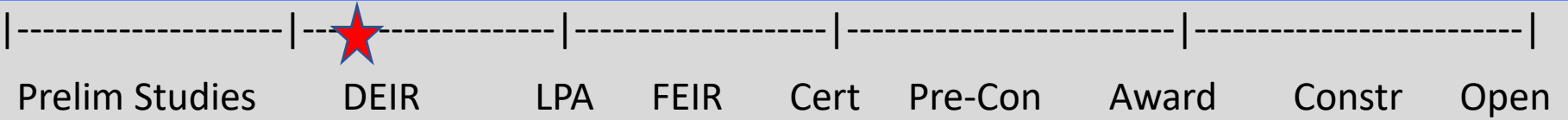
- Continue key stakeholder engagement
 - Community meeting (virtual) on June 15
- Completed evaluation of proposed BRT Network Improvements in coordination with NextGen

Next Actions

- Continue community engagement (in-person meetings scheduled for June 18 and 21)
- Anticipated Fall 2022 Board review of recommended BRT network improvements based on community input



Crenshaw Northern Extension



Recent Activities

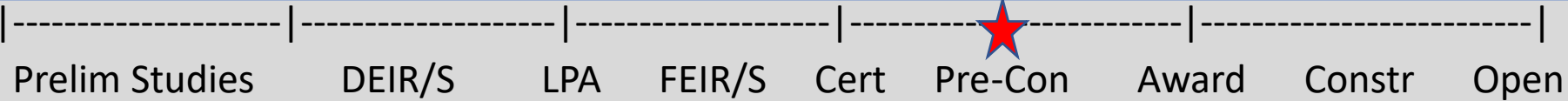
- Preparation for upcoming public outreach
- Continue to advance engineering, alignment and station design, field and geotechnical investigation to inform Project Definition
- Coordination with major institutions

Next Actions

- Public Outreach meetings (virtual) anticipated for June 16 & June 21



North Hollywood to Pasadena BRT



Recent Activities

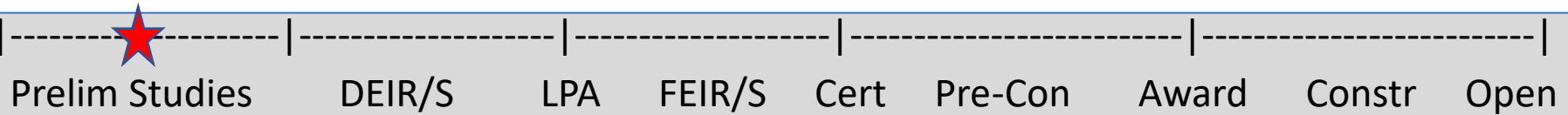
- CEQA Notice of Determination (NOD) filed with State Clearinghouse
- Preparation for preliminary engineering and final design



Next Actions

- Continue advancing design of bus lanes, station kit-of-parts, transit signal priority, and other project elements
- Continue coordinating with cities on project design in preparation for construction

East San Fernando Valley Shared ROW Study



Recent Activities

- April: Kick-off meeting with consultant team
- Initial meetings with City of San Fernando and Metrolink



Next Actions

- Initiate grade separation study, data collection, and schematic layout of corridor (5-month effort, with report back to Board)
- Key stakeholder briefings and technical coordination as the study develops
 - Update for area representatives targeted in late June

Centinela Grade Separation



Recent Activities

- Design and utility coordination
 - City of Inglewood, California Public Utilities Commission, LA County Public Works, SoCal Edison, SoCalGas, and AT&T
- Construction coordination with Crenshaw/LAX project and Airport Metro Connector project

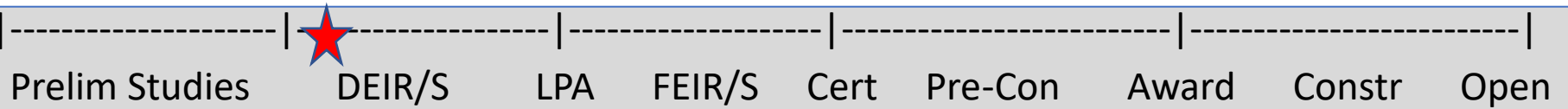
Next Actions

- Summer 2022: Completion of Preliminary Engineering
- Coordination with opening of Crenshaw/LAX pre-revenue testing
- Fall 2022: Board review of Preliminary Engineering design, updated cost estimates, and project delivery alternatives



Sample Rendering of Centinela Grade Separation (Source: HDR)

Los Angeles River Path



Recent Activities

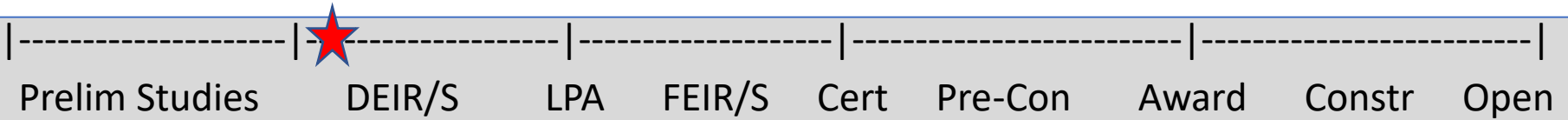
- Project Development Team meeting (June 7)
- Development of MOAs
- Ongoing technical work for Draft EIR
- Ongoing advancement of bicycle/pedestrian bridge over US-101
- Engagement with USACE on related studies and projects in the area

Next Actions

- Steering Committee Meeting: June 27



Arts District / 6th Street Station



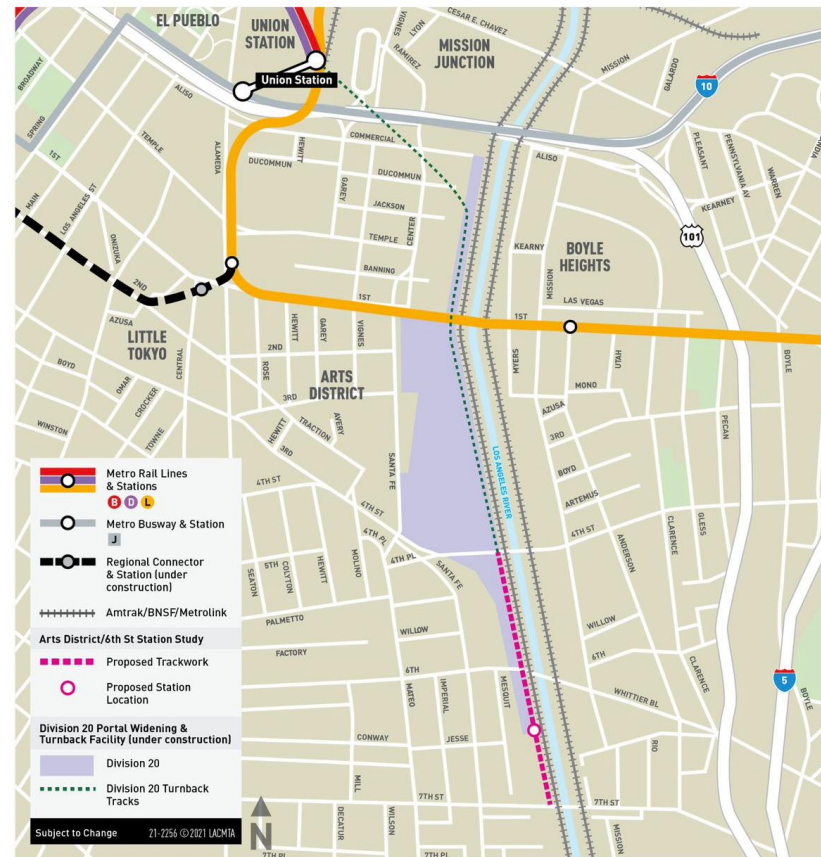
Recent Activities

- Advancing conceptual station design, especially related to pedestrian connectivity in coordination with key stakeholders
- Conducting technical environmental analysis including ridership demand

Next Actions

- Continue coordination with key agencies and stakeholders
- Summer 2022 (anticipated): Draft EIR Release

Arts District/6th St Station
Study Area



Measure M Expenditure Plan

Groundbreaking to Opening Dates

Measure M
Opening Dates
3-Year Window

2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049																																
NoHo to Pasadena																																					FY 2022 - 2024																								
North SFV BRT																																						FY 2023 - 2025																							
Planning		LA River Path																																					FY 2025 - 2027																						
Planning		West Santa Ana Branch (Phase 1)								WSAB (Phase 1+Slauson) Approved by Board																																									FY 2028 - 2030										
Planning		Vermont Corridor																																								FY 2028 - 2030																			
Planning		Green Line Extension to Torrance																																								FY 2030 - 2032																			
Planning		Sepulveda Transit Corridor (Phase 1)																																													FY 2033 - 2035														
Planning			Eastside Transit Corridor Phase 2																																																FY 2035 - 2037										
Planning			West Santa Ana Branch (Phase 2) - Slauson to LAUS																																													FY 2041 - 2043													
Planning			Crenshaw North																																																			FY 2047 - 2049							
																								Sepulveda Transit Corridor (Phase 2)																																					FY 2057 - 2059