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Agenda - Final

Wednesday, July 14, 2021

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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- 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)*

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The Committee Meeting begins at 10:30 AM Pacific Time on July 14, 2021; 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 14 de Julio de 2021. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

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Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

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Written public comments must be received by 5PM the day before the meeting.

Please include the Item # in your comment.

Email: BoardClerk@metro.net

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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: LOS ANGELES COUNTY RAIL NETWORK INTEGRATION STUDY** [2021-0338](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a 24-month, firm fixed price Task Order, No. AE74716-5433000 under Countywide Planning and Development Bench Contract No. PS54330007, to Chen Ryan Associates for the Los Angeles County Rail Network Integration Study in an amount of \$1,680,301. Board approval of task order award is subject to resolution of all properly submitted protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Attachment C – Los Angeles County Rail Network Integration Study Area Map](#)
[Presentation](#)

6. **SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM SEMI-ANNUAL UPDATE** [2021-0347](#)

RECOMMENDATION

CONSIDER:

A. APPROVING \$80,034,000 in additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list shown in Attachment A for:

- Highway Operational Improvements in Arroyo Verdugo
- Highway Operational Improvements in Las Virgenes Malibu
- I-405, I-110, I-105, SR-91 Interchange Improvement (South Bay)
- I-605 Corridor “Hot Spots” Interchange Improvements in Gateway Cities
- I-710 South Local Streets and Community-Benefiting Early action Projects in Gateway Cities

B. APPROVING deobligation of \$640,000 of previously approved Measure R

Highway Subregional Program funds for re-allocation to Caltrans for I-105 ICM required reviews and the City of South Gate for two projects (MR306.58 and MR306.63); and

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

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

7. SUBJECT: COUNTYWIDE CALL FOR PROJECTS

[2021-0407](#)

RECOMMENDATION

CONSIDER:

- A. RECERTIFYING \$12.78 million in existing Fiscal Year (FY) 2021-22 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;
- B. DEOBLIGATING \$12.47 million of previously approved Call funding, as shown in Attachment B, and hold in RESERVE;
- C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to:
1. negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
 2. amend the FY 2021-22 budget, as necessary, to include the 2021 Countywide Call Recertification and Extension funding in the Subsidies budget;
- D. APPROVING changes to the scope of work for:
1. City of Glendale - Purchase of Alternative Fuel Buses for Glendale Beeline (#F9435)
 2. City of Lawndale - Redondo Beach Boulevard Improvements (#F9101)
 3. City of Los Angeles - Stocker/MLK Crenshaw Access to Expo LRT Station (#F3409)
 4. City of Los Angeles - Interactive Bicycle Board Demo Project (#F7708)
 5. City of Los Angeles - LADOT Streets for People: Parklets and Plazas (#F7814); and
 6. City of Los Angeles - Slauson Avenue: Western Avenue to Crenshaw Boulevard Project (#F9204); and
- E. RECEIVING AND FILING:
1. time extensions for 66 projects shown in Attachment D; and
 2. reprogram for nine projects shown in Attachment E.

Attachments: [Attachment A - FY 2021-22 Countywide Call Recertification](#)
 [Attachment B - FY 2020-21 Countywide Call Deobligation](#)
 [Attachment C - Background Discussion of Each Recommendation](#)
 [Attachment D - FY 2020-21 Countywide Call Extensions](#)
 [Attachment E - FY 2020-21 Countywide Call Reprogram](#)
 [Attachment F - Result of TAC Appeals Process](#)
 [Attachment G - CFP and Equity Focused Communities Map](#)

8. SUBJECT: METRO VANPOOL PROGRAM [2021-0315](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to execute financial incentives and updates to vehicle criteria guidelines in support of the Metro Vanpool Program Post-COVID Initiatives;
- B. AUTHORIZING the CEO to execute Modification No. 3 to the Vanpool Vehicle Supplier Bench Contract Nos. PS10754400051491 for Airport Van Rental, PS10754300051491 for Green Commuter, and PS10754500051491 for Enterprise Rideshare (a division of Enterprise Holdings) to exercise the second, one-year option in an amount not to exceed \$9 million increasing the total contract value from \$27 million to \$36 million, and extending the period of performance from October 1, 2021 to September 30, 2022.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Contract Modification Change Order Log](#)
 [Attachment C - DEOD Summary](#)
 [Presentation](#)

NON-CONSENT

9. SUBJECT: VERMONT/SANTA MONICA JOINT DEVELOPMENT PROJECT [2021-0380](#)

RECOMMENDATION

AUTHORIZING the Chief Executive Officer (CEO) to execute an amendment to the Purchase and Sale Agreement with SMV Housing, L.P., an affiliate of LTSC Community Development Corporation (LTSC) to amend the purchase price of approximately 33,682 square feet of real property (Metro Property) adjacent to the Vermont/Santa Monica B (Red) Line Station from \$7,140,000 to \$5,100,000, subject to Federal Transit Administration (FTA) concurrence.

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

10. **SUBJECT:** **EXPO/CRENSHAW STATION FIRST/LAST MILE PLAN** [2021-0235](#)

RECOMMENDATION

ADOPT the Expo/Crenshaw First/Last Mile Plan (Attachment A).

Attachments: [Attachment A - Expo Crenshaw First Last Mile Plan](#)
 [Attachment B - Executive Summary](#)
 [Attachment C - Supplement Expo Crenshaw First Last Mile Plan](#)
 [Presentation](#)

11. **SUBJECT:** **LONE HILL TO WHITE DOUBLE TRACK FINAL DESIGN,
 PLANS SPECIFICATIONS & ESTIMATES** [2021-0370](#)

RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. REPROGRAM \$769,688 in project savings from Lone Hill to White (LHW) Preliminary Engineering to LHW Final Design and establish Life of Project Final Design budget of \$8,269,688 inclusive of all third-party and design-related costs;
- B. AWARD and EXECUTE a firm fixed price Contract No. AE73891000 with Moffatt and Nichol, for engineering services for the LHW Final Design Plans, Specifications and Estimates (PS&E) project, in an amount of \$6,498,899 subject to resolution of protest(s), if any; and
- C. ENTER INTO and EXECUTE all contracts, task orders and agreements within the Life of Project budget including third party agreements necessary to complete the LHW Final Design project.

Attachments: [Attachment A - Program Funds for Final Design](#)
 [Attachment B - Project Location](#)
 [Attachment C - Letters of Support](#)
 [Attachment D - Procurement Summary](#)
 [Attachment E - DEOD Summary](#)

**12. SUBJECT: VMT MITIGATION PROGRAM GRANT AWARD
RESOLUTION**

[2021-0471](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) or her designee to execute Resolution in Attachment A and all Grant Agreements and any amendments thereto to claim funds awarded through the Fiscal Year (FY) 2021-22 California Department of Transportation (Caltrans) Sustainable Transportation Planning Grant Program; and
- B. PROGRAMMING \$90,692 in Proposition C (25%) Highway funds to meet the Sustainable Transportation Planning Grant Program local match requirements.

Attachments: [Attachment A - Resolution Sustainable Transportation Grant](#)
 [Attachment B - Grant Award List](#)

**13. SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS
REPORT**

[2021-0202](#)

RECOMMENDATION

RECEIVE AND FILE monthly report on the Major Capital Projects in the environmental planning phase by the Chief Planning Officer.

Attachments: [Attachment A - Countywide Planning Monthly Major Projects - July 2021](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2021-0473](#)

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 #: 2021-0338, **File Type:** Contract

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE JULY 14, 2021

SUBJECT: LOS ANGELES COUNTY RAIL NETWORK INTEGRATION STUDY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a 24-month, firm fixed price Task Order, No. AE74716-5433000 under Countywide Planning and Development Bench Contract No. PS54330007, to Chen Ryan Associates for the Los Angeles County Rail Network Integration Study in an amount of \$1,680,301. Board approval of task order award is subject to resolution of all properly submitted protest(s), if any.

ISSUE

As an award recipient of the 2018 Transit and Intercity Rail Capital Program (TIRCP) from the California State Transportation Agency (CalSTA), Metro is responsible for implementing transit capital improvements that will broaden and modernize transit connectivity in Los Angeles County (LA County) and the Southern California region. Board approval of this task order is needed in order to proceed with this TIRCP grant-funded Rail Network Integration Study (Study) for LA County and fulfill the current TIRCP Network Integration Framework Agreement between Metro and CalSTA.

BACKGROUND

In 2018, Metro received a TIRCP grant award of \$1,088,499,000 for capital improvements that will broaden and modernize transit connectivity in LA County and the Southern California region by advancing new transit corridors simultaneously: L (Gold) Line Foothill Light Rail Extension to Montclair, East San Fernando Valley Transit Corridor, West Santa Ana Light Rail Transit Corridor, C (Green) Line Light Rail Extension to Torrance, and the G/B (Orange/Red) Line to L (Gold) Line Bus Rapid Transit Connector (North Hollywood to Pasadena). The award includes support for the development of a Vermont Transit Corridor Project and regional network integration with Metrolink, Amtrak, and additional transit services.

Metro was awarded an additional \$7,000,000 of funding to address network integration opportunities, with other rail and transit systems, including linkages to the statewide rail system, airports, and neighboring San Bernardino County transit services, and to enhance the benefits of AB 1550 (Gomez. Greenhouse gases: investment plan: disadvantaged communities). The intention of this

additional network integration funding is to ensure collaboration, eliminate duplicate investments, and ultimately create a seamless travel experience across rail and public transit in California.

Network integration typically describes any activity that supports a seamless travel experience for users by eliminating “points of friction” during a public transportation journey. The 2018 California State Rail Plan describe the need to coordinate investments in a way that ties together the vast public transit offerings across California into a single, cohesive system. Consistent with the recently adopted 2020 Long Range Transportation Plan (LRTP) and various Metro initiatives for enhanced ridership and customer experience, this Study will further explore opportunities for coordinated fare policies, integrated one-click ticketing, timed connections between services, and easy transfers. Network integration is intended to implement these features of the 2018 State Rail Plan.

Following the initiation of the current TIRCP Network Integration Framework Agreement between Metro and CalSTA, Metro staff developed the scope of the network integration study in partnership with Caltrans and CalSTA in fall 2020. In February 2021, Metro released a Task Order *Request for Proposal (RFP) for the Los Angeles County Rail Network Integration Study* to the Countywide Planning Department Bench seeking professional services to provide recommendations for integrating Metro’s existing and new transit corridors with the National Railroad Passenger Corporation (Amtrak) and Southern California Regional Rail Authority (SCRRA)/Metrolink’s programs, airports, and the anticipated California High Speed Rail (CAHSR) project investments.

As part of this Study, Metro will lead the planning processes for network integration effort focusing on regional rail and transit connectivity to the State rail network as described in the California State Rail Plan. CalSTA and Caltrans will be involved in the network integration efforts, providing technical assistance and ensuring that statewide goals and priorities are addressed during the work. This network integration planning requires coordination with Metrolink and its network integration planning for the regional rail system as described in the Metrolink Strategic Business Plan.

Specifically, this Study will identify systemwide network integration opportunities and gaps for three primary study areas where potential high transfer activities are anticipated between Metro bus and rail system, Amtrak/Metrolink stations and future CAHSR stations, including: 1) Metrolink Norwalk/Santa Fe Springs Station; 2) Metrolink Van Nuys Station, and 3) Metrolink Downtown Burbank Station and Burbank Airport Stations. Additional high transfer locations may be assessed if necessary pending discussion with key stakeholders.

Furthermore, the Study will explore potential opportunities for high-capacity express transit services leveraging state investment in the highway network and High Occupancy Vehicle (HOV)/Express Lanes within the Los Angeles Basin, such as coordination between transit systems to allow for long-distance travel and opportunities for Fly Away services to be integrated as part of the State rail network, including services to the Van Nuys, Los Angeles International, and Long Beach airports.

This Study is anticipated to be completed within 18 to 24 months by summer 2023. During the course of the Study, there will be opportunities for targeted stakeholder engagements to gather feedback from Metro internal and external stakeholders on their needs and priorities. Briefings will be conducted with key partnering agencies such as CalSTA, Caltrans, SCRRA/Metrolink, and CAHSR Authority, local jurisdictions (Cities of Los Angeles, San Fernando, Norwalk, Santa Fe Springs,

Burbank), and port authorities (Los Angeles World Airports and Burbank-Glendale-Pasadena Airport Authority), and municipal and local transit operators.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The adopted Fiscal Year (FY) 2022 Budget includes \$750,000 in Cost Center 4220 (Long Range Transportation Plan), Project 405542 (Long Range Planning). Since this is a multi-year Task Order, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining project budget.

Impact to Budget

The source of funds is a state TIRCP grant. As these funds are earmarked for network integration, they are not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

The proposed contractor team is a registered women-owned Small Business Enterprise (SBE) that exceeds Metro's small business goals by making a 53.68% SBE and 3.17% Disabled Veteran Business Enterprise (DVBE) commitment. The proposed contractor was selected through a fair and competitive process. The contractor team proposes to align with the Equity Platform framework to use EFCs to establish baseline understanding and measure the equity cost/benefit of Study recommendations on vulnerable and marginalized communities.

The Metro Equity Platform's Listen and Learn pillar will be applied to the Study process to engage with the relevant stakeholders and identify potential equity impacts. During the course of the Study, there will be opportunities for targeted stakeholder engagements to gather feedback from Metro internal and external stakeholders including users and residents. Pending future consultation with key stakeholders, there are various methods for community engagement, which may include in-person and virtual meetings and/or walk tours. This will ensure an equitable assessment of the systems and infrastructure needs, consistent with the Equity Platform adopted in February 2018 and will incorporate Equity Focus Communities (EFCs), adopted as part of the 2020 LRTP. Furthermore, existing community profiles within the ½-mile buffer of the three primary study locations are estimated as follows:

- Metrolink Norwalk/Santa Fe Springs Station: 91% people of color and 26% in EFCs
- Metrolink Van Nuys Station: 93% people of color and 30% in EFCs
- Metrolink Downtown Burbank Station: 33% people of color and 48% in EFCs

This Study will identify gaps and opportunities for enhanced mobility and improved regional access

for vulnerable and marginalized populations in LA County. The Study will assess the demand for potential transfers between the Metro system and the statewide rail network to determine the user benefits of the enhanced connections and explore opportunities for improved accessibility for people with limited mobility. A decision-making framework will be developed to prioritize the recommendations for a tiered implementation plan, with key considerations for equity, sustainability, and regional and local needs. The Office of Equity and Race will be consulted throughout the Study process, as necessary, to ensure that staff center the needs of vulnerable and marginalized communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Los Angeles County Rail Network Integration Study supports the following goals of the Metro Strategic Plan:

- *Goal #3: Enhance communities and lives through mobility and access to opportunity* - The Study is aimed to identify opportunities that will close the gaps in the regional transit network to provide better trip experiences and enhance communities and lives through improved mobility and access to opportunity;
- *Goal #4, Transform LA County through regional collaboration and national leadership* - The Study is aimed to enhance future partnerships between the State and LA Metro for regional transit services that could serve as core state network services and to ensure collaboration, eliminate duplicate investments, and ultimately create a seamless travel experience across rail and public transit in California.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommended action. This option is not recommended as it is inconsistent with the current TIRCP Network Integration Framework Agreement between Metro and CalSTA and may hinder Metro's pursuit of federal and state funding for future potential systemwide rail integration improvements for LA County.

NEXT STEPS

Upon Board approval, Metro staff will execute Task Order No. AE74716-5433000 with Chen Ryan Associates to initiate the planning work and stakeholder coordination needed for the Los Angeles County Rail Network Integration Study.

ATTACHMENTS

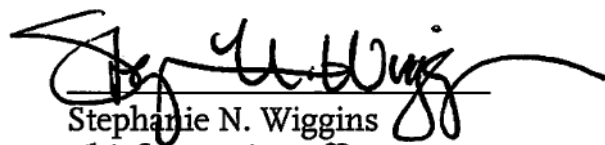
Attachment A - Procurement Summary

Attachment B - DEOD Summary

Attachment C - Los Angeles County Rail Network Integration Study Area Map

Prepared by: Jill Liu, Sr. Manager, Countywide Planning & Development, (213) 922-7220
Mark Yamarone, DEO, Countywide Planning & Development, (213) 922-2834
Kalieh Honish, EO, Countywide Planning & Development, (213) 922-7109
David Mieger, SEO, Countywide Planning & Development, (213) 922-3040

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**LOS ANGELES COUNTY RAIL NETWORK INTEGRATION STUDY/
AE74716-5433000**

1.	Contract Number: Task Order No. AE74716-5433000, under Contract No. PS54330007	
2.	Recommended Vendor: Chen Ryan Associates	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input checked="" type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: February 18, 2021	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: March 18, 2021	
	E. Pre-Qualification Completed: June 4, 2021	
	F. Conflict of Interest Form Submitted to Ethics: March 18, 2021	
	G. Protest Period End Date: July 20, 2021	
5.	Solicitations Picked up/Downloaded: 12	Proposals Received: 2
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Jill Liu	Telephone Number: (213) 922-7220

A. Procurement Background

This Board Action is to approve Task Order No. AE74716-5433000 for the Los Angeles County Rail Network Integration Study (Study) issued under the Countywide Planning and Development Bench Contract No. PS54330007. The Contractor shall prepare the Study for integrating Metro's existing and planned new transit corridors with SCRRA/Metrolink's programs and the anticipated California High Speed Rail (CAHSR) project investments. Board approval of task order awards are subject to resolution of all properly submitted protest(s).

The Task Order Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The Task Order RFP was issued with an SBE goal of 22% and a 3% DVBE goal.

There were no amendments issued during the solicitation phase of this RFP.

A pre-proposal conference was not held since this was issued to qualified members of the Countywide Planning Bench under Discipline No. 1 – Transportation Planning. No questions were asked prior to the proposal due date.

The 12 qualified members under Discipline No. 1 – Transportation received the Task order RFP and were included in the planholders list. A total of two proposals were received on March 18, 2021 from the following firms:

- AECOM Technical Services, Inc. (AECOM)

- Chen Ryan Associates (CRA)

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning and Program Management Departments was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|---|-----|
| • Qualifications and Experience of the Team | 25% |
| • Project Understanding and Approach for Implementation | 50% |
| • Effectiveness of Management Plan | 25% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar procurements. Several factors were considered when developing these weights, giving the greatest importance to the project understanding and approach for implementation. The PET evaluated the proposals according to the pre-established evaluation criteria.

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

During the period of March 22, 2021 to April 5, 2021, the PET members independently evaluated and scored the technical proposals. Both firms were within the competitive range and were invited for oral presentations on April 15, 2021, which provided each firm the opportunity to present each team's qualifications and respond to the evaluator's questions.

Following the oral presentations, the PET finalized technical scores based on both written proposals and the oral presentations. On April 19, 2021, the PET agreed that the final ranking of proposals scored CRA's proposal as the highest technically qualified. The PET concluded that CRA's proposal presented the highest level of skills, an effective management plan, and demonstrated the best understanding of the project.

Qualifications Summary of Recommended Firm:

The CRA team effectively illustrated the critical path and work plan for this Study. The CRA team demonstrated qualifications in infrastructure planning, design, and operations/service planning for numerous statewide and regional plans, including: 2018 California State Rail Plan, 2022 California State Rail Plan, California Transportation Plan 2050, LOSSAN Corridor Optimization Effort, and CAHSR Network Integration South. Locally, the CRA team personnel has worked on Metro's 2020 Long-Range Transportation Plan, NextGen Bus Study, Brighton to Roxford Double Track Project, East San Fernando Valley Transit Corridor, C Line (Green Line) to Torrance Extension, and Metro's Transfers Design Guide.

CRA team's proposal demonstrated experiences with the California High Speed Rail program and station area planning, performance measures/mobility matrix, and benefit/cost analysis for grant applications for US DOT and Active Transportation Program (ATP) grants. The CRA team brings an innovative approach to analyzing Los Angeles County's rail network integration issues and opportunities.

Additionally, CRA's proposed project manager has 30 years of experience in transit planning along with the extensive technical experience from the four subconsultants on the team.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	CRA				
3	Qualifications and Experience of the Team	80.44	25.00%	20.11	
4	Project Understanding and Approach for Implementation	80.42	50.00%	40.21	
5	Effectiveness of Management Plan	77.00	25.00%	19.25	
6	Total		100.00%	79.57	1
7	AECOM				
8	Qualifications and Experience of the Team	80.00	25.00%	20.00	
9	Project Understanding and Approach for Implementation	75.42	50.00%	37.71	
10	Effectiveness of Management Plan	72.00	25.00%	18.00	
11	Total		100.00%	75.71	2

C. Cost Analysis

The recommended price of \$1,680,301 has been determined to be fair and reasonable based upon the independent cost estimate (ICE), the Project Manager's technical analysis, a cost analysis, fact finding, and negotiations.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	CRA	\$1,103,407	\$3,590,792	\$1,680,301

The initial proposal amount required additional level of effort for the following tasks, which resulted in a higher negotiated price:

- Task 3.0 - Baseline Conditions Report for Focused Hot Spot Areas
- Task 4.0 - Network Integration Recommendations and Benefit/Cost Assessment

D. Background on Recommended Contractor

The recommended firm, CRA, was founded in 2012 and is headquartered in San Diego, California, with a local office in Los Angeles. CRA is a transportation planning and traffic engineering firm that is both SBE and DBE certified. CRA has worked on several Metro projects and has performed satisfactorily.

The proposed team is comprised of staff from CRA and four subconsultants, of which, one is a Metro certified SBE and one is a DVBE.

DEOD SUMMARY

**LOS ANGELES COUNTY RAIL NETWORK INTEGRATION STUDY
AE74716-5433**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Chen Ryan Associates exceeded the goal by making a 53.68% SBE and 3.17% DVBE commitment.

SMALL BUSINESS GOAL	22% SBE 3% DVBE	SMALL BUSINESS COMMITMENT	53.68% SBE 3.17% DVBE
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	SBE Subcontractors	% Committed
1.	Chen Ryan Associates (SBE Prime)	53.68%
	Total SBE Commitment	53.68%

	DVBE Subcontractors	% Committed
1.	Soar Environmental Consulting	3.17%
	Total DVBE Commitment	3.17%

B. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

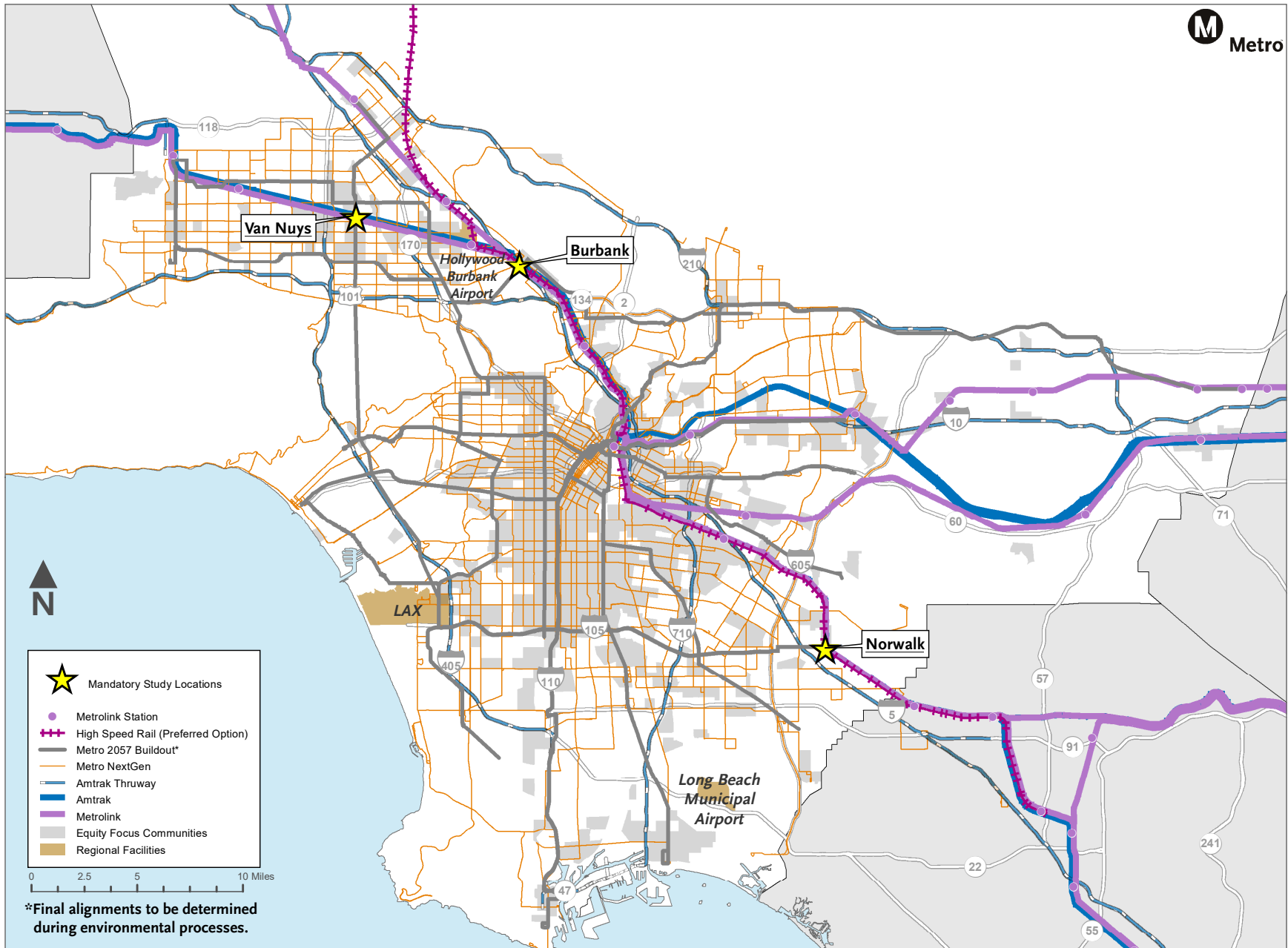
C. Living Wage Service Contract Worker Retention Policy Applicability

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

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.

Attachment C – Los Angeles County Rail Network Integration Study Area Map





Los Angeles County State Rail Network Integration Study

Planning and Programming Committee

July 14, 2021

Legistar File 2021-0338

Recommendation

- **AWARD and EXECUTE a task order contract with **Chen Ryan Associates** in an amount of **\$1,680,301** to complete the **Los Angeles County Rail Network Integration Study****
 - Up to 24-month, firm fixed price Task Order No. AE74716-5433000 under Planning Bench Contract No. PS54330007
 - Board approval of this task order is needed to fulfill Metro's current Transit and Intercity Rail Capital Program (TIRCP) Network Integration Framework Agreement with the California State Transportation Agency (CalSTA)

Background

- Metro received a 2018 TIRCP grant award of \$1.08B for new transit capital improvements and development of regional rail network integration.
- Metro received \$7M of additional TIRCP funding for “**Network Integration**” to implement features of the **2018 California State Rail Plan**, specifically:
 - ✓ Explore network integration opportunities, including linkages to the statewide rail system, airports/ports, and neighboring county transit services,
 - ✓ Facilitate interagency coordination on infrastructure developments and investments,
 - ✓ Create a seamless and safe travel experience across rail and public transit in California.

2018 California State Rail Plan

Connecting California



(Source: <https://dot.ca.gov/>)

Overview of Study Scope

- Establish baseline understanding
 - ✓ **Understand needs and priorities from partnering agencies:** CalSTA, Caltrans, Metrolink/Amtrak, and CAHSR Authority, local jurisdictions (Cities of Los Angeles, San Fernando, Norwalk, Santa Fe Springs, Burbank), and airports and ports, and municipal and local transit operators.
 - ✓ **Coordinate with other Metro efforts:** LRTP/SRTP, NextGen, TAP/fare integration, Recovery Task Force, Customer Experience Plan, etc.
 - ✓ **Conduct systemwide assessments:** regional connectivity, gaps and opportunities, shared corridors operations, infrastructure and equipment, etc.
- Explore opportunities for express transit services leveraging HOV/Express Lanes for long-distance travel (e.g., Fly Away)
- Develop network integration recommendations, with considerations for equity, sustainability, and benefits/costs
- Prioritize recommendations based on agency priorities and state and regional rail system needs

Focus of the Study

- Identify network integration opportunities for 3 locations with anticipated high transfer activities, including:
- **Metrolink Downtown Burbank Station and Burbank Airport Stations**
 - ✓ Future CAHSR station and Metro NoHo to Pasadena BRT station
 - **Metrolink Norwalk/Santa Fe Springs Station**
 - ✓ Future CAHSR station and transfers to C/Green Line stations
 - **Metrolink Van Nuys Station**
 - ✓ Future ESRV LRT, Sepulveda Corridor, and elevated G/Orange Line BRT at Van Nuys Bl.



Next Steps/Project Schedule

- Summer 2021 – project kick-off and baseline understanding
- Fall 2021 – first round of stakeholder coordination
- Spring 2022 – initial network integration recommendations
- Summer 2022 – second round of stakeholder coordination
- Fall/Winter 2022– draft and final study reports



Board Report

File #: 2021-0347, File Type: Program

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE JULY 14, 2021

SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM SEMI-ANNUAL UPDATE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$80,034,000 in additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list shown in Attachment A for:
- Highway Operational Improvements in Arroyo Verdugo
 - Highway Operational Improvements in Las Virgenes Malibu
 - I-405, I-110, I-105, SR-91 Interchange Improvement (South Bay)
 - I-605 Corridor "Hot Spots" Interchange Improvements in Gateway Cities
 - I-710 South Local Streets and Community-Benefiting Early action Projects in Gateway Cities
- B. APPROVING deobligation of \$640,000 of previously approved Measure R Highway Subregional Program funds for re-allocation to Caltrans for I-105 ICM required reviews and the City of South Gate for two projects (MR306.58 and MR306.63); and
- C. AUTHORIZING the CEO or her designee to negotiate and execute all necessary agreements for the Board-approved projects.

ISSUE

The Measure R Highway Subregional Program update allows the Metro Highway Program and each subregion or lead agency to revise delivery priorities and amend project 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, funding allocation and the addition or removal of projects. The Board's approval is required as the updated project lists serve as the basis for Metro to enter into agreements with the respective implementing agencies.

BACKGROUND

Lines 31, 32, 33, 35, 37, 38, 26 of the 2008 Measure R Expenditure Plan address Highway Operational Improvement subfunds. The Highway Department in Program Management leads the development and implementation 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, Highway Department staff manage grants to fund transportation improvements that are developed and prioritized locally. Lead agencies develop the scope and type of improvements and highway staff review the project for eligibility. To be eligible for funding, projects must reduce congestion, resolve operational deficiencies and improve safety, pedestrian, bicycle, and multimodal access. Project sponsors may use Board-approved funds in all project phases.

As the project lead for regionally significant/multi-jurisdictional projects or grant manager to locally prioritized/developed projects, Metro Highway Program staff work with the subregions and eligible grant recipients to deliver the projects. Updates on progress in development and implementation of the subregional highway projects and programs are presented to the Board semi-annually and on 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 Highway Program staff for funding.

The changes in this update include \$80,034,000 in additional programming for projects in the Arroyo Verdugo, Las Virgenes Malibu, 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 highway operational benefits and meet the Highway Operational and Ramp/Interchange improvement definition approved by the Board.

Highway Operational Improvements in Arroyo Verdugo

To date, \$95,988,400 has been programmed for projects. This update includes funding adjustments for 4 existing projects for the subregion.

Burbank

Reprogram MR310.55 - I-5 Corridor Arterial Signal Improvements - Phase 3. Funds are being reprogrammed to meet the new PAED, PS&E and construction timeframes.

Reprogram MR310.56 - Victory Blvd/N Victory and Buena Vista St Signal Sync. Funds are being reprogrammed to meet the new PAED, PS&E and construction timeframes.

Glendale

Program additional \$800,000 for MR310.49 - Traffic Signal Modification & Upgrades on Honolulu Ave.

The additional funds will be used for construction.

LA County

Reprogram MR310.44 - Soundwalls on I-210 in La Crescenta-Montrose. Funds are being reprogrammed to meet the new PAED, PS&E and construction timeframes.

Highway Operational Improvements in Las Virgenes-Malibu Subregion

To date, \$158,206,000 has been programmed for projects. This update includes funding adjustments for 2 existing projects for the subregion.

Agoura Hills

Program additional \$575,000 for MR311.04 - Agoura Road/Kanan Road Intersection Improvements. The funds will be used for construction and have been dedicated from Los Angeles County's proportional share of the highway subfund.

Program additional \$550,000 for MR311.05 - Agoura Road Widening. The funds will be used for PAED and PS&E and have been dedicated from Los Angeles County's proportional share of the highway subfund.

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

To date, \$431,794,300 has been programmed for projects. This update includes funding adjustments for 6 existing projects for the subregion.

Caltrans

Program \$150,000 for MR312.86 Caltrans I-105 Integrated Corridor Management IQA. The funds will pay for Caltrans' staff hours to review the PSR-PDS prepared by Metro for the I-105 ICM project.

Carson

Program additional \$2,820,000 for MR312.41 - Traffic Signal Upgrades at 10 locations. The funds will be used for construction.

City of Los Angeles

Program additional \$14,606,330 for MR312.48 - Alameda St. (South) Widening from Anaheim St. to Harry Bridges Blvd. The funds will be used for construction.

Metro

Deobligate \$150,000 from MR312.84 - I-105 Integrated Corridor Management. The revised project budget is \$19,850,000. The funds are being deobligated to pay for required Caltrans IQA reviews of the project.

Redondo Beach

Program additional \$1,060,000 for MR312.20 - Aviation Blvd at Artesia Blvd intersection improvements. The funds will be used for construction.

Torrance

Program additional \$997,000 for MR312.10 - PCH at Hawthorne Blvd Intersection Improvements. 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, \$327,739,300 has been programmed for projects. This update includes funding adjustments for 8 existing projects for the subregion.

LA County

Program additional \$1,800,000 for MR315.23 - Carmenita Road and Telegraph Road Intersection Improvements. The funds will be used for construction.

Metro

Program additional \$23,291,600 for AE39064000 - I-605 Beverly Interchange Improvements. The funds will be used for construction.

Program additional \$750,000 for AE53025001 - SR-91 Atlantic to Cherry Project. The funds will be used PS&E and ROW.

Program additional \$17,000,000 for MR315.47 - Central to Acacia project. The funds will be used for PS&E & ROW phases.

Program additional \$1,430,800 for MR315.73 - I-605 Valley Blvd. Interchange. The additional funds will be used for PS&E.

Program additional \$1,540,407 for MR315.72 - Whittier Blvd. Intersection Improvements. The funds will be used for PS&E and ROW.

Norwalk

Reprogram MR315.10 - Bloomfield - Imperial Highway Intersection Improvements. The funds are being reprogrammed to meet the new PS&E and construction time frames.

Reprogram MR315.17 - Pioneer/Imperial Highway Intersection Improvements. The funds are being

reprogrammed to meet the new PS&E and construction time frames.

Whittier

Program additional \$2,982,254 for MR315.44 - Whittier Blvd. Intersection Improvements at Santa Fe Springs Rd. ROW & construction

Program additional \$4,434,546 for MR315.45 - Whittier Blvd. Intersection Improvements at Painter Ave. ROW & construction

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

To date, \$267,594,500 has been programmed for projects. This update includes \$2,746,000 in programming for 3 new early action projects and funding adjustments to 4 existing projects as shown below. These funds are not spent on the freeway mainline improvements.

Metro

Program additional \$370,000 for PS2198100 - Soundwall Package 2. The funds will be used for PS&E & ROW.

Program additional \$720,000 for PS4720-3330 - Soundwall Package 3. The funds will be used for PS&E & ROW.

Program \$329,500 for MR306.61 - Rosecrans Avenue/Atlantic Avenue & Artesia Boulevard/Santa Fe Avenue Intersection Improvements. The funds will be used for PAED. Metro Highway Dept. is leading the project at the request of the City of Compton.

Program \$1,312,050 MR306.62 - Willow Street Corridor - Walnut Avenue to Cherry Avenue Congestion Relief Project. The funds will be used for PAED & PS&E. Metro Highway Dept. is leading the project at the request of the City of Signal Hill.

Long Beach

Program additional \$1,900,000 million for MR306.60 - City of Long Beach - Shoreline Drive Project. The funds will be used for PAED & PS&E.

Program \$765,000 for MR315.70 City of Long Beach - Artesia Blvd. Improvements Project. The funds will be used for PS&E.

South Gate

Deobligate \$490,000 from MR306.57 - Imperial Hwy Street Improvements Project. The revised project budget is \$966,000.

Program an additional \$150,000 for MR306.58 - Firestone at Otis Intersection. The funds will be used

for construction.

Program \$340,000 for MR306.63 - Garfield Ave. Median Improvements Project. The funds will be used for construction.

State Route 138 Capacity Enhancements

To date, \$200,000,000 has been programmed for projects. This update includes no new programming or funding adjustments for these projects.

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. Highway Programs project management staff will monitor the projects and adjust funding as required to meet project needs within the Adopted FY22 Highway 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 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 South Bay subregion, FY22 funds are allocated in Cost Centers 0442, 4730, 4740, Accounts 54001 (Subsidies to Others) and 50316 (Professional Services) in Projects 460312, 461312 and 462312.

FY22 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 and 4740 are all included in the FY22 budget. Staff will work within the adopted FY22 budget subject to available funds.

The remaining funds are distributed from the Measure R 20% Highway Capital Subfund via funding agreements to Caltrans, and the cities of Palmdale and Lancaster under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others).

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

Moreover, programmed funds are based on estimated revenues. Since each MRHSP is a multi-year program with various projects, the Project Managers, the Cost Center Manager and the Senior

Executive Officer, Program Management, Highway Program 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 budget to fund the identified priorities. Should additional funds be required for the FY22 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 Bus and rail Operations or Capital expenses.

EQUITY PLATFORM

The Measure R highway Subregional Board report consolidates project requests from various subregions and seeks board approval of the jurisdictional requests to fund eligible Measure R Highway Operational Improvement projects as proposed by the cities and approved by the subregions. Cities lead and prioritize all elements of the proposed transportation improvements including, procurement, the environmental process, outreach, final design and construction. 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 such as street reconstruction to improve congestion; development of complete street/pedestrian improvements; left turn signals phasing for improved mobility; park and ride facilities and signal synchronization for improved travel times. Each project will have to go through their own environmental review process proportional to the type of proposed transportation improvement. Through the environmental process, opportunities are available for community participation - led by the project sponsor - during their project delivery process. This process may include some or all of the following, presentations to their respective city councils, community meetings, and subregional council of government presentations. Metro will continue to work with the subregional council of governments and cities to encourage them to reach out to broader stakeholders to continue to fund projects that improve transportation deficiencies. Further equitable opportunities may present themselves for each jurisdiction through their determined stakeholder engagement process.

Moreover, through authorizations and funding by the Metro Board in this report, cities that are within the defined subregional boundaries of the Measure R highway operational improvement programs and are equity-focused cities/communities including, but not limited to, Burbank, Compton, Gardena, Hawthorne, Inglewood, City of Los Angeles, Unincorporated County of Los Angeles, Long Beach, Norwalk, Paramount, Whittier, have, and will continue to develop projects that provide benefits and opportunities to their residents including the underserved groups. These local improvements are generally within the public right of way, and are infrastructure upgrades and/or enhancements such as, traffic signal upgrades, signal synchronization, soundwalls, turn pockets, intersection, curb, sidewalk, bikelane and center median improvements based on the scopes submitted to Metro by the

project sponsors.

All Measure R Semi-Annual subregional reports presented to the Board for approval will identify any issues of concerns at project level.

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 by alleviating the current operational deficiencies and improving mobility along the State highways and eligible local arterials.

Goal 4: Transform LA County through regional collaboration by partnering with the various subregions to identify the needed improvements and development and implement mobility improvement projects.

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 development of the needed improvements.

NEXT STEPS

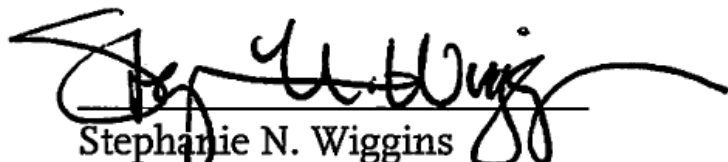
Metro Highway Programs Staff will continue to work with the subregions to identify and deliver projects. As work progresses, updates will be provided to the Board on semi-annual and as-needed basis.

ATTACHMENT

Attachment A - Projects Receiving Measure R Funds

Prepared by: Isidro Panuco, Sr. Manager Transportation Planning, (213) 418-3208
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Reviewed by: Bryan Pennington, Interim Chief Program Management Officer, (213) 922-7449



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Measure R Highway Operational Improvements Projects												
(Dollars in Thousands)			HIGHWAY OPS IMP GRAND TOTAL		1,486,158	80,034	1,566,192	1,083,371	145,544	122,074	84,791	79,322
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY21	FY22	FY23	FY24	
Arroyo Verdugo Operational Improvements				95,188.4	800.0	95,988.4	69,330.4	14,974.0	5,775.0	2,225.0	2,442.0	
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	250.0	3,717.0				
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	250	3,647.0				
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		3,200.0	0.0	3,200.0	3,200.0					
Burbank	MR310.50	I-5 Downtown Soundwall Project - Orange Grove Ave to Magnolia		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		350.0	0.0	350.0			350.0			
Burbank	MR310.58	Downtown Burbank Signal Synchronization		250.0	0.0	250.0				250.0		
Burbank	MR310.59	Burbank LA River Bicycle Bridge at Bob Hope Drive		2,000.0	0.0	2,000.0	500.0	1,500.0				
		TOTAL BURBANK		33,273.8	0.0	33,273.8	22,159.8	8,864.0	600.0	450.0	1,200.0	

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY21	FY22	FY23	FY24
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		4,520.0	0.0	4,520.0	1,520.0	3,000.0			
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				
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		600.0	0.0	600.0	0.0		100.0	500.0	
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	0.0		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				

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY21	FY22	FY23	FY24
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	0.0	585.0	1,065.0		
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	CHG	3,000.0	800.0	3,800.0	3,000.0		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		625.0	1,025.0		
Glendale	MR310.62	Downtown Glendale Signal Synchronization Project		2,500.0	0.0	2,500.0		800.0	1,700.0		
		TOTAL GLENDALE		48,070.6	800.0	48,870.6	36,370.6	6,110.0	4,840.0	1,550.0	0.0
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	0.0
LA County	MR310.44	Soudwalls on I-210 in LA Crescenta-Montrose	REP	3,044.0	0.0	3,044.0			335.0	225.0	1,242.0
		TOTAL LA COUNTY		3,044.0	0.0	3,044.0	0.0	0.0	335.0	225.0	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	0.0
		TOTAL ARROYO VERDUGO OPS IMPS		95,188.4	800.0	95,988.4	69,330.4	14,974.0	5,775.0	2,225.0	2,442.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY21	FY22	FY23	FY24
Las Virgenes/Malibu Operational Improvements				156,901.0	1,125.0	158,026.0	154,351.0	330.0	3,055.0	290.0	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	9,419.0	250.0			
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	18,301.0	250.0	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	CHG	1,150.0	575.0	1,725.0	1,150.0		575.0		
Agoura Hills	MR311.05	Agoura Road Widening	CHG	36,700.0	550.0	37,250.0	36,700.0		550.0		
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		49,100.0	1,125.0	50,225.0	49,100.0	0.0	1,125.0	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	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY21	FY22	FY23	FY24
Malibu	MR311.11	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd		14,600.0	0.0	14,600.0	13,700.0		900.0		
Malibu	MR311.24	Malibu/Civic Center Way Widening		5,600.0	0.0	5,600.0	5,200.0		400.0		
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		80.0	630.0	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	31,700.0	80.0	1,930.0	290.0	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	0.0
		TOTAL LAS VIRGENES/MALIBU OPS IMPS		156,901.0	1,125.0	158,026.0	154,351.0	330.0	3,055.0	290.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY21	FY22	FY23	FY24
South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps				412,265.9	19,483.3	431,749.3	227,611.9	53,764.0	55,302.0	40,626.3	54,445.0
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	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	24,400.0	25,000.0	20,000.0	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)	ADD	0.0	150.0	150.0	0.0	0.0	150.0		
		TOTAL CALTRANS		118,577.0	150.0	118,727.0	48,177.0	25,000.0	24,550.0	15,000.0	6,000.0
Carson/Metro	MR312.41	Traffic Signal Upgrades at 10 Intersections	CHG	1,400.0	2,820.0	4,220.0	1,400.0		1,400.0	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		2,550.0	2,820.0	5,370.0	2,550.0	0.0	1,400.0	1,420.0	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		400.0	0.0	400.0	400.0				
El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project		5,350.0	0.0	5,350.0	350.0	600.0	3,200.0	1,200.0	
		TOTAL EL SEGUNDO		8,250.0	0.0	8,250.0	3,250.0	600.0	3,200.0	1,200.0	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				

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY21	FY22	FY23	FY24
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	0.0
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 Becker Road on Crenshaw St. Isis Ave 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	900.0	600.0	495.0		
Hawthorne	MR312.67	Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements.		3,200.0	0.0	3,200.0	1,500.0	1,200.0	500.0		
Hawthorne	MR312.68	El Segundo Blvd Improvements Project Phase I		2,000.0	0.0	2,000.0	800.0	500.0	700.0		
Hawthorne	MR312.69	El Segundo Blvd Improvements Project Phase II		600.0	0.0	600.0	400.0	200.0			
Hawthorne	MR312.81	120th St Improvements -- Crenshaw Blvd to Felton Ave		600.0	0.0	600.0	600.0				
		TOTAL HAWTHORNE		29,283.0	0.0	29,283.0	25,088.0	2,500.0	1,695.0	0.0	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	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					

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY21	FY22	FY23	FY24
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	0.0
LA City	MR312.48	Alameda St. (South) Widening frm. Anaheim St. to Harry Bridges Blvd	CHG	2,875.0	14,606.3	17,481.3	2,875.0		3,000.0	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	2,000.0	1,580.0			
		TOTAL LA CITY		7,868.0	14,606.3	22,474.3	6,288.0	1,580.0	3,000.0	7,606.3	4,000.0
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		600.0	1,400.0		
		TOTAL LA COUNTY		3,328.0	0.0	3,328.0	1,328.0	600.0	1,400.0	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	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	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	FY21	FY22	FY23	FY24
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 Ave at Manhattan Beach Blvd Intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)		980.0	0.0	980.0	980.0				
Manhattan Beach	MR312.62	Marine Ave at Cedar Ave Intersection Improvements		900.0	0.0	900.0		900.0			
		TOTAL MANHATTAN BEACH		12,826.5	0.0	12,826.5	11,926.5	900.0	0.0	0.0	0.0
Metro	MR312.30	I-405 Improvements from I-105 to Artesia Blvd		17,381.0	0.0	17,381.0	4,181.0	10,000.0	3,200.0		
Metro	MR312.55	I-405 Improvements from I-110 to Wilmington		17,400.0	0.0	17,400.0	4,200.0	10,000.0	3,200.0		
Metro	3000002033-PS-4040-2540-01-40	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	DEOB	20,000.0	(150.0)	19,850.0		600.0	2,000.0	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		800.0	1,000.0	3,000.0	9,200.0
		TOTAL METRO		70,531.0	(150.0)	70,381.0	10,131.0	21,400.0	9,400.0	5,400.0	24,050.0
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	0.0
POLA	MR312.32	SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd		41,225.0	0.0	41,225.0	3,830.0		7,000.0	10,000.0	20,395.0
		PORT OF LOS ANGELES		41,225.0	0.0	41,225.0	3,830.0	0.0	7,000.0	10,000.0	20,395.0
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)	CHG	847.0	1,060.0	1,907.0	847.0		1,060.0		

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY21	FY22	FY23	FY24
Redondo Beach	MR312.38	PCH at Anita St Improv (left and right turn lane)		2,400.0	0.0	2,400.0	300.0	500.0	1,600.0		
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		12,191.0	1,060.0	13,251.0	10,091.0	500.0	2,660.0	0.0	0.0
Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements	CHG	19,600.0	997.0	20,597.0	19,600.0		997.0		
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	2,100.0	684.0			
		TOTAL TORRANCE		71,755.9	997.0	72,752.9	71,071.9	684.0	997.0	0.0	0.0
		TOTAL SOUTH BAY		412,265.9	19,483.3	431,749.3	227,611.9	53,764.0	55,302.0	40,626.3	54,445.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY21	FY22	FY23	FY24
Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots"				274,509.8	53,229.6	327,739.4	234,972.9	19,932.1	21,725.0	25,374.8	22,434.5
GCCOG	MOU.306.03	GCCOG Engineering Support Services		1,550.0	0.0	1,550.0	1,550.0				
GCCOG	TBD	Gateway Cities Third Party Support		100.0	0.0	100.0	100.0				
		TOTAL GCCOG		1,650.0	0.0	1,650.0	1,650.0	0.0	0.0	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	34,000.0	4,899.0			
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	0.0	5,000.0	10,000.0	5,000.0	
Metro	AE39064000	I-605 Beverly Interchange Improvements (PR/PSE/ROW/CON)	CHG	3,229.3	23,291.6	26,520.9	3,229.3		171.6	4,820.0	15,000.0
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	AE53025001	SR-91 Atlantic to Cherry EB Aux Lane (PAED/PS&E/ROW)	CHG	7,500.0	750.0	8,250.0	7,500.0		750.0		
Metro	AE57645000	SR-91 Central to Acacia Improvements PAED/PSE/ROW	CHG	5,006.0	17,000.0	22,006.0	5,006.0		2,000.0	9,000.0	6,000.0
Metro	TBD	Third Party Support for the I-605 Corridor Hot Spots Interchanges Program Development (Gateway Cities, SCE, LA 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	2,209.9	1,430.8	3,640.7	2,209.9		1,430.8		
Metro	MR315.72	Whittier Intersection Improvements (PSE, ROW)	CHG	2,308.1	1,540.4	3,848.5	2,308.1		1,540.4		
Metro	MR315.74	WB SR-91 Alondra Blvd to Shoemaker Ave (PSE, ROW)		11,475.0	0.0	11,475.0	11,475.0				
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				

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY21	FY22	FY23	FY24
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 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		161,938.1	44,012.8	205,950.9	137,039.1	9,899.0	15,892.8	18,820.0	21,000.0
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	0.0
Artesia	MR315.25	Pioneer Blvd at Arkansas St Intersection Imp		625.0	0.0	625.0	0.0	200.0	425.0		
		TOTAL ARTESIA		625.0	0.0	625.0	0.0	200.0	425.0	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	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY21	FY22	FY23	FY24
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	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	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY21	FY22	FY23	FY24
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	2,410.0		800.0	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	CHG	1,400.0	1,800.0	3,200.0	1,400.0		900.0	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		12,330.0	1,800.0	14,130.0	9,630.0	700.0	1,700.0	2,100.0	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	5,504.3	500.0			
Lakewood	MR315.36	Lakewood Blvd Regional Capacity Enhancement		3,900.0	0.0	3,900.0	3,600.0	300.0			
		TOTAL LAKEWOOD		9,904.3	0.0	9,904.3	9,104.3	800.0	0.0	0.0	0.0
Long Beach	MR315.60	Soundwall on NB I-605 near Spring Street		3,169.0	0.0	3,169.0	350.0	2,819.0			
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	0.0	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	198.5	14.1			
Long Beach	MR315.70	Artesia Boulevard Improvements		1,450.0	0.0	1,450.0	1,450.0				
		TOTAL LONG BEACH		6,678.7	(0.0)	6,678.7	2,945.6	3,733.1	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	FY21	FY22	FY23	FY24
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	CHG	920.0	0.0	920.0	95.1		824.9		
Norwalk	MR315.17	Pioneer - Imperial Intersection Improvements	CHG	1,509.0	0.0	1,509.0	154.2		1,000.0	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	7,779.7	0.0	1,824.9	354.8	0.0
Paramount	MR315.20	Alondra Boulevard Improvments		4,600.0	0.0	4,600.0	0.0	4,600.0			
		TOTAL PARAMOUNT		4,600.0	0.0	4,600.0	0.0	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	0.0
Santa Fe Springs	MR315.40	Valley View - Rosecrans Intersection Improvements, Construction		824.0	0.0	824.0	824.0				
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	0.0	7,291.0	7,291.0	0.0	0.0	0.0	0.0
Whittier	MR315.44	Santa Fe Springs Whittier Intersection Improvements: Construction	CHG	1,585.9	2,982.3	4,568.2	1,585.9		882.3	2,100.0	
Whittier	MR315.45	Painter Ave - Whittier Intersection Improvements: Construction	CHG	2,750.0	4,434.5	7,184.5	2,750.0		1,000.0	2,000.0	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		6,680.0	7,416.8	14,096.8	6,680.0	0.0	1,882.3	4,100.0	1,434.5
		TOTAL I-605/SR-91/I-405 "HOT SPOTS"		274,509.8	53,229.6	327,739.4	234,972.9	19,932.1	21,725.0	25,374.8	22,434.5

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY21	FY22	FY23	FY24
Gateway Cities: INTERSTATE 710 SOUTH EARLY ACTION PROJECT				262,197.9	5,396.6	267,594.5	197,968.9	25,077.0	0.0	0.0	0.0
GCCOG	MOU.306.03	GCCOG Engineering Support Services		1,550.0	0.0	1,550.0	1,550.0				
		TOTAL GCCOG		1,550.0	0.0	1,550.0	1,550.0	0.0	0.0	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)		3,760.0	0.0	3,760.0	3,760.0				
Metro	MR306.02	I-710 Soundwall Package 2 Construction		4,948.0	0.0	4,948.0	1,000.0	3,448.0	500.0		
Metro	PS2198100	I-710 Soundwall Package 2 (PSE&ROW)	CHG	3,709.6	370.0	4,079.6	2,551.6	1,158.0	370.0		
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		40,495.9	0.0	40,495.9	40,495.9				
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	CHG	7,209.6	720.0	7,929.6	5,271.6	1,938.0	720.0		
Metro	MR306.04	I-710 Soundwall Package 3 Construction		43,062.0	0.0	43,062.0	5,000.0	10,000.0	28,062.0		
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		865.0	0.0	865.0	865.0				
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		5,000.0	0.0	5,000.0		1,000.0	3,000.0	1,000.0	
Metro	MR306.61	Rosecrans Ave/Atlantic Ave & Artesia Blvd/Santa Fe Intersection Improvements	ADD	0.0	329.5	329.5			329.5		
Metro	MR306.62	Willow St Corridor -- Walnut Ave to Cherry Ave Congestion Relief Project	ADD	0.0	1,312.1	1,312.1			700.1	612.0	
		TOTAL METRO		143,781.9	2,731.6	146,513.4	93,675.9	17,544.0	33,681.6	1,612.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY21	FY22	FY23	FY24
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	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	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	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	0.0	150.0			
		TOTAL CALTRANS		5,200.0	0.0	5,200.0	5,050.0	150.0	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	300.0	400.0			
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	457.0	400.0	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	0.0
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 (Call Match) F7120		1,184.7	0.0	1,184.7	1,184.7				
Bell Gardens	MR306.35	Florence/Jaboneria Intersection Project (Call Match) F9111		283.4	(0.0)	283.4	100.4	183.0			
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	6,072.4	183.0	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	FY21	FY22	FY23	FY24
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				
		TOTAL COMMERCE		15,075.0	0.0	15,075.0	15,075.0	0.0	0.0	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	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	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		700.0	0.0	700.0	700.0				
		TOTAL HUNTINGTON PARK		715.0	0.0	715.0	715.0	0.0	0.0	0.0	0.0
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	11,000.0	6,000.0	6,900.0		
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	CHG	2,800.0	1,900.0	4,700.0	2,800.0		1,900.0		
Long Beach	MR312.70	Artesia Boulevard Improvements	ADD	0.0	765.0	765.0	0.0		765.0		
		TOTAL LONG BEACH		27,146.0	2,665.0	29,811.0	14,246.0	6,000.0	9,565.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY21	FY22	FY23	FY24
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	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	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	800.0	800.0			
		TOTAL PARAMOUNT		3,755.0	0.0	3,755.0	3,755.0	800.0	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	0.0	0.0		
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	DEOB	1,456.2	(490.0)	966.2	966.2				
South Gate	MR306.58	Firestone Blvd at Otis St Improvements	CHG	700.0	150.0	850.0	700.0		150.0		
South Gate	MR306.63	Garfield Ave Median Improvements	ADD	0.0	340.0	340.0	0.0		340.0		
		TOTAL SOUTH GATE		29,640.7	0.0	29,640.7	29,150.7	0.0	490.0	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	0.0
		TOTAL I-710 SOUTH & EARLY ACTION PROJ		262,197.9	5,396.6	267,594.5	197,968.9	25,077.0	43,736.6	1,612.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY21	FY22	FY23	FY24
North County: SR-138 Capacity Enhancements									12,340.0	2,274.9	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	0.0
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange		20,340.0	(0.0)	20,340.0	15,000.0	1,000.0	4,340.0		
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	10,000.0	1,000.0	8,000.0	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	48,385.1	2,000.0	12,340.0	2,274.9	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	0.0
		TOTAL SR-138 CAPACITY ENH		200,000.0		200,000.0	183,385.1	2,000.0	12,340.0	2,274.9	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY21	FY22	FY23	FY24
North County: I-5/SR-14 HOV SURPLUS				85,094.9		85,094.9	15,751.2	31,466.7	23,877.0	14,000.0	0.0
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange		9,297.5	0.0	9,297.5	4,000.0	5,297.5			
Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange		8,769.2	(0.0)	8,769.2		569.2	6,000.0	2,200.0	
Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange		3,677.0	0.0	3,677.0	0.0		2,877.0	800.0	
		TOTAL LANCASTER		21,743.7	(0.0)	21,743.7	4,000.0	5,866.7	8,877.0	3,000.0	0.0
LA County	MR501.01	The Old Road - Magic Mountain Prkwy to Turnberry Ln		25,000.0	0.0	25,000.0	1,000.0	6,000.0	7,000.0	11,000.0	
		TOTAL LA COUNTY		25,000.0	0.0	25,000.0	1,000.0	6,000.0	7,000.0	11,000.0	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	3,000.0	9,600.0			
		TOTAL PALMDALE		13,786.2	0.0	13,786.2	4,186.2	9,600.0	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	4,000.0	8,000.0	8,000.0		
Santa Clarita	MR501.04	Vista Canyon Metrolink Station		4,000.0	0.0	4,000.0	2,000.0	2,000.0			
		TOTAL SANTA CLARITA		24,565.0	0.0	24,565.0	6,565.0	10,000.0	8,000.0	0.0	0.0
		TOTAL I-5/SR-14 CAPACITY ENH		85,094.9		85,094.9	15,751.2	31,466.7	23,877.0	14,000.0	0.0
		Total Measure R Spent Inception to Date		1,486,158	80,034	1,566,192	1,083,371	147,544	165,811	86,403	79,322

Definitions:

Lead Agency is the primary project manager for the administration of scope and use of funds

Funding Agreement (FA): references the agreement number on file with Metro

Project Location: Describes the general scope and parameters of the project

Project Phase identifies which lifecycle phase the project is in at the time of reporting noted as follows:

PI - Project Initiation / PE - Preliminary Engineering / EA - Environmental Analysis / FD - Final Design / ROW - Right of Way Acq / CON - Construction

Notes: Provide a quick reference to reported change for the period such as:

Add - Addition of a new project / REP - Reprogram of funds / SCAD - Scope Addition / BAD - Budget Adjustment / DEL - Deletion

Prior Allocation identifies the reported project allocation reported in the previous report

Alloc Change denotes the amount of change occurring in the current reporting period.



Board Report

File #: 2021-0407, File Type: Program

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE JULY 14, 2021

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECERTIFYING \$12.78 million in existing Fiscal Year (FY) 2021-22 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;
- B. DEOBLIGATING \$12.47 million of previously approved Call funding, as shown in Attachment B, and hold in RESERVE;
- C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to:
 - 1. negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
 - 2. amend the FY 2021-22 budget, as necessary, to include the 2021 Countywide Call Recertification and Extension funding in the Subsidies budget;
- D. APPROVING changes to the scope of work for:
 - 1. City of Glendale - Purchase of Alternative Fuel Buses for Glendale Beeline (#F9435)
 - 2. City of Lawndale - Redondo Beach Boulevard Improvements (#F9101)
 - 3. City of Los Angeles - Stocker/MLK Crenshaw Access to Expo LRT Station (#F3409)
 - 4. City of Los Angeles - Interactive Bicycle Board Demo Project (#F7708)
 - 5. City of Los Angeles - LADOT Streets for People: Parklets and Plazas (#F7814); and
 - 6. City of Los Angeles - Slauson Avenue: Western Avenue to Crenshaw Boulevard Project (#F9204); and
- E. RECEIVING AND FILING:
 - 1. time extensions for 66 projects shown in Attachment D; and
 - 2. reprogram for nine projects shown in Attachment E.

ISSUE

Each year the Board must recertify funding for projects that were approved through prior Calls in order to release the funds to the project sponsors. The Board must also approve the deobligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to Metro's Technical Advisory Committee (TAC). The Board must also receive and file the extensions and reprogrammed funds granted through previously delegated Board authority. The background and discussion of each of these recommendations can be found in Attachment C.

DISCUSSION

The Call process implements Metro's multi-modal programming priorities and implements the adopted Long Range Transportation Plan (LRTP). The 2021 Call Recertification and Deobligation process reinforces the annual authorization and timely use of funds policies. Specifically, Board policy calls for consideration of deobligation of funding from project sponsors who have not met lapsing deadlines, have not used the entire grant amount to complete the project (project savings) or have formally notified Metro that they no longer wish to proceed with the project (cancellation).

Technical Advisory Committee (TAC) Appeals

On June 2, 2021, TAC heard sponsor appeals on the deobligation of funding from four projects (Attachment F). TAC recommended one-year extensions with certain reporting conditions. Staff concurs with these recommendations. Therefore, no projects would involuntarily lose funding due to the lapsing schedule and would have the timeline to completion lengthened under this proposed Board action.

Additionally, all proposed deobligated funds included in Attachment B are due primarily to project savings or cancellation requested by the project sponsors and would not be involuntarily deobligated by this proposed Board action, as further described in the attachment.

Active Call for Projects as of June 30, 2021

In August 2016, Call programming was put on hold due to limited funding capacity and the potential for over a half billion of pending/outstanding approved project scope to require additional support in Southern California's somewhat volatile construction market. Last August, Metro staff reported the completed assessments of the past and current recipient performance in project delivery (2007 to 2015 Call cycles). We updated the table as of June 30, 2021 (see below). There are approximately 220 active and/or upcoming Call projects totaling \$440.5 million, yet to be fully implemented. Staff will continue working with the project sponsors in expediting the delivery of those projects.

Table 1 - Active and Upcoming Call for Projects as of June 30, 2021

Cycle	# of Awarded Projects	Original Programming Years	Total Prog Amount (\$000')	# of Active/ Upcoming Projects	Remaining Balance (\$000')
2007 Call	169	FY08 - FY13	\$ 454,520	30	\$ 58,790
2009 Call	133	FY12 - FY15	337,551	36	82,107
2011 Call	72	FY15 - FY17	123,516	30	36,270
2013 Call	96	FY15 - FY19	199,390	56	112,622
2015 Call	88	FY17 - FY21	201,923	68	150,715
	558		\$1,316,900	220	\$ 440,504

DETERMINATION OF SAFETY IMPACT

The 2021 Call Recertification and Deobligation will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

The amount of \$50.5 million is included in the FY 2021-22 Adopted Budget in Cost Centers 0441 (Subsidies to Others) and 0442 (Highway Subsidies) for the Countywide Call. Since these are multi-year projects, the cost center managers, Chief Planning Officer and Chief Program Management Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds for these activities are Proposition C 25%, State Repayment of Capital Project Loan Funds, Congestion Mitigation and Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP). The Proposition C 25% funds are not eligible for Metro bus and rail operating and capital expenditures.

CMAQ funds can be used for both transit operating and capital. However, there are no additional operating expenses that are eligible for CMAQ funding. Los Angeles County must strive to fully obligate its share of CMAQ funding by May 1 of each year, otherwise it risks its redirection to other California Regional Transportation Planning Agencies by Caltrans. Staff recommends the use of long lead-time CMAQ funds as planned to insure utilizing Metro's federal funds.

RSTP funds in this action could be used for Metro's transit capital needs. Also, while these funds cannot be used directly for Metro's bus or rail operating needs, these funds could free up other such

eligible funds by exchanging the funds used for Metro's paratransit provider, Access Services Incorporated. Since these RSTP funds originate in the Highway portion (Title 23) of MAP-21, they are among the most flexible funds available to Metro and are very useful in meeting Call projects' requirements.

EQUITY PLATFORM

The Call, an existing competitive grant program dating back to the early 1990s, programs transportation funds to local jurisdictions for regionally significant projects that are often beyond the fiscal capabilities of local sponsors. The latest Call cycle, including all funding commitments and project scopes of work, was approved by the Metro Board in September 2015 and the projects (and scopes) included in this action predate the Equity Platform (adopted in 2018). As such, Equity Platform criteria was not included in the evaluation of these projects. However, the third pillar of the Equity Platform, "Focus and Deliver" is applicable to these community driven projects. Metro staff will be actively working with the jurisdictions to ensure delivery of those projects, including ongoing stakeholder engagements as part of the project development. To the degree possible, Metro staff will ensure that project sponsors are listening to community needs to support the "Listen and Learn" pillar of the Equity Platform.

Given that no equity analysis occurred during the initial grant process, staff is working to evaluate the equity impacts to the existing grants now. The Equity Focus Communities ("EFCs", adopted as part of the 2020 Long Range Transportation Plan for equity evaluation) are being applied to all current Call grants to support the first pillar of the Equity Platform "Define and Measure." Specifically, the EFCs are a mapping tool being added to the newly created Call administration database. The initial analysis of the EFC layer to the Call grants (within a 1 mile radius) provides information about the make-up of the communities being served by these projects. See Attachment G for details regarding the 72.7% of \$440 million in EFCs and other demographic details.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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 with the subregions and local jurisdictions in implementation of the projects.

ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2021-22 funding commitments rather than authorize their continued expenditures. This would be a change to the previous Board-approved Countywide Calls programming commitments and would disrupt ongoing projects that received multi-year funding.

With respect to deobligations, the Board could choose to deobligate funds from one or more project

sponsors whose projects are beyond the lapse dates and are not moving forward consistent with the adopted Revised Lapsing Policy rather than extending the deadlines. A much stricter interpretation of the Revised Lapsing Policy might encourage project sponsors in general to deliver them in a more timely fashion. However, this would be disruptive to the process of delivering the specific projects currently underway, many of which are now very close to being delivered. On balance, the appeals process between the project sponsors and the Metro TAC is a significant reminder to project sponsors that these funded projects should not be further delayed ensuring policy objectives are achieved in expending the funds as intended by the Call program.

NEXT STEPS

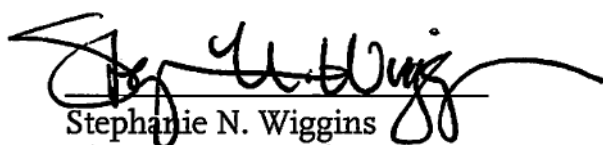
With Board approval of the 2021 Countywide Call Recertification, Deobligation and Extension process, project sponsors will be notified and Funding Agreements (FAs) and Letters of Agreement (LOAs) will be executed with those who have received their first year of funding through the Recertification process. Amendments to existing FAs and LOAs will be completed for those sponsors receiving time extensions. Project sponsors whose funds are being deobligated will be formally notified of the Board action as well as those receiving date certain time extension deadlines for executing their agreements.

ATTACHMENTS

Attachment A - FY 2021-22 Countywide Call Recertification
Attachment B - FY 2020-21 Countywide Call Deobligation
Attachment C - Background/Discussion of Each Recommendation
Attachment D - FY 2020-21 Countywide Call Extensions
Attachment E - FY 2020-21 Countywide Call Reprogramming
Attachment F - Result of TAC Appeals Process
Attachment G - CFP and Equity Focused Communities Map

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Stephanie N. Wiggins
Chief Executive Officer



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2021-22 CALL FOR PROJECTS RECERTIFICATION
(\$000)**

	PROJ #	AGENCY	PROJECT TITLE	TOTAL
1	8002	SGV COG	ALAMEDA CORRIDOR EAST - PHASE I	\$ 5,000
2	F3519	LA COUNTY	NORTH COUNTY BIKEWAYS	820
3	F5310	LA COUNTY	RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP	800
4	F5316	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	200
5	F9302	LA COUNTY	SAN GABRIEL VALLEY FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	700
6	F9303	LA COUNTY	SOUTH BAY FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	800
7	F9304	LA COUNTY	GATEWAY CITIES FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	900
8	F9305	LA COUNTY	NORTH COUNTY TRAFFIC SIGNAL COMMUNICATIONS PROJECT	200
9	F9101	LAWNDALE	REDONDO BEACH BOULEVARD IMPROVEMENTS	3,363
				TOTAL \$ 12,783



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2020-21 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
(\$000)**

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	MODE	DOLLARS PROGRAMMED AND FISCAL YEARS					\$ EXPD/ OBLG	TOTAL DEOB	REASON
						Prior	FY 17	FY 18	FY 19	FY 20			
1	2316	LA COUNTY	SOUTHEAST LA COUNTY TRAFFIC SIGNAL SYNCHRONIZATION CORRIDORS PROJECT	PC25	SS	\$ 25,189					\$ 25,114	\$ 75	AUDIT SAVINGS
2	8150	LA COUNTY	SAN JOSE CREEK BICYCLE TRAIL PHASE II	CMAQ	BIKE				1,243		-	1,243	CANCELLED
3	F5115	LA COUNTY	AVENUE L ROADWAY WIDENING PROJECT	RSTP	RSTI	\$ 3,298	\$ 1,499				\$ -	\$ 4,797	CANCELLED
4	F9114	LA COUNTY	FULLERTON ROAD CORRIDOR IMPROVEMENTS	PC25	RSTI			1,233		3,940	-	5,173	CANCELLED
5	F3107	PALMDALE	AVENUE S WIDENING PHASE II	PC25	RSTI	6,614					6,160	454	AUDIT SAVINGS
6	F3701	PASADENA	PASADENA ARTS ENHANCED PASSENGER INFORMATION	LTF	TDM	683					671	12	AUDIT SAVINGS
7	6363	SANTA CLARITA	I-5/MAGIC MT. PKWY (SR-126) INTERCHANGE RECONSTRUCTION	PC25	RSTI	15,435					14,718	717	AUDIT SAVINGS
					TOTAL	\$ 51,219	\$ 1,499	\$ 1,233	\$ 1,243	\$ 3,940	\$ 46,663	\$ 12,471	

8	F7701	LA COUNTY	EAST LOS ANGELES DEMONSTRATION BICYCLE SHARING PROG *	LTF	TDM			91	824	-	915	FUNDS REALLOCATED
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* \$915,255 will be reallocated to Metro to fund the County's share of capital and operations and maintenance cost of the Metro Regional Bike Share Program. County is also committed to provide the local match commitment of up to \$610,170.

TOTAL DEOBLIGATION RECOMMENDATION BY MODE	
REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS (RSTI)	\$ 11,141
SIGNAL SYNCHRONIZATION & BUS SPEED IMPROVEMENTS (SS)	75
BICYCLE IMPROVEMENTS (BIKE)	1,243
TRANSPORTATION DEMAND MANAGEMENT (TDM)	12
TOTAL	\$ 12,471

Background/Discussion of Each Recommendation**A. Recertify**

The \$12.78 million in existing FY 2021-22 Board approved commitments and programmed through previous Countywide Call processes are shown in Attachment A. The action is required to ensure that funding continues in FY 2021-22 for those on-going projects for which Metro previously committed funding.

B. Deobligate

Attachment B shows the \$12.47 million of previously approved Countywide Calls funding that is being recommended for deobligation. This includes approximately \$11.21 million in cancelled projects, and \$1.26 million in project savings.

C. Authorize

Projects receiving their first year of funding are required to execute Funding Agreements or Letter of Agreements with Metro. And Projects receiving time extensions are required to execute Amendments with Metro. This recommendation will authorize the CEO or their designee to negotiate and execute any agreements and/or amendments with the project sponsors, based on the project sponsors showing that the projects have met the Project Readiness Criteria and timely use of funds policies.

D. Approve Project Scope Change

1. The City of Glendale – Purchase of Alternative Fuel Buses for Glendale Beeline (#F9435) was programmed through the 2015 Call. As approved, the project includes procure three 35-foot and two 40-foot clean fuel buses to replace three existing 35-foot and two 40-foot CNG buses for its Beeline Transit System. The City is requesting to revise the scope of work to replace the five existing buses with five 35-ft battery-electric clean fuel buses for the Glendale Beeline service. The five 2009 buses have reached their useful life of 12 years. The new buses will feature bicycle racks and be ADA compliant. The buses will be deployed on the Glendale Beeline transit service which serves a significant role in providing feeder service to several Metro local and Rapid lines, Metrolink, Amtrak, Pasadena Arts, BurbankBus and LADOT Commuter Express. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. Metro will maintain its funding commitment of \$2,186,396, and the City will maintain its local match commitment of \$546,599 (30.3%). In addition, the City is committed to cover any future project cost overruns, if occurs.
2. The City of Lawndale – Redondo Beach Boulevard Improvements (#F9101) was programmed through the 2015 Call. As approved, the project covers 0.7 miles on Redondo Beach Boulevard between Artesia Boulevard and Prairie Avenue. The improvements include reconfiguring/adding lanes; improving traffic signals at the Hawthorne Boulevard, I-405 Southbound Off-Ramp, and Prairie Avenue intersections, add new signal at I-405 Northbound On-Ramp, signal synchronization, widening terminus of I-405 Southbound Off-Ramp, installing Class II bike lanes along the entire length of the project, adding new drought tolerant landscape

medians, improving access ramps, and improving pavement. Since the award of the Call grant, portions of project scopes were either completed by the LA County (under #F5316) or to be included as part of project with Caltrans. The City is requesting to revise the scope of work by eliminating freeway ramp improvements, traffic signals at the Hawthorne Boulevard, I-405 Southbound Off-Ramp, and Prairie Avenue intersections, add new signal at I-405 Northbound On-Ramp. Staff has evaluated the proposed change in scope and found that the remaining improvements are still consistent with the original intent of the project. The remaining scopes include: Class II bike lanes and Class III bike routes along the entire length of the project, adding new drought tolerant landscape medians, improving pavement, ADA improvements including sidewalk and curb ramp, and traffic striping and new traffic signs. Staff has evaluated the proposed change in scope and supports the changes. The revised scope of work will reduce Metro Call funds from \$3,362,792 to \$2,175,726 and the City corresponding local match commitment (35.3%) from \$1,833,519 to \$1,186,287. The revised total project cost of \$3,362,013 will result in a cost saving of \$1,187,066 in Call funds. In addition, the City is committed to cover any future project cost overruns, if occurs.

3. The City of Los Angeles – Stocker/MLK Crenshaw Access to Expo LRT Station (#F3409) was programmed through the 2009 Call. As approved, the project is for design and construction of 12 local bus shelters for Metro local and LADOT stops with benches, security lighting, wayfinding signage, bike parking, sidewalk and crosswalk improvements, bus pads and transit information. During the design phase, city staff determined some of the bus stops will be installed by the Crenshaw/LAX Transit Corridor project or will be relocated due to lack of ridership volumes. In addition, the newly adopted ADA standards would require civil design and concrete work with associated pipe/utility relocations, landscaping/tree relocations, electrical work, and easement permits. The City is requesting to revise the scope of work to include the design and construction of five bus shelters with benches, security lighting, wayfinding signage, sidewalk, and crosswalk improvements. Due to increased costs associated with the newly adopted ADA standards, this revised scope of work will require the entire project budget. Staff has evaluated the proposed change in scope and supports the changes. Metro will maintain its funding commitment of \$1,390,203 and the City will maintain its local match commitment of \$781,989 (36%). In addition, the City is committed to cover any future cost overruns, if occurs.
4. The City of Los Angeles – Interactive Bicycle Board Demo Project (#F7708) was programmed through the 2013 Call. As approved, the project is to install a total of 12 interactive display screens and 96 bicycle counters. Monitors will display this mode's level of use. Since the award of the Call grant, the City has found that the counting technology has improved and is proposing different models of Eco-Counter pedestrian and bicyclist counter units. The City is requesting to revise the scope of work by eliminating ten display screens and increase the counters. The revised scope will include 60 Loop Detectors, 55 Eco-Counter CITIX 3D Counter units, and 2 Eco-Counter Compact Displays. Staff has evaluated the proposed change in scope

and supports the changes. Metro will maintain its funding commitment of \$547,212 and the City will maintain its local match commitment of \$136,803 (20%). In addition, the City is committed to cover any future cost overruns, if occurs.

5. The City of Los Angeles – LADOT Streets for People: Parklets and Plazas (#F7814), was programmed through the 2013 Call. This project scope was revised once previously in 2019. As approved in 2019, the project is to install one parklet, one plaza, four intersection murals and nine decorative crosswalks. The City is requesting to revise the scope of work due to the financial impact of Covid-19, as well as the parklet partner withdrew. The revised scope of work will include seven decorative crosswalks, one intersection mural and one parklet. Staff has evaluated the proposed change in scope and supports the changes. Metro will maintain its funding commitment of \$437,200 and the City will maintain its local match commitment of \$109,300 (20%). In addition, the City is committed to cover any future cost overruns, if occurs.
6. The City of Los Angeles – Slauson Avenue: Western Avenue to Crenshaw Boulevard Project (#F9204), was programmed through the 2015 Call. As approved, the project covers 1.26 miles of improvements on Slauson Avenue by increasing curb radii, installing new signalization equipment at key intersections, reconstructing failing AC pavement, providing street lighting, and installing ADA compliant curb ramps. The City is now proposing to make 0.80 miles of improvements, between Western and 5th Avenue. The revised scope will include the construction of curbs and gutters, sidewalks, driveways, grind and overlay portions of the pavement, and ADA compliant curb ramps. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. Metro will maintain its funding commitment of \$1,929,408 and the City will maintain its local match commitment of \$482,352 (20%). In addition, the City is committed to cover any future cost overruns, if occurs.

E. Receive and File

1. During the 2001 Countywide Call Recertification, Deobligation and Extension, the Board authorized the administrative extension of projects based on the following reasons:
 - 1) Project delay due to an unforeseen and extraordinary circumstance beyond the control of project sponsor (federal or state delay, legal challenge, Act of God);
 - 2) Project delay due to Metro action that results in a change in project scope, schedule or sponsorship that is mutually agreed; and
 - 3) Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Based on the above criteria, extensions for the 66 projects shown in Attachment D are being granted.

2. Since the March 2016 Metro TAC approval of the Proposed Revised Call Lapsing Policy, several project sponsors have informed staff that their projects will not be able to be completed within the one-time, 20-month extension. Through the 2016 Call Recertification and Deobligation process, Board delegated authority to reprogram currently programmed Call funds to a later year. Reprograms for the nine projects shown in Attachment E are being granted.

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

**Metro**

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2020-21 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2021
(\$000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YR	TOTAL PROG \$	TOTAL \$ EXP/ OBLIG	AMT SUBJECT TO LAPSE	RECOM EXT Months	REASON FOR EXT 1, 2, OR 3	NEW REVISED LAPSE DATE
1	F7517	ARCADIA	BICYCLE AND FACILITY IMPROVEMENTS	LTF	2019	\$136	\$0	\$136	20	1	2/28/2023
2	F9620	BALDWIN PARK	FIRST/LAST MILE CONNECTIONS FOR THE BALDWIN PARK TRANSIT CTR	PC25	2018 2019	657	-	657	20	3	2/28/2023
3	F9200	BELL	EASTERN AVENUE CAPACITY AND OPERATIONAL IMPROVEMENTS	PC25	2017	536	-	536	12	3	2/28/2022
4	F1502	BURBANK	SAN FERNANDO BIKEWAY	CMAQ	2019	6,173	532	5,641	12	1	6/30/2022
5	F5701	BURBANK	BURBANK TRAVELER INFORMATION AND WAYFINDING SYSTEM	LTF	2017	232	227	5	12	3	2/28/2022
6	F7506	BURBANK	CHANDLER BIKEWAY EXTENSION	CMAQ	2017 2018	2,639	456	2,183	12	1	6/30/2022
7	F9301	Caltrans	I-210 CONNECTED CORRIDORS ARTERIAL SYSTEMS IMPROVEMENTS	PC25	2018 2019	6,456	4,595	1,861	20	3	2/28/2023
8	F5108	COMMERCE	GARFIELD AVE/WASHINGTON BLVD MULTIMODAL INTERSECTION	PC25	2016 2017	538	26	512	12	3	2/28/2022
9	F9530	COMPTON	CENTRAL AVENUE REGIONAL COMMUTER BIKEWAY PROJECT	LTF PC25 (EME)	2018 2019	1,438	-	1,438	20	3	2/28/2023
10	F7303	CULVER CITY	NETWORK-WIDE SIGNAL SYNCH WITH VID & ARTERIAL PERFORMANCE ME	PC25	2017	989	374	615	12	3	2/28/2022
11	F7118	Downey	FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER	CMAQ	2016 2017	1,917	-	1,917	12	1	6/30/2022
12	F7311	Downey	DOWNEY CITYWIDE TRANSIT PRIORITY SYSTEM PROGRAM	PC25	2017 2018 2019	1,292	-	1,292	20	1	2/28/2023
13	F5705	EL MONTE	SHARED PARKING PROGRAM/SMART PARKING DETECTION SYSTEM	LTF	2017	316	61	255	12	3	2/28/2022
14	F7321	Glendale	REGIONAL ARTERIAL TRAFFIC PERFORMANCE MEASUREMENT SYSTEM	PC25	2018 2019	531	-	531	20	1	2/28/2023
15	F7101	Hawthorne	SIGNAL IMPROVEMENTS ON PRAIRIE AVE FROM 118TH ST. TO MARINE AVE.	PC25	2019	2,589	2,249	340	20	3	2/28/2023
16	F5100	INDUSTRY	SR57/60 CONFLUENCE, GRANT AVE AT GOLDEN SPRING DR	PC25	2016 2017	6,728	1,058	5,670	24	3	2/28/2023
17	F7319	INGLEWOOD	ITS: PHASE V OF INGLEWOOD'S ITS UPGRADES	PC25	2018 2019	1,534	193	1,341	20	3	2/28/2023
18	F9307	INGLEWOOD	INGLEWOOD ITS PHASE VI	PC25	2018 2019	1,206	168	1,038	20	3	2/28/2023

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

**Metro**

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2020-21 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2021
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	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YR	TOTAL PROG \$	TOTAL \$ EXP/ OBLIG	AMT SUBJECT TO LAPSE	RECOM EXT Months	REASON FOR EXT 1, 2, OR 3	NEW REVISED LAPSE DATE
19	8046	LA CITY	BURBANK BLVD. WIDENING - LANKERSHIM BLVD. TO CLEON AVENUE	RSTP	2018	5,043	5,042	1	12	3	6/30/2022
19	8046	LA CITY	BURBANK BLVD. WIDENING - LANKERSHIM BLVD. TO CLEON AVENUE	PC25	2019	4,978	3,010	1,968	20	3	2/28/2023
20	F1520	LA CITY	IMPERIAL HIGHWAY BIKE LANES	CMAQ	2019	1,506	-	1,506	12	1	6/30/2022
21	F1612	LA CITY	CENTURY CITY URBAN DESIGN AND PEDESTRIAN CONNECTION PLAN	CMAQ	2011	1,605	297	1,308	12	1	6/30/2022
22	F3409	LA CITY	STOCKER/MLK CRENSHAW ACCESS TO EXPO LRT STATION	LTF	2017	1,390	268	1,122	12	3	2/28/2022
23	F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT	CMAQ	2014 2015	4,416	1,732	2,684	12	1	6/30/2022
24	F3516	LA CITY	LOS ANGELES RIVER BIKE PATH PHASE IV - CONSTRUCTION	CMAQ	2019	1,827	-	1,827	12	1	6/30/2022
25	F3631	LA CITY	WESTLAKE MACARTHUR PARK PEDESTRIAN IMPROVEMENT PROJECT	CMAQ	2014 2015	1,339	268	1,071	12	1	6/30/2022
26	F3726	LA CITY	FIRST AND LAST MILE TRANSIT CONNECTIVITY OPTIONS	CMAQ	2013 2014	1,313	105	1,208	12	1	6/30/2022
27	F5121	LA CITY	BALBOA BOULEVARD WIDENING AT DEVONSHIRE STREET	RSTP	2016 2017	1,208	207	1,001	12	1	6/30/2022
28	F5317	LA CITY	ITS PLATFORM UPGRADES	PC25	2017	2,300	996	1,304	12	3	2/28/2022
29	F5519	LA CITY	BICYCLE FRIENDLY STREETS	CMAQ	2015 2016	586	110	476	12	1	6/30/2022
30	F5525/ F5709	LA CITY	BICYCLE CORRAL PROGRAM LAUNCH	CMAQ	2016 2017	972	-	972	12	1	6/30/2022
31	F5624	LA CITY	WASHINGTON BLVD PEDESTRIAN TRANSIT ACCESS II	CMAQ	2019	1,492	178	1,314	12	1	6/30/2022
32	F7123	LA CITY	MAGNOLIA BL WIDENING (NORTH SIDE) -CAHUENGA BL TO VINELAND	RSTP	2017 2018	5,461	975	4,486	12	1	6/30/2022
33	F7205	LA CITY	ALAMEDA ST. WIDENING FROM ANAHEIM ST. TO 300 FT SOUTH OF PCH	RSTP	2017 2018	5,874	1,014	4,860	12	1	6/30/2022
34	F7207	LA CITY	IMPROVE ANAHEIM ST. FROM FARRAGUT AVE. TO DOMINGUEZ CHANNEL	RSTP	2017 2018	3,141	-	3,141	12	1	6/30/2022
35	F7624	LA CITY	WALK PICO! A CATALYST FOR COMMUNITY VITALITY & CONNECTIVITY	CMAQ	2019	1,841	222	1,619	12	1	6/30/2022

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

**Metro**

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2020-21 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2021
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	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YR	TOTAL PROG \$	TOTAL \$ EXP/ OBLIG	AMT SUBJECT TO LAPSE	RECOM EXT Months	REASON FOR EXT 1, 2, OR 3	NEW REVISED LAPSE DATE
36	F7636	LA CITY	BROADWAY STREETSCAPE IMPLEMENTATION (8TH-9TH)	CMAQ	2019	2,384	426	1,958	12	1	6/30/2022
37	F7707	LA CITY	LAST MILE FOLDING BIKE INCENTIVE PROGRAM	LTF	2016 to 2019	695	-	695	20	1	2/28/2023
38	F7708	LA CITY	INTERACTIVE BICYCLE BOARD DEMO PROJECT	LTF	2017 2018 2019	547	-	547	20	1	2/28/2023
39	F7817	LA CITY	VERMONT AVE STORMWATER CAPTURE & GREENSTREET TRANSIT PROJ	LTF	2017	1,145	531	614	12	3	2/28/2022
40	F9123	LA CITY	COMPLETE STREETS PROJECT FOR COLORADO BLVD. IN EAGLE ROCK	PC25	2019	1,754	586	1,168	20	2	2/28/2023
41	F9527	LA CITY	CHANDLER CYCLETRACK GAP CLOSURE PROJECT	CMAQ	2017 2019	3,177	-	3,177	12	1	6/30/2022
42	F9803	LA CITY	BUILDING CONNECTIVITY WITH BICYCLE FRIENDLY BUSINESS DISTRICTS	LTF	2017 2018 2019	823	-	823	20	1	2/28/2023
43	F7412	LA COUNTY	LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE	CMAQ	2016	282	-	282	12	1	6/30/2022
44	F7512	LA COUNTY	WEST ATHENS COMMUNITY BIKEWAYS*	LTF	2019	645	-	645	20	1	2/28/2023
45	F7700	LA COUNTY	WILLOWBROOK INTERACTIVE INFORMATION KIOSKS	LTF	2018 2019	143	-	143	20	1	2/28/2023
46	F7806	LA COUNTY	VERMONT AVENUE STREETSCAPE IMPROVEMENT PROJECT	LTF	2017 2018 2019	765	-	765	20	1	2/28/2023
47	F9412	LA COUNTY	ATHENS SHUTTLE AND LENNOX SHUTTLE TRANSIT VEHICLES	CMAQ	2019	750	-	750	12	1	6/30/2022
48	F7615	LONG BEACH	MARKET STREET PED ENHANCEMENTS	CMAQ	2018 2019	3,234	-	3,234	12	1	6/30/2022
49	8211	MONROVIA	HUNTINGTON DRIVE PHASE II PROJECT (OLD TOWN PEDESTRIAN IMPROVEMENTS)	RSTP	2017	1,242		1,242	12	1	6/30/2022
50	F7304	PALMDALE	NORTH COUNTY ITS - PALMDALE EXTENSION	CMAQ	2017 2018 2019	3,000	-	3,000	12	1	6/30/2022
51	F3302	PASADENA	INTELLIGENT TRANSPORTATION SYSTEM (ITS) PHASE III	PC25	2015	4,235	3,814	421	12	3	2/28/2022
52	F7317	PASADENA	PASADENA AREA RAPID TRANSIT SYSTEM - TRANSIT SIGNAL PRIORITY	PC25	2018 2019	1,158	171	987	20	1	2/28/2023
53	F7318	PASADENA	ADAPTIVE TRAFFIC CONTROL NETWORK - PHASE II	PC25	2018 2019	1,658	185	1,473	20	1	2/28/2023

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

**Metro**

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2020-21 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2021
(\$000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YR	TOTAL PROG \$	TOTAL \$ EXP/ OBLIG	AMT SUBJECT TO LAPSE	RECOM EXT Months	REASON FOR EXT 1, 2, OR 3	NEW REVISED LAPSE DATE
54	F9122	PICO RIVERA	TELEGRAPH ROAD BRIDGE REPLACEMENT	PC25	2018 2019	2,299	-	2,299	20	1	2/28/2023
55	F3502	REDONDO BEACH	REDONDO BEACH BICYCLE TRANSPORTATION PLAN IMPLEMENTATION	CMAQ	2016	1,559	-	1,559	12	2	6/30/2022
56	F5301	REDONDO BEACH	GRANT AVENUE SIGNAL IMPROVEMENTS	PC25	2017	1,222	-	1,222	12	3	2/28/2022
57	F1505	SAN FERNANDO	SAN FERNANDO PACOIMA WASH BIKE PATH	CMAQ	2019	1,513	-	1,513	12	1	6/30/2022
58	F1804	SAN GABRIEL	LAS TUNAS DRIVE STREETSCAPE ENHANCEMENT PROJECT	CMAQ	2019	641	-	641	12	1	6/30/2022
59	F7404	SANTA CLARITA	VISTA CANYON REGIONAL TRANSIT CENTER	PC25	2016	2,809	2,722	87	12	3	2/28/2022
60	F9414	SANTA CLARITA	VISTA CANYON METROLINK STATION	PC25	2018 2019	3,276	789	2,487	20	3	2/28/2023
61	F9513	SANTA CLARITA	RAILROAD AVENUE CLASS I BIKE PATH	PC25	2018 2019	2,265	-	2,265	20	2	2/28/2023
62	F9807	SANTA MONICA	SANTA MONICA EXPO AND LOCALIZED TRAVEL PLANNING ASSISTANCE	LTF	2017 2018 2019	376	-	376	20	1	2/28/2023
63	F3124	SOUTH GATE	FIRESTONE BLVD CAPACITY IMPROVEMENTS	PC25	2015	7,072	6,002	1,070	12	3	2/28/2022
64	F7309	SOUTH GATE	TWEEDY BOULEVARD AND SIGNAL SYNCHRONIZATION PROJECT	PC25	2018 2019	1,317	82	1,235	20	1	2/28/2023
65	F5308	SOUTH PASADENA	SOUTH PASADENA'S ATMS, CENTRAL TCS AND FOIC FOR FAIR OAKS AV	PC25	2017	464	91	373	12	3	2/28/2022
66	F9601	WEST HOLLYWOOD	WEST HOLLYWOOD - MELROSE AVENUE COMPLETE STREET PROJECT	PC25	2017 2018 2019	3,142	-	3,142	20	1	2/28/2023
TOTAL						\$ 137,791	\$ 39,762	\$ 98,029			

* Project previously known as West Carson Community Bikeways



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2020-21 CALL FOR PROJECTS REPROGRAMMING
 (\$000)

Reprogrammed Years are listed in Bold and Italic

PROJ	AGENCY	PROJECT TITLE	DOLLARS PROGRAMMED AND FISCAL YEARS						FUND SOURCE
			2019-20 & Prior	2020-21	2021-22	2022-23	2023-24	TOTAL	
F7814	LA CITY	LADOT STREETS FOR PEOPLE: PARKLETS AND PLAZAS	437					437	LTF
				437				437	
F3519	LA COUNTY	NORTH COUNTY BIKEWAYS	\$ 820					\$ 820	CMAQ
					820			820	
F5310	LA COUNTY	RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP	2,758					2,758	PC25
			141	500	800	1,317		2,758	
F5316	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	1,880						PC25
			85	99	200	1,496		1,880	
F9302	LA COUNTY	SAN GABRIEL VALLEY FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	1,770	5,537				7,307	PC25
				300	700	1,000	5,307	7,307	
F9303	LA COUNTY	SOUTH BAY FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	302	3,757				4,059	PC25
				300	800	1,000	1,959	4,059	
F9304	LA COUNTY	GATEWAY CITIES FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	62	6,075				6,137	PC25
				400	900	2,000	2,837	6,137	



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2020-21 CALL FOR PROJECTS REPROGRAMMING
(\$000)

Reprogrammed Years are listed in Bold and Italic

PROJ	AGENCY	PROJECT TITLE	DOLLARS PROGRAMMED AND FISCAL YEARS						FUND SOURCE
			2019-20 & Prior	2020-21	2021-22	2022-23	2023-24	TOTAL	
F9305	LA COUNTY	NORTH COUNTY TRAFFIC SIGNAL COMMUNICATIONS PROJECT	96	2,110				2,206	PC25
				50	200	800	1,156	2,206	
F9101	LAWNDALE	REDONDO BEACH BOULEVARD IMPROVEMENTS	3,363					3,363	PC25
					3,363			3,363	
ORIGINAL PROGRAMMED AMOUNT			\$ 11,051	\$ 17,479	\$ -	\$ -	\$ -	\$ 28,530	
REPROGRAMMED AMOUNT			\$ 226	\$ 1,649	\$ 7,783	\$ 7,613	\$ 11,259	\$ 28,530	
DELTA			10,825	15,830	(7,783)	(7,613)	(11,259)	-	

June 2021 Metro Technical Advisory Committee (TAC) Appeals
Sorted by Agency



	PROJ #	AGENCY	PROJECT TITLE	FUND SOURCE	PROG YR(S)	TOTAL METRO PROG \$	LAPSING FUND YR(S)	PROG \$ SUBJECT TO LAPSE (000')	TOTAL YRS EXT	REASON FOR APPEAL	TAC RECOMMENDATIONS	METRO RESPONSE
1	F7118	DOWNEY	FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER	CMAQ	2016 2017	1,917	2016 2017	1,917	2	Did not meet Lapsing Policy & Status Update per June 2020 TAC Appeal	One-year extension to June 30, 2022. Project Sponsor must provide an update at the 2022 TAC appeals on final scope of work and status of the HBP funding.	Concur with TAC recommendation.
2	F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT	CMAQ	2013 2014 2015	4,416	2014 2015	2,684	5	Did not meet Lapsing Policy & Status Update per June 2020 TAC Appeal	One-year extension to June 30, 2022. Project Sponsor must provide an update at the 2022 TAC appeals and demonstrate full project funding.	Concur with TAC recommendation.
3	F1804	SAN GABRIEL	LAS TUNAS DRIVE STREETSCAPE ENHACEMENT	CMAQ	2019	641	2019	641	0	No agreement & Did not meet Lapsing Policy	One-year extension to June 30, 2022, to execute the Letter of Agreement and obligate the construction funds.	Concur with TAC recommendation.
4	F3124	SOUTH GATE	FIRESTONE BOULEVARD CAPACITY IMPROVEMENTS	PC25	2012 2013 2014 2015	9,424	2015	917	6	Project lapsed 02/28/2021	One-year extension to February 28, 2022, to allow Project Sponsor to revise the scope of work adding back scope elements previously removed from the Project.	Concur with TAC recommendation.

[illegible]



Board Report

File #: 2021-0315, File Type: Contract

Agenda Number: 8.

**PLANNING AND PROGRAMMING COMMITTEE
JULY 14, 2021**

SUBJECT: METRO VANPOOL PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to execute financial incentives and updates to vehicle criteria guidelines in support of the Metro Vanpool Program Post-COVID Initiatives;
- B. AUTHORIZING the CEO to execute Modification No. 3 to the Vanpool Vehicle Supplier Bench Contract Nos. PS10754400051491 for Airport Van Rental, PS10754300051491 for Green Commuter, and PS10754500051491 for Enterprise Rideshare (a division of Enterprise Holdings) to exercise the second, one-year option in an amount not to exceed \$9 million increasing the total contract value from \$27 million to \$36 million, and extending the period of performance from October 1, 2021 to September 30, 2022.

ISSUE

The Metro Vanpool Program implemented temporary initiatives in July 2020 in response to the COVID-19 global pandemic. These initiatives were due to California's COVID-19 Stay at Home Order which required non-essential workers to work from home. This led to Metro Vanpool providing flexibility for program policies regarding occupancy levels and days of travel as less people commuted to work and new safety protocols following US Centers for Disease Control and Prevention (CDC) guidance were needed. As society begins to reopen, post-COVID initiatives are being proposed including financial incentives, changes to vehicle criteria guidelines and marketing and outreach efforts. These initiatives are needed to support the anticipated growth of the program as it returns to pre-COVID levels.

In addition, Metro requires the modification of the Vanpool Vehicle Supplier Bench Contract to execute Option Year 2 from October 1, 2021 to September 30, 2022. The term for Option Year 1 is ending September 30, 2021. This contract was originally awarded in July 2018 for a two-year base period and three, one-year options.

Staff requires Board authorization to execute financial incentives and updates to vehicle criteria

guidelines as well as to execute Option Year 2.

BACKGROUND

The Metro Vanpool Program launched in May 2007 and has become an industry leader in providing a mobility option to employers and commuters that significantly reduces traffic congestion while improving air quality throughout Southern California. This program offers inter-county services to commuters that may lack transit options or other mobility alternatives. In addition, this program contributes to the reduction of more than 100 million vehicle miles traveled (VMT) annually produced by single-occupancy vehicles (SOV) in Los Angeles County. Thousands of cars would be on the road without this highly successful program.

In July 2018, the Metro Board authorized a Vanpool Vehicle Supplier Bench Contract to three vehicle suppliers for a two-year base period for an amount not-to-exceed \$18 million, with three one-year options, each in an amount not-to-exceed \$9 million, for a total contract value amount of \$45 million. These contracts were awarded to three suppliers, Airport Van Rental, Green Commuter, and Enterprise Rideshare (a division of Enterprise Holdings). With the approval of this recommendation, Option Year 2 will be executed increasing the current total contract value to \$36 million.

The Metro Vanpool Program Bench contracts were established to offer commuters multiple vendor options to secure lease vehicle services. Each contract effectively buys down the cost of eligible public vanpool leasing fares to the end user. Eligible vanpools enrolled in the program must agree to and comply with participation and reporting rules to receive fare subsidies amounting to a maximum of 50% of the vanpool vehicle lease costs or up to \$500 per month.

Metro Vanpool is widely available to all commuters and is easily accessible. Vanpool participants must first lease the vehicle directly from the vehicle supplier of their choice and then apply to the Metro Vanpool Program to receive a subsidy. Vanpools are composed of five to 15 commuters who regularly travel together to work. Typically, Metro enters into a vanpool subsidy agreement with the vanpool coordinator, in most cases the leaseholder of the vehicle. The program is open to everyone and it strictly prohibits discrimination in all its forms. In addition, vehicle suppliers provide vehicles that are compliant with the Americans with Disabilities Act (ADA) upon request.

Although COVID-19 has impacted daily work activities, staff has maintained reporting requirements during this time and has worked closely with participants. Monthly National Transit Database (NTD) ridership reports that contain specific NTD data collected from vanpool participants each month have been consistently submitted to the Federal Transit Administration (FTA). Although the subsidy to vanpools is funded through Prop C 25%, the submission of data to NTD generates a reimbursement annually to Metro from Sections 5307 and 5339 federal funds. These funds are made available to other departments at Metro including Operations.

Metro Vanpool generates approximately \$20 million annually of federal funding for the agency. The reimbursement amount is far more than the budgeted funding for the program.

The Metro Vanpool Program is managed by Metro's Transportation Demand Management (TDM) team in the Countywide Planning & Development Department. The program supports Metro's vision of increasing the percent usage of transportation modes and reducing solo driving as outlined in the Metro Vision 2028 Strategic Plan.

DISCUSSION

Safe Commute with the Metro Vanpool Program

The Metro Vanpool Program implemented temporary initiatives in July 2020 to support commuters and retain vanpool participants, creating stability for the program and securing long-term growth. These initiatives were intended to continue to encourage vanpool use while also ensuring prudent use of Metro's financial resources. Staff developed a three-phased approach shown in the table below.

Phase	Duration	Action
Phase 1 - Flexible Thresholds	August 1, 2020 - September 30, 2021	Metro will only provide a subsidy to vanpools that operate, meaning the vehicle must be used for commuting purposes to and from work. "Parked" vans will no longer receive a Metro subsidy. Eligible vanpools must also meet the following minimum criteria to receive a full subsidy: • Individual vanpools must operate a minimum of 6 days per month. • Individual vanpools must have a minimum of 2 people on board.
Phase 2 - Flexible Thresholds	October 1 - December 31, 2021	Metro will continue to provide a full subsidy to vanpools that operate and meet the following minimum criteria: • Individual vanpools must operate a minimum of 9 days per month. • Individual vanpools must have a minimum of 3 people on board.
Phase 3 - Normal Operations Resume	January 1, 2022 - TBD	Metro will continue to provide a full subsidy to vanpools that operate in accordance to established program policy for normal operations and meet the following criteria: • Individual vanpools must operate a minimum of 12 days per month. • Individual vanpools must have a minimum of 4 people on board. Metro will provide prorated subsidies to vanpools on a case-by-case basis depending on operating days and termination end dates.

Metro has continued to follow the recommendations from the LA County Department of Public Health and the CDC which has led to the extended duration of Phase 1. During this time, safety protocols were also implemented by Metro and vehicle suppliers that included additional information on safety, social distancing protocols, vehicle sanitations, encouraging vaccinations, recommending COVID-19 screening and providing safety kits that included masks and hand sanitizers. Phases 2 and Phase 3 are recommended to be implemented as part of post-COVID initiatives of the Metro Vanpool Program.

Metro Vanpool Program Post-COVID Goals

As Los Angeles County enters a post-COVID period and commuters begin returning to work, staff is recommending the implementation of post-COVID initiatives for the Metro Vanpool Program. The proposed initiatives are meant to grow the program to eventually reach pre-COVID levels. In the last year, the program has lost 50% of participants because of the state's Stay at Home Order that led to many commuters teleworking from home. Metro has a compelling interest in supporting the growth of the program because it provides participants the opportunity to commute to work in a non-drive-alone mode reducing traffic and improving air quality. The program offers flexibility that allows commuters to continue to partially telecommute and to use the program on the days when they work in the office. Developing post-COVID initiatives that are attractive to commuters will be crucial in order to re-engage with former participants and attract new participants.

The post-COVID initiatives consist of three goals that are focused on increasing the number of vans that currently operate to the level of vanpools that had been operating pre-COVID. The initiatives include a comprehensive marketing and outreach effort and changes to policies and procedures that staff believes will create efficiencies within the program. These initiatives are expected to be implemented by staff during FY 2022. The following is a summary of each goal.

Goal 1. Increase the Number of Vanpools to Pre-COVID Levels

Prior to the COVID-19 pandemic, a total of 1,251 vanpools were enrolled in the Metro Vanpool Program. As of March 2021, only 649 vanpools remain, almost a 50% reduction. Additionally, due to social distancing guidelines, the occupancy levels and required days of service per month have been lowered to allow those vans to remain in the program.

Staff is developing strategies to recover these vans, initiate new vanpools, and target new audiences. Among these strategies is increased marketing of the Metro Rewards program. This is an existing program available to commuters who use non-drive-alone modes consistently, including vanpooling. Commuters have the opportunity to win gift cards as they record their daily commuting trips at ridematch.info, a website sponsored by Metro's Shared Mobility. Another incentive recommended is increasing the maximum monthly subsidy amount from \$500 to \$600, which is further described below. The implementation of these strategies will incentivize new and existing commuters to enroll in the Metro Vanpool Program.

Goal 2. Develop a Strategic Marketing Plan to Increase Awareness of the Metro Vanpool Program

The pandemic has caused a shift in commute patterns and schedules. To increase visibility of the program and reach broader, more targeted audiences, staff has prepared marketing materials and

strategies to re-engage marketing efforts with existing partners and extend efforts to align with these new commute patterns. In addition, the newly implemented online vanpool software and mobile application provide easier access and make the program more appealing.

Staff is continuing to implement a safety campaign to emphasize the importance of safety during COVID and to inform participants of safe travel practices. The safety and COVID risk of vanpooling has been widely discussed in the last year which has led to social distancing requirements. Metro has supported these changes and has worked with vehicle suppliers, participants, and employers to make necessary accommodations, including splitting vanpools into several vehicles. In addition to continuing to follow CDC guidelines, staff is recommending the ongoing distribution of safety kits for participating vanpools that will also include “safe travel” car decals.

Staff is also redeveloping the Metro Vanpool Program webpage, creating new policy documents, and developing user guides for participants. Additional outreach efforts to be implemented include assistance with vanpool formations, increased coordination with employers, and utilization of existing regional marketing opportunities.

Goal 3. Update Policies and Procedures to Create More Program Efficiencies

In July 2020, the Metro Vanpool Program launched a new software system and subsequent mobile application to improve overall operations and management of the program. The new system enables online monthly reporting and self-service options and increases accuracy and performance.

As part of this continued effort to streamline processes and increase efficiencies, staff has developed a set of tools and resources for participants, vehicle suppliers, employers, and internal staff. Staff has also revised existing policy documents to reflect the new software system, created a more efficient enrollment process, and increased coordination with the vehicle suppliers. Additionally, staff is developing new program metrics and proposing to revise vehicle year requirements.

Updated Financial Incentives

Eligible vanpools enrolled in the Metro Vanpool Program must agree to and comply with participation and reporting rules to receive fare subsidies amounting to a maximum of 50% of the vanpool vehicle lease costs or up to \$500 per month. Due to the ongoing COVID-19 pandemic and subsequent 50% reduction in vanpools, staff is proposing financial incentives to promote the program and grow ridership. This is especially important since the program collects data from participants and submits it annually to the NTD, which results in a financial reimbursement back to Metro. Consistently, Metro has received \$20 million annually in federal funds that are then utilized by Metro Operations. In order to continue receiving a similar level of subsidies in the future, the program must strive to return to pre-COVID levels.

Staff recommends an increase in the maximum subsidy amount from \$500 to \$600 as changes in commute patterns have caused a modal shift. The proposed subsidy increase will incentivize vanpooling as an option for commute trips, reduce SOVs, and lead to a reduction in VMTs. The subsidy was last increased in July 2018 when the maximum amount changed from \$400 to \$500. In addition to increasing the monthly subsidy, another financial incentive being recommended would provide a \$200 bonus to a vanpool's first month's subsidy as a promotional offer. The offer would incentivize both new vanpools and returning riders.

Lastly, staff recommends an increased subsidy amount of \$700 be offered to vanpools with an occupancy level of 70% or above. Increasing occupancy is important for the program as this results in increased vanpool passenger miles, one of the data points submitted to NTD that could affect reimbursements. However, higher occupancy levels would only be encouraged if permitted by COVID social distancing guidelines.

As shown in the table below, the cost of the financial incentives proposed are within the FY 2022 budget of \$6,283,000, which includes an anticipated annual growth of 200 vans in FY 2022.

FY 2022 Subsidy Initiatives	1. Increase Subsidy Amount to \$600	2. Include First Month Bonus of \$200	3. Include Increased Subsidy for Higher Occupancy Vehicles
FY 2022 Estimated Expenditures	\$4,000,000	\$4,000,000	\$4,000,000
Estimated Annual Growth (200 New Vanpools)	\$1,440,000	\$1,440,000	\$1,440,000
Estimated Cost of Increased Subsidy Amount	\$523,880	\$523,880	\$523,880
Estimated Cost of \$200 Bonus for 200 Vanpools	--	\$40,000	\$40,000
Estimated Cost of Increasing Subsidy for 70% Occupancy	--	--	\$89,800
Total Annual Expenditures with Adjustment(s)	\$5,963,880	\$6,003,880	\$6,093,680

Updated Vehicle Criteria Guidelines

The Metro Vanpool Program currently requires that all vehicles shall not exceed four years in age or 200,000 miles. Staff proposes amending this requirement for electric vehicles. Due to technological advancements, some types of electric vehicles are equipped to receive over-the-air updates to improve the safety and enhance the efficiency of the vehicles. Additionally, the mechanical composition of electric vehicles requires less maintenance. Therefore, staff recommends the vehicle year requirement for electric vehicles be extended to ten years in age or 200,000 miles. This change will apply to all three vehicle suppliers and will be implemented at the discretion of Metro Vanpool staff.

DETERMINATION OF SAFETY IMPACT

The Board's action will have no negative impact on the safety of Metro's patrons or employees. In

addition, the Metro Vanpool Program has demonstrated effectiveness in reducing the number of cars on the road during the peak commute period which contributes to public safety.

FINANCIAL IMPACT

The approved budget for FY 2022 for the Metro Vanpool Program assumed an anticipated level of growth for the program post-COVID, which would result in increased spending when compared to FY 2021. The increased anticipated spending will account for additional vanpools in the program, a higher subsidy per vanpool, a bonus for new vanpools and higher subsidies for vanpools with higher occupancy levels. Funding for this program is included in Project 405547, Task 02.07, Cost Center 4540 (Regional Rideshare/Shared Mobility). As this is a multi-year project, the Cost Center Manager and Chief Planning Officer will be accountable for budgeting the cost in future years.

Impact to Budget

The funding source for this action is Proposition C 25% Streets & Highway and is not eligible for bus and rail operating and capital expenditures. In addition, FTA Sections 5307 and 5339 grant funds generated by the Metro Vanpool Program are estimated to increase funds available for bus and rail capital expenditures by approximately \$20 million annually.

EQUITY PLATFORM

Metro Vanpool provides a public service to commuters and is committed to the ongoing implementation of a program that is equitable in all aspects, including being ADA compliant and one that stands against discrimination. The program has been in continuous operation since 2007 and is anticipated to continue to yield benefits for marginalized groups and Equity Focused Communities (EFCs), with no equity concerns in the program or contract process at this time.

Staff utilized the Rapid Equity Assessment Tool to evaluate the recommendations proposed. The program provides a non-drive alone mode option to all commuters living in Los Angeles County, including those in EFCs, and is open to all groups. A positive impact for marginalized and vulnerable groups includes increased access to a non-drive alone mode that reduces traffic and improves air quality in the communities where they live. The program is available to all commuters at a cost that is comparable or less to that of driving alone. Metro provides a subsidy to individual vanpools through vehicle supplier companies to offset the cost of the lease. The subsidy decreases the overall cost and increases the program's affordability. Metro complies with ADA regulations and requires vehicle suppliers to provide vehicles that can accommodate participants with different physical abilities.

If approved by the Board, the recommendations will lower the cost of the program further by implementing post-COVID initiatives and allow the program to continue through September 2022. There are no known groups that will be burdened or known unintended negative consequences that will result from the approval of the recommendations.

In an effort to expand the benefit of the program to marginalized and EFCs, Metro Vanpool is committed to prioritizing outreach and reducing barriers these communities may face (e.g., limited English proficiency, digital access disparities, reaching people with disabilities, etc.). Staff will

research and identify opportunities and assess the feasibility of implementing these strategies. In addition, information collected will include demographic data of participants not currently available. Travel information will also be collected including origin and destination locations related to EFCs, which is also currently not available.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following strategic plan goals:

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

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendation. Staff does not recommend this because doing so would not support the implementation of post-COVID initiatives and would lead to greater negative impacts to the Metro Vanpool Program. Existing vanpools rely on receiving subsidies from the program to offset the cost and would likely cease operation if the program ended as a result of not executing the contract modification. Decreased reporting to the NTD and less federal funds reimbursed to Metro would result from this decision. Metro Vanpool is an important program in Los Angeles County. Vanpooling reduces congestion by decreasing the number of SOVs commuting to worksites during peak hours. Vanpools also allow employers to meet the South Coast Air Quality Management District's Rule 2202 Average Vehicle ridership targets and reduce greenhouse gas emissions.

NEXT STEPS

Upon Board approval, staff will execute the recommended financial incentives and updates to vehicle criteria guidelines in support of post-COVID initiatives. Staff will also execute Contract Modification No. 3 for Option Year 2 of the Vanpool Vehicle Supplier Bench Contract Nos. PS10754400051491 for Airport Van Rental, PS10754300051491 for Green Commuter, and PS10754500051491 for Enterprise Rideshare (a division of Enterprise Holdings).

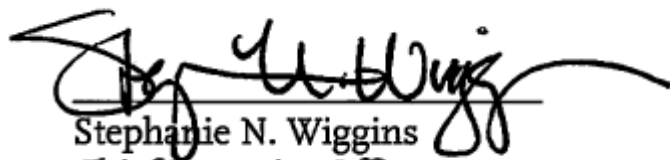
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

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Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

VANPOOL VEHICLE SUPPLIER BENCH/PS10754X00051491

1.	Contract Number: PS10754400051491, PS10754300051491, PS10754500051491			
2.	Contractor: Airport Van Rental, Green Commuter and Enterprise Rideshare (a division of Enterprise Holdings)			
3.	Mod. Work Description: Exercise Second One-Year Option Term			
4.	Contract Work Description: Vanpool Vehicle Supplier Bench			
5.	The following data is current as of: 6/28/21			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	7/26/18	Contract Award Amount:	\$18,000,000
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved:	\$9,000,000
	Original Complete Date:	7/31/20	Pending Modifications (including this action):	\$9,000,000
	Current Est. Complete Date:	9/30/22	Current Contract Value (with this action):	\$36,000,000
7.	Contract Administrator: Erica Rodriguez-Duvergel		Telephone Number: (213) 922-1064	
8.	Project Manager: Neha Chawla		Telephone Number: (213) 922-3984	

A. Procurement Background

This Board action is to approve Contract Modification No. 3 issued to exercise the second, one-year option term of the Vanpool Vehicle Supplier Bench Contract Nos. PS10754400051491 to Airport Van Rental, PS10754300051491 to Green Commuter, and PS10754500051491 to Enterprise Rideshare (a division of Enterprise Holdings). As part of the implementation of the Metro Vanpool Program post-COVID initiatives, this Modification will also update financial incentives by increasing the maximum subsidy amount from \$500 to \$600 and incorporate a \$200 bonus to a vanpool's first month's subsidy as a promotional offer and updates to vehicle criteria guidelines.

These Contract Modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit prices.

On July 26, 2018, the Board awarded firm fixed unit price Vanpool Vehicle Supplier Bench Contract Nos. PS10754400051491 to Airport Van Rental, PS10754300051491 to Green Commuter, and PS10754500051491 to Enterprise Rideshare (a division of Enterprise Holdings) for a two-year base period for an amount not to exceed \$18 million, with three, one-year options, each in an amount

not to exceed \$9 million, for a total not to exceed amount of \$45 million effective August 1, 2018.

Two modifications have been issued to date.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Price Analysis

As part of the Metro Vanpool Program post-COVID initiatives, the updated financial incentives will increase the maximum subsidy amount from \$500 to \$600 per month per approved vanpool. Metro will continue to pay this monthly amount directly to the vanpool vehicle suppliers.

In addition to increasing the monthly subsidy, Metro will provide a \$200 bonus to a vanpool's first month's subsidy as a promotional offer to incentivize both new vanpools and returning riders.

All other terms remain unchanged.

CONTRACT MODIFICATION/CHANGE ORDER LOG

VANPOOL VEHICLE SUPPLIER BENCH/PS10754X00051491

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of performance (POP) extension through 9/30/20	Approved	7/30/20	\$0
2	Exercise First, One-Year Option extending POP through 9/30/21	Approved	8/28/20	\$9,000,000
3	Exercise Second, One-Year Option extending POP through 9/30/22	Pending	Pending	\$9,000,000
	Modification Total:			\$18,000,000
	Original Contract:	Approved	7/26/18	\$18,000,000
	Total:			\$36,000,000

DEOD SUMMARY

VANPOOL VEHICLE SUPPLIER BENCH/PS10754X00051491

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal for this solicitation due to lack of subcontracting opportunities. Metro's project manager confirmed that based on industry practices, it is expected that the prime contractors awarded on this bench will provide all the services, equipment, and/or materials necessary to implement the Metro Vanpool Program.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Metro Vanpool Program

Recommendation

- 1. Authorize the Chief Executive Officer (CEO) to execute post-COVID initiatives;**
- 2. Authorize the CEO to execute Modification No. 3 to the Vanpool Vehicle Supplier Bench Contracts:**
 - a. Increase total contract value to \$36 million**
 - b. Extend period from 10/1/21 to 9/30/22**

Response to COVID-19

- Provide stability to program
- Implement phased plan that allowed flexibility
- Implement safety protocols including:
 - Social distancing and vehicle sanitations,
 - Providing safety kits that included masks and hand sanitizers.
- Utilized new database to collect monthly reports online

Post-COVID Initiatives

- **Focus on goals**
 - Goal 1. Increase the Number of Vanpools
 - Goal 2. Increase Awareness
 - Goal 3. Create More Program Efficiencies
- **Implement financial incentives within FY22 budget**
 - Increase monthly subsidy from \$500 to \$600 per eligible vanpool
 - Provide a \$200 bonus for first month for new vanpools
 - Provide higher subsidy to vanpools with higher occupancy
- **Update vehicle criteria guidelines for electric vehicles**
 - Extend vehicle year requirement from four years to 10 years

Next Steps

- **If approved, staff to:**
 - **Implement post-COVID and financial incentives**
 - **Implement Contract Modification No. 3 with suppliers – Green Commuter, Airport Rental Vanpool, and Enterprise**
- **Implement phased plan to recover from pandemic**
- **Initiate NTD reporting process for FY21**
- **Ensure Equity is monitored through Rapid Equity Assessment Tool (REA)**

**Board Report****File #:** 2021-0380, **File Type:** Agreement**Agenda Number:** 9.**PLANNING AND PROGRAMMING COMMITTEE
JULY 14, 2021****SUBJECT: VERMONT/SANTA MONICA JOINT DEVELOPMENT PROJECT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZING the Chief Executive Officer (CEO) to execute an amendment to the Purchase and Sale Agreement with SMV Housing, L.P., an affiliate of LTSC Community Development Corporation (LTSC) to amend the purchase price of approximately 33,682 square feet of real property (Metro Property) adjacent to the Vermont/Santa Monica B (Red) Line Station from \$7,140,000 to \$5,100,000, subject to Federal Transit Administration (FTA) concurrence.

ISSUE

Metro and SMV Housing, L.P. (Developer), an affiliate of LTSC Community Development Corporation (LTSC), are currently parties to a Purchase and Sale Agreement (PSA) which allows the Developer to purchase from Metro approximately 33,682 square feet of real property (Metro Property) next to the Vermont/Santa Monica B (Red) Line Station to facilitate the construction and operation of a mixed-use, affordable housing project (Project) on the Metro Property and adjacent Developer-owned property. In August 2020, the Metro Board of Directors (Board) approved the PSA terms including a 30% discount (\$3,060,000) from fair market value (FMV) for the Metro Property. The Developer must lower the Project's total development costs (TDC) in order to be competitive for Low Income Housing Tax Credits and tax-exempt bonds, the final funding sources needed to begin construction. The Developer has reduced Project costs but the TDC remains over the threshold to be competitive for these critical funding sources. The Developer has requested an additional discount of 20% from FMV for the Metro Property (total discount of 50% or \$5,100,000 from FMV). Reducing the purchase price for the Metro Property would improve the Project's competitiveness for funding. Without the requested Board action, the Developer will be at an impasse in its affordable housing development.

BACKGROUND

In January 2017, Metro received an Unsolicited Joint Development (JD) Proposal from the Developer which contemplated development of the Metro Property and 20,499 square feet of adjacent Developer-owned property (Developer Property) at the Vermont/Santa Monica B Line Station (see Attachment A - Site Map). The Metro Property and Developer Property (collectively, the Site) are located in the City of Los Angeles East Hollywood community and are surrounded by the

neighborhoods of Hollywood, Silver Lake, and Los Feliz. Metro currently owns four (4) parcels at the Site with a total area of 46,105 square feet (1.05 acres). In March 2018, the Metro Board approved entering into an Exclusive Negotiation Agreement and Planning Document (ENA) with the Developer. The ENA allowed Metro staff and the Developer to explore the feasibility of the proposed Project, conduct community outreach, finalize design, undertake CEQA clearance, secure entitlements and negotiate the key terms and conditions of the disposition and development of the Metro Property.

Metro JD projects typically utilize long-term ground leases. During the ENA period, Metro staff and the Developer determined that entitling a project across multiple ownerships would create insurmountable obstacles to securing planning and land use entitlements from the City of Los Angeles. Given the configuration of the parcels, it was infeasible to design the buildings in a way that would not cross over property lines with differing ownership. In order to adequately protect Metro's interest in the event of ground lease default, Metro would be required to retain rights to automatically acquire the Developer Property to ensure continuous operation of the Project. Such an acquisition would present challenges, including securing funds within a short period of time to purchase the Developer's improvements on the Metro Property in the event of a default under a ground lease. It was thus determined that a ground lease structure would not be possible.

In May 2020, the Metro Property was appraised at a fair market value of \$10,200,000. In August 2020, the Metro Board approved the PSA terms and a 30% discount (\$3,060,000) from fair market value resulting in a purchase price of \$7,140,000 for the Metro Property. The PSA will transfer ownership of the approximately 33,682 square foot Metro Property to the Developer. Metro will retain ownership of the remaining approximately 12,423 square feet which includes the station plaza and portal. The PSA also allows Metro to retain certain rights that will unequivocally safeguard and preserve Metro's ability to operate, maintain, and access the adjacent public transit facilities. As the Metro Property was acquired in the early 1990s using funding from both the Federal Transit Administration (FTA) and State bonds, Metro secured approval of the property disposition and PSA terms from the FTA and the California Transportation Commission (CTC) in summer/fall 2020. The PSA was executed in January 2021.

Project Overview

The Project consists of a total of one hundred and eighty-five (185) affordable rental units including ninety-one (91) units restricted to households earning 50% of Area Median Income (AMI) or less and ninety-four (94) special needs units restricted to households earning 30% of AMI or less. The PSA requires that all units remain affordable for a period of ninety-nine (99) years. There will be two (2) unrestricted managers' units and sixty-nine (69) parking spaces. Approximately 20,000 square feet of ground floor commercial space will be provided, along with on-site supportive services, community space and a federally-qualified health clinic. LTSC's Small Business Program, in partnership with local East Hollywood organizations, intends to recruit longtime area businesses to rent space in the proposed food hall that will surround the plaza. In order to enhance the overall pedestrian experience and connect with the existing neighborhood fabric, the Project includes transit-related infrastructure and pedestrian amenities including new landscaping, a self-service Metro Bike Hub, upgraded lighting, and street furniture.

DISCUSSION

The PSA closing conditions require the Developer to demonstrate to Metro that it has the financial resources sufficient to design, construct and operate the Project. Once the PSA closing conditions are satisfied, Metro and the Developer will close on the transaction and transfer the Metro Property to the Developer. The Project has all funding commitments to begin construction with the exception of Low Income Housing Tax Credits and tax-exempt bonds. In order to be competitive for these funding sources, the Developer must lower the Project's TDC. The Developer has exhausted all cost savings options including significantly reducing construction, Developer, and soft costs. The Project's TDC still remains above the threshold required to ensure competitiveness in the tax credit and bond allocation process so the Developer has requested Metro amend the PSA to reduce the purchase price for the Metro Property to \$5,100,000. This would result in a discount of \$2,040,000 (20%) in addition to the \$3,060,000 (30%) from the fair market value granted by the Metro Board in August 2020. The new proposed purchase price represents a total discount of \$5,100,000 (50%) from the May 2020 appraised fair market value. Staff and a JD financial have analyzed the request and determined it to be reasonable and necessary for the Project to compete for and secure these final funding sources. All other terms of the PSA will remain unchanged.

The recommended PSA amendment does not require additional approval by the CTC. Staff submitted the request to amend the PSA to the FTA in May 2021. FTA approval of the PSA amendment is expected in July 2020.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety. Staff will continue to oversee the development and eventual construction of the Project to ensure that it does not adversely impact the Metro transit system or the continued safety of staff, contractors, and the public. In addition, the implementation of this Project at the Vermont/Santa Monica Station will offer opportunities to improve safety for transit riders and the general public through new active transportation connections and improvements to the existing plaza at the station entrance.

FINANCIAL IMPACT

Pursuant to the previously approved PSA, certain staff and consultant costs are reimbursed through the Developer's deposit. No new capital investment or operating expenses are anticipated to implement the Project. A total of \$5,100,000 in revenue will be generated once the Developer satisfies the PSA closing conditions. Per the revised Metro JD Policy, this revenue will be used to fund Metro Transit Oriented Communities activities.

Impact to Budget

Continued work under the PSA is included in the FY22 budget in Cost Center 2210 (Joint Development) under Project 401004 (Vermont/Santa Monica Joint Development).

EQUITY PLATFORM

Consistent with the Equity Platform, the eventual development of the Project provides an opportunity to "focus and deliver" by adding much needed transit-accessible, permanent supportive affordable housing and opportunities for small businesses to an Equity Focus Community. The Developer, LTSC

Community Development Corporation, is a mission-based, minority-led non-profit organization with an over 40-year track record of improving the lives of underserved individuals and families and promoting the equitable development of diverse communities. Since entering into an ENA with Metro in March 2018, the Developer has engaged with more than 500 local stakeholders and two dozen local organizations. Initial outreach was conducted via door-knocking and in-depth conversations with neighbors surrounding the Site. Community engagement also included meetings with area institutions including Los Angeles City College, the Blind Children's Center, the Braille Institute, John Wesley Community Health Center, Children's Hospital Los Angeles, Kaiser Permanente, and the Los Angeles LGBT Center. The East Hollywood Business Improvement District and East Hollywood Neighborhood Council voted to formally support the Project at their fall 2019 meetings.

The Project is subject to Metro's Project Labor Agreement/Construction Careers Policy (PLA/CCP). The PLA/CCP sets forth procedures and requirements for hiring and training targeted and/or disadvantaged construction workers in ways calculated to mitigate the harms caused by geographically concentrated poverty, unemployment, and underemployment.

Portions of the Metro Property are currently leased by adjacent, minority-owned small businesses for parking. Development of this Project will result in the loss of portions of that parking. Replacement parking may not be needed. If it is, alternative parking arrangements in the surrounding community may be available to these businesses. Consistent with the Equity Platform and the recently revised Metro JD Policy, staff will "define and measure" by tracking various equitable outcomes and metrics related to any negative unintended consequences related to this Project and its impact on the surrounding community.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports the Strategic Plan Goal to "enhance communities and lives through mobility and access to opportunity", specifically Initiative 3.2 which states "Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made." The Project will deliver a number of community benefits, including transit-accessible, low-income housing and new commercial/community space. Metro will also conduct surveys of the Project's residential and commercial tenants to gather metrics such as transit use, demographic data (as allowed/feasible), car ownership, move in/move out information, revenue generation and qualitative data on tenant satisfaction to help inform features for future JD projects (e.g. design issues, amenities, desired ground floor services, parking, and unit design).

ALTERNATIVES CONSIDERED

The Board could choose not to authorize execution of the PSA amendment. Staff does not recommend this option because the Project is the product of extensive negotiations and community engagement and is consistent with the goals of the JD Policy, including the development of affordable housing and new opportunities for local businesses. Electing not to authorize execution of the PSA amendment would delay and potentially jeopardize delivery of critical affordable housing units.

NEXT STEPS

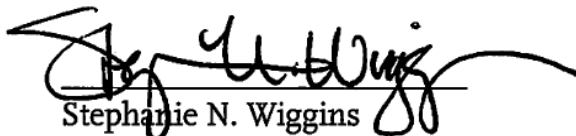
Upon Board and FTA approval of the recommended action, Metro and the Developer will execute the PSA amendment. Once the Developer satisfies all of the PSA closing conditions, it is anticipated that Project construction will commence in late 2021/early 2022 with completion in late 2023/early 2024.

ATTACHMENTS

Attachment A - Site Map

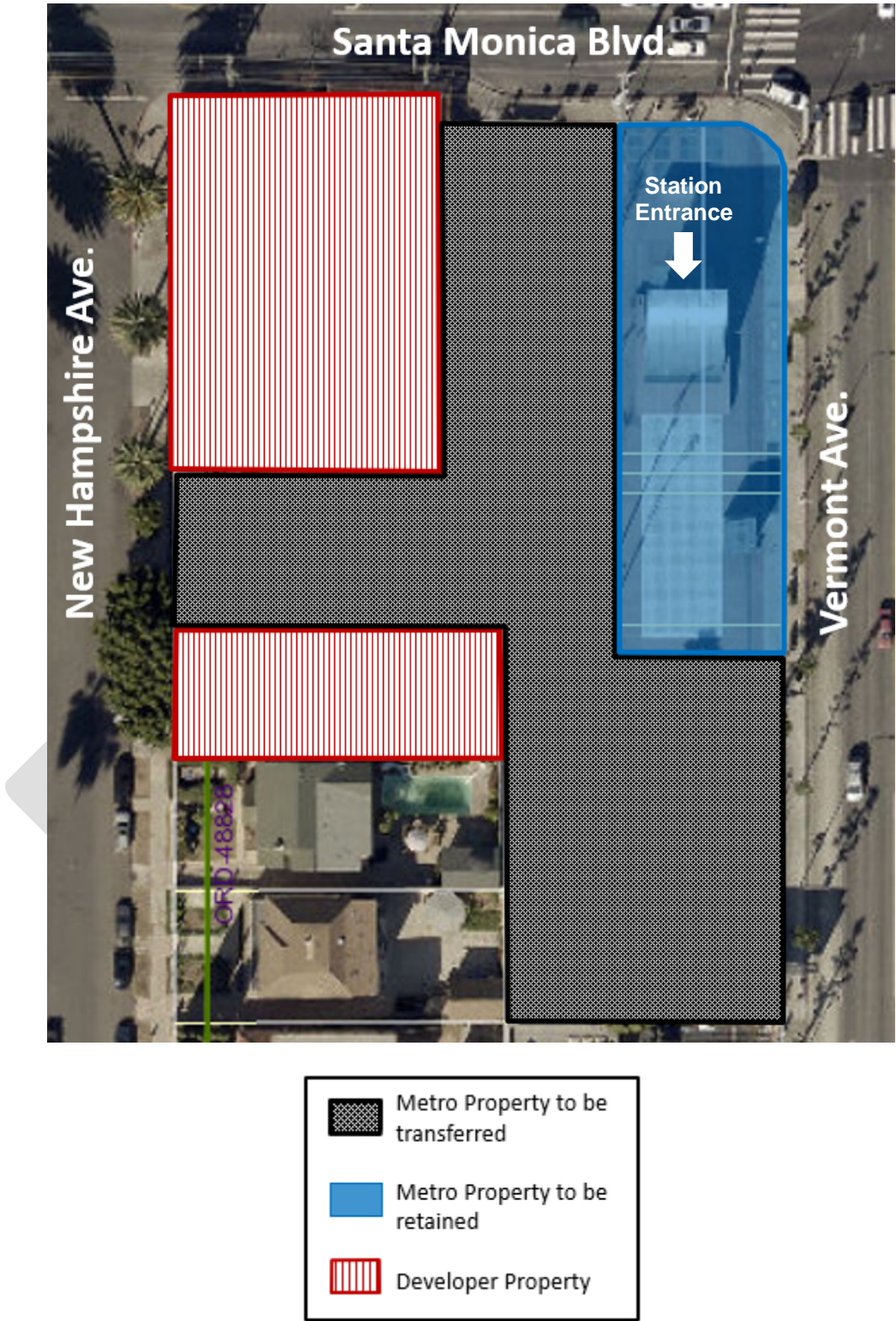
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Stephanie N. Wiggins
Chief Executive Officer

SITE MAP





Next stop: building communities.

Vermont/Santa Monica
Joint Development

Planning and Programming
Committee

July 14, 2021

Legistar File 2021-0380



Metro

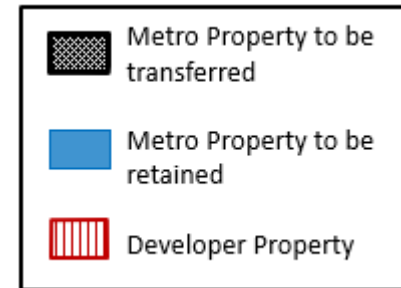
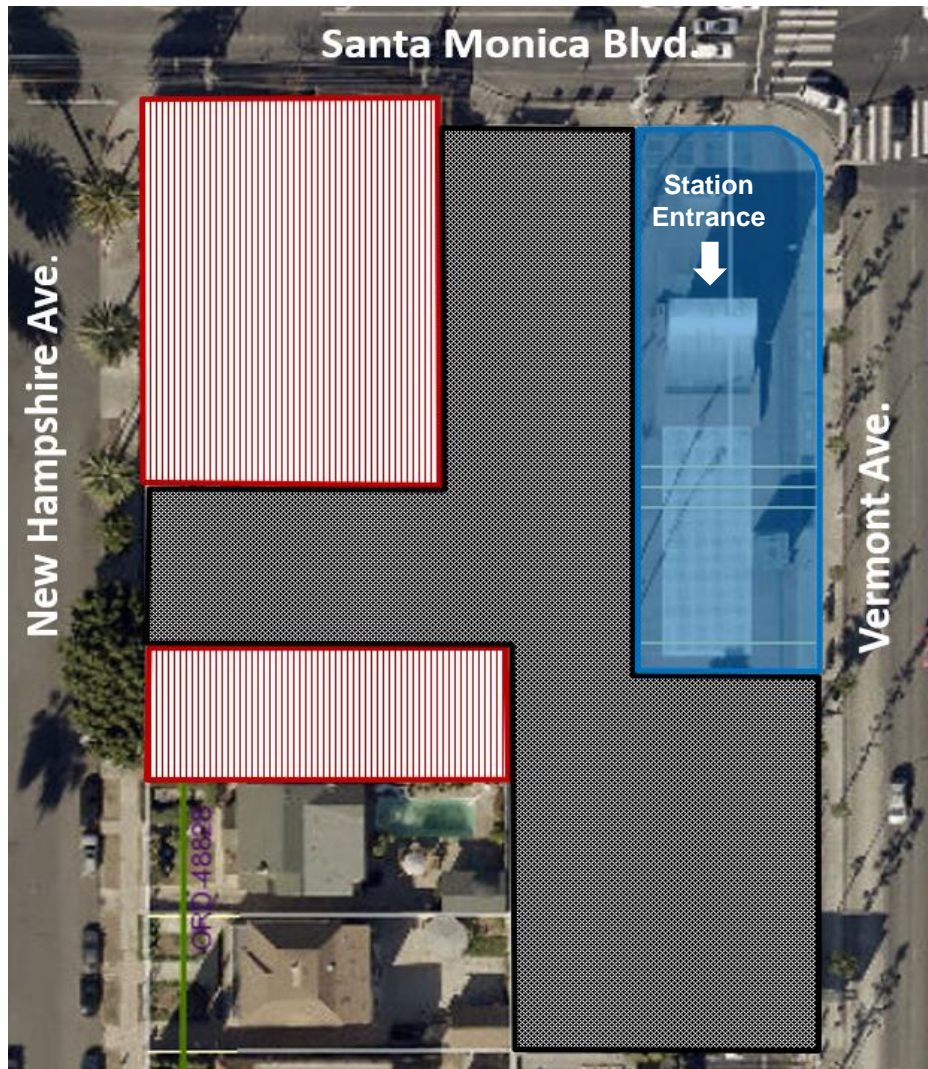


Recommendation

CONSIDER:

AUTHORIZING the Chief Executive Officer (CEO) to execute an amendment to the Purchase and Sale Agreement (PSA) with SMV Housing, L.P. (Developer), an affiliate of LTSC Community Development Corporation (LTSC) to amend the purchase price of approximately 33,682 square feet of real property (Metro Property) adjacent to the Vermont/Santa Monica B (Red) Line Station from \$7,140,000 to \$5,100,000, subject to Federal Transit Administration (FTA) concurrence.

Site Overview



Project

- 185 affordable units
 - 91 units restricted to households earning 50% of Area Median Income (AMI) or less
 - 94 units designated for special needs tenants earning 30% of AMI or less
 - affordable for 99 years
- 2 unrestricted managers units
- 69 parking spaces
- 22,000 square feet of ground floor commercial space including on-site supportive services, community space, a federally qualified health clinic, and food court with opportunities for small businesses



Purchase and Sale Agreement (PSA) Amendment

- Developer must lower total development costs (TDC) in order to be competitive for Low Income Housing Tax Credits and tax-exempt bonds.
- The Developer has exhausted all cost savings options, but TDC remains too high to be competitive.
- Metro Property appraised at \$10,200,000.
- August 2020: Board approved a \$3,060,000 discount (30%) and purchase price of \$7,140,000.
- New proposed purchase price would be \$5,100,000 (50% discount).

Next Steps

Summer 2021: Execute PSA amendment.

Late 2021/early 2022: Start construction.

Late 2023/early 2024: Construction completion.



Board Report

File #: 2021-0235, **File Type:** Informational Report

Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE JULY 14, 2021

SUBJECT: EXPO/CRENSHAW STATION FIRST/LAST MILE PLAN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the Expo/Crenshaw First/Last Mile Plan (Attachment A).

ISSUE

The Expo/Crenshaw First/Last Mile Plan (Plan, Attachment A) presents a menu of potential streetscape improvements for the Expo/Crenshaw Station on the E Line (Expo) and forthcoming Crenshaw/LAX Line. The Plan's recommendations address enhancing safety, comfort, and access in the area surrounding the station. Metro staff conducted additional engagement during the month of May as directed by the Metro Board in March 2021. The plan includes a Supplement (Attachment C) incorporating this community feedback and detailing priority projects based on the level of community support.

Notwithstanding additional technical review and vetting of individual improvements that may be necessary, adopting the Plan would aid in future grant funding applications for implementation.

BACKGROUND

First/Last Mile (FLM) planning is part of Metro efforts to improve safety and access to transit, deriving from the 2016 Board Motion 14.1 direction to integrate FLM planning into new transit projects. In 2019, staff identified an opportunity to conduct a focused FLM plan in collaboration with other Transit Oriented Communities (TOC) efforts in the area, including the joint development partnership with LA County adjacent to the station.

The Plan differs slightly from previous Metro FLM plans, in that it focuses more closely on the area immediately proximate the station, utilizing ¼-mile and 1-mile radii for walking and biking projects, respectively. The Plan also recognizes and builds upon the prior planning work conducted in the area in anticipation of the Crenshaw/LAX Transit Project.

The planning process and outreach are detailed in the supporting documents to the Plan. The attached Supplement details outreach events conducted in May 2021 following Board direction to allow additional community input on Plan recommendations.

DISCUSSION

Findings

The Plan presents project ideas to improve safety, connectivity, and accessibility to people accessing the Expo/Crenshaw station by walking, biking, or other non-motorized transportation modes. Proposed projects are grouped along the Primary and Collector Pathway networks of streets leading riders to the station.

Key proposed improvements include elements to improve pedestrian and bicyclist comfort, safety, and connectivity in reaching the station. Comfort-oriented improvements include additional shade trees and pedestrian lighting, while safety improvements, such as enhanced crosswalks and bulb-outs, address pedestrian safety at crosswalks. Bicycle facilities, including protected bike lanes, are also recommended on key access streets where safe bicycling facilities are not present, noting that bicycle recommendations on three streets may necessitate travel lane reductions. Given community concern on these specific projects, the Supplement details additional public process and technical steps that would need to precede any implementation activities.

A full list of Pathways and recommended improvements is available in the Plan text, which is linked in the Executive Summary.

Process

Plan recommendations are the culmination of a focused outreach process, which began with a review of the recent existing planning work along the Crenshaw corridor, such as the 2016 Crenshaw Boulevard Streetscape Plan. In the winter of 2019, three roundtable meetings were held, with a local youth group, neighborhood council representatives, and bicycle and pedestrian advocates, to learn of local barriers and identify priorities for improvements. The team also held an interactive pop-up event in February 2020 and distributed an online survey through community partners to gather further input on desired treatment types and locations. Further review and coordination with City of Los Angeles staff took place in the Spring of 2020 to ensure the Plan's support of City active transportation priorities.

On March 25, 2021, the Board directed staff to conduct additional outreach in order to allow greater community participation and feedback. Staff held two virtual open houses in May 2021, with more than 80 community members attending across the two events. The events were promoted through email, social media, local community groups, and flyers distributed to residents in the station area. The workshops were structured to collect comments, questions, and feedback through breakout discussion groups. Participants also ranked their most-desired improvement types through a survey exercise, generating nearly 70 survey entries, and submitted written comments via email. The attached Supplement to the Plan details the community feedback collected from these workshops. This input informed the creation of a list of "priority projects" that are recommended for early implementation given their broad base of community support. Several projects have been identified as projects of concern and therefore are recommended for the City of Los Angeles to conduct further outreach and study before considering implementation. Note that this Plan is not subject to the FLM Guidelines, either generally related to project development steps, or specifically related to priority projects.

FINANCIAL IMPACT

Adoption of the Expo/Crenshaw First/Last Mile Plan would have no financial impact to the agency.

Impact to Budget

The project recommendations within the Expo/Crenshaw First/Last Mile Plan are unfunded and would not carry a budgetary impact.

EQUITY PLATFORM

The Plan advances equity through the framework of the Equity Platform, specifically the Define and Measure, Listen and Learn, and Focus and Deliver pillars. An understanding of the area's existing conditions was informed through participation from stakeholders in multiple engagement opportunities and the use of key data. Development of the Plan involved stakeholder roundtables, a pop-up event, an online survey, and two virtual workshops. Comments and feedback from these events informed plan improvements and prioritization. The variety of engagement types were designed to solicit feedback from a wide set of residents with diverse relations to the station and station area. The Supplement responds to community concerns and interests captured through workshops.

The concept recommendations within the Plan would be highly beneficial to transit riders traveling on the E Line (Expo) and Crenshaw/LAX Transit Project by enhancing safety and comfort for those navigating to, from, and around a key transfer station. The Plan improves safety on two streets (Crenshaw and Jefferson Boulevards) identified in the City of Los Angeles High Injury Network (HIN). The HIN is the 6 percent of streets within the City that comprise 65 percent of its traffic fatalities and severe injuries from crashes involving people walking. The network is a key data indicator for the City's Vision Zero plan and aids in guiding strategic safety investments to address high-need, dangerous street corridors. In their current conditions, Jefferson and Crenshaw Blvds are multi-lane, high-speed commercial corridors that also serve as direct connections for riders reaching Expo/Crenshaw Station. Between 2010 and 2019, the date of most recent data, a total of 77 bicycle-involved crashes and 91 pedestrian crashes occurred within a half-mile of the station, including five fatal crashes. The Plan recommendations seek to add improvements such as protected bike lanes, enhanced crosswalks, curb extensions, and other streetscape upgrades that would improve safety by calming traffic and prioritizing space and crossings for people walking and biking.

These improvements would be most beneficial to community members who most commonly walk, bike, and ride transit in LA County. This includes younger residents, the elderly, people of color, and lower-income residents. The residents in neighborhoods comprising Expo/Crenshaw station area are predominantly Black and Latino, comprising 46 and 40 percent of residents, respectively, although higher-income households in portions of the station area suggest some residents of color are less likely to ride transit than other adjacent neighborhoods. In addition, about one-third of the station area includes Metro Equity-Focused Community census tract, in which residents are more likely to rely on transit: 58 percent of households make less than \$35,000 annually, and 22 percent do not have access to a car. By implementing Plan-proposed improvements, these residents will see safer, more comfortable, and more direct pathways to reach the station, improving their transit access and overall traffic safety.

The Plan recommends popular and frequently suggested improvement ideas from feedback heard throughout the development and engagement process, while workshops held in May elicited substantial concern from some residents with a focus on bike projects necessitating lane reductions and potential associated traffic impacts. This can be mitigated and addressed through the next steps as described elsewhere in the report.

DETERMINATION OF SAFETY IMPACT

The recommended action has no direct safety impact. Projects recommended within the Plan will, when implemented, enhance safety for Metro riders walking and biking to and from Expo/Crenshaw Station and making transfers in the station area. These project types include treatments such as protected bike lanes, enhanced crosswalks, and corner bulb-outs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Adoption of the Plan supports strategic plan goals #2 and #3. Following Initiative 2.2, Metro is committed to improving legibility, ease of use, and trip information on the transit system, first/last mile improvements enhance transit access and the experience of traveling to stations. Additionally, the Plan enhances communities and lives through mobility and access to opportunity, specifically through Initiative 3.2: Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made.

ALTERNATIVES CONSIDERED

The Board may choose to not adopt the Plan. This action is not recommended as it would hamper the ability of Metro and the City of Los Angeles to advance plan concepts to the next stage and potentially the ability to seek funding to implement certain safety and access improvements around this key transfer station.

NEXT STEPS

Staff will continue to work with City of Los Angeles to identify suitable funding opportunities for implementation of Plan-recommended projects. Applicable state and local funding sources include the State's Active Transportation Program and Affordable Housing and Sustainable Communities Program, along with the Measure M Multi-Year Subregional Program (MSP). Additionally, staff will coordinate with the City of Los Angeles to discuss and address specific community interests and concerns captured in the Supplement. The Supplement stipulates specific activities for some plan projects including conducting further community outreach, investigating design alternatives as necessary, and developing additional transportation impact studies. These stipulations will be communicated to the City, and Metro may assist in carrying out these steps pending further discussion.

ATTACHMENTS

Attachment A - Expo/Crenshaw First/Last Mile Plan

Attachment B - Executive Summary

Attachment C - Supplement to the Expo/Crenshaw First/Last Mile Plan

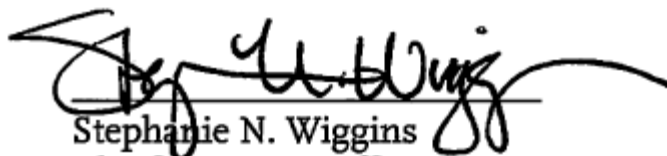
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Stephanie N. Wiggins
Chief Executive Officer

Next stop: our healthy future.

Expo/Crenshaw First/Last Mile Plan

August 28, 2020



Metro[®]

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Acknowledgments

The Expo/Crenshaw First/Last Mile Plan presents key pathways for improving safety and access to the Metro station, along public streets within the City of LA. Plan context, graphics, and narrative are designed to be used in support of funding applications from a variety sources, such as active transportation and streetscape grants. The recommended projects in this plan are high level concepts - specific design elements are not included nor specified. Further design investigation and ongoing community conversations are critical. Likewise, it is important that ownership, installation, and maintenance responsibilities of projects and project elements are established as project design moves forward. Further coordination among the City of Los Angeles, Metro, and community stakeholders will be necessary to identify and move forward priority first/last mile projects. Since projects are located on public streets, the City of Los Angeles should take the lead on project implementation moving forward.

Preface

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Want more?

Appendix A: The Toolkit
Appendix B: Cost Estimate Detail
Appendix C: Existing Plans & Projects
Appendix D: Outreach Summary

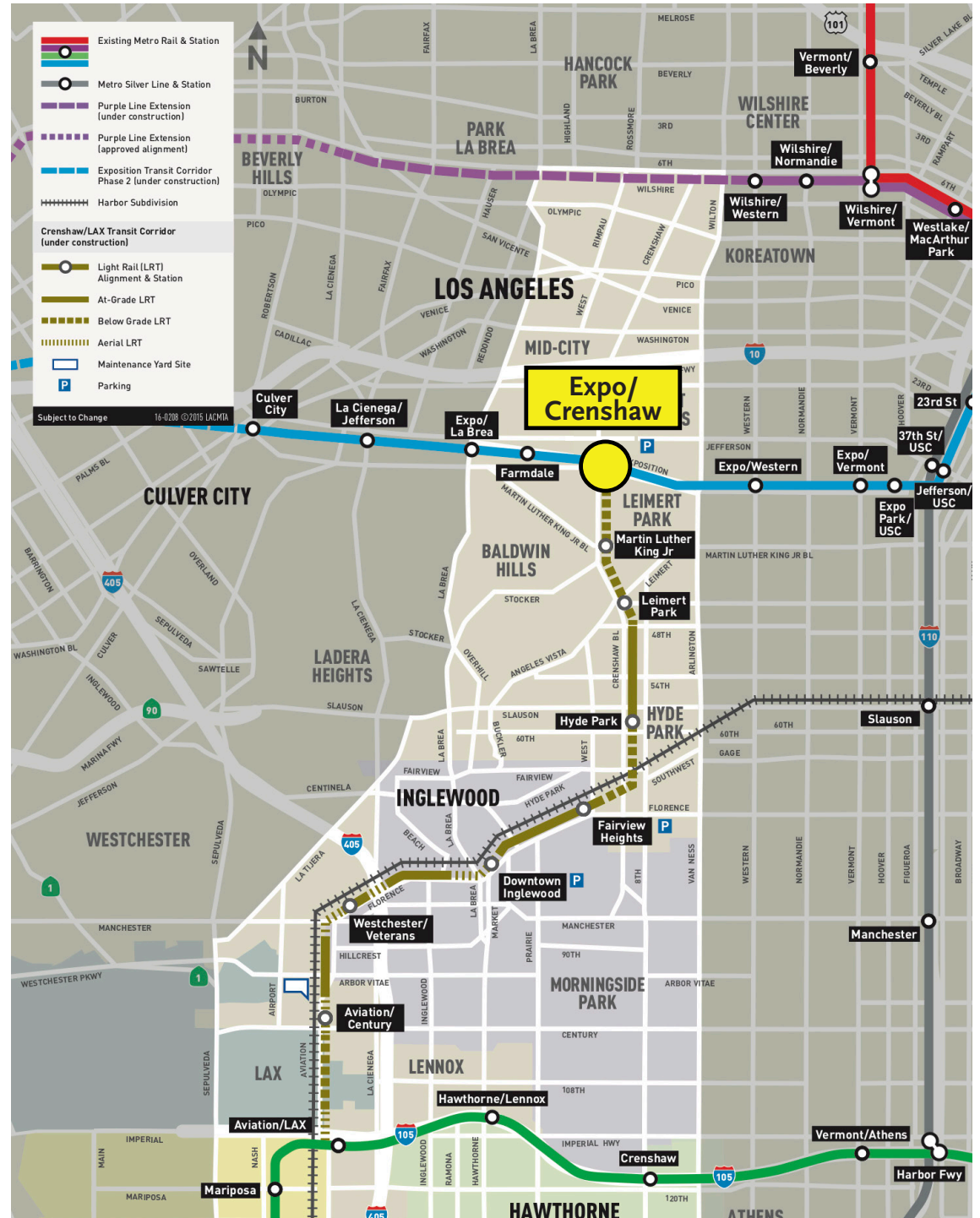
Contents

Introduction

Introducing the Project Area.

The **Expo/Crenshaw station** is uniquely situated as a key transfer station, connecting regional trips to and from **LAX, Santa Monica, Downtown Los Angeles**, and farther to other key employment centers and destinations throughout the City.

The Expo/Crenshaw station will be the terminus of the Crenshaw/LAX line, currently under construction. Once open, the light rail line will run from the existing E Line (Expo Line) at Crenshaw and Exposition Boulevards, 8.5 miles south to the C Line (Green Line). The line will serve the cities of Los Angeles, Inglewood, El Segundo and parts of unincorporated Los Angeles County. The Expo/Crenshaw station will be a major transfer point for Crenshaw/LAX Line, E Line (Expo Line), and bus riders. This Plan identifies and prioritizes First/Last Mile (FLM) improvements to enhance the transit experience for all people.



The Expo/Crenshaw station will draw new local & regional riders.

The Expo/Crenshaw station is located near several regional destinations. These key attractions mean that many people recreating, shopping, working, and living in the area will be traveling through this station in the future.

Crenshaw Crossing

The Crenshaw Crossing project proposes a transit oriented, mixed-use community adjacent to the Expo/Crenshaw station. With new community and commercial space, the areas around the transit station will be activated and energized.

West Angeles Church

The West Angeles Church currently occupies approximately 3.5 acres just north of the Expo/Crenshaw station. With a congregation of 24,000 people, this regional destination will also contribute to the activity at the station, for churchgoers.

Commercial Center

The commercial area to the south of the station includes big-box stores such as Walgreens, Big 5, Verizon, Chase, Starbucks, etc. Access to these stores from the station will require intuitive wayfinding as both patrons and store employees may pass through the station on their way to the commercial center.



The Expo/Crenshaw station consists of two rail stations that connect the east/west E line (Expo Line, at grade) to the new Crenshaw/LAX line (underground). Transfers between the E Line and the Crenshaw/LAX line will need to be both safe and intuitive, as riders will need to disembark from their train and walk to the transferring line.

Looking
South

**Crenshaw/LAX
Terminus**

**Crenshaw
Crossing**

**Crenshaw
Crossing**

**E Line
Station**

**E Line
Station**

**West
Angeles
Church**

Exposition Blvd

Crenshaw Blvd

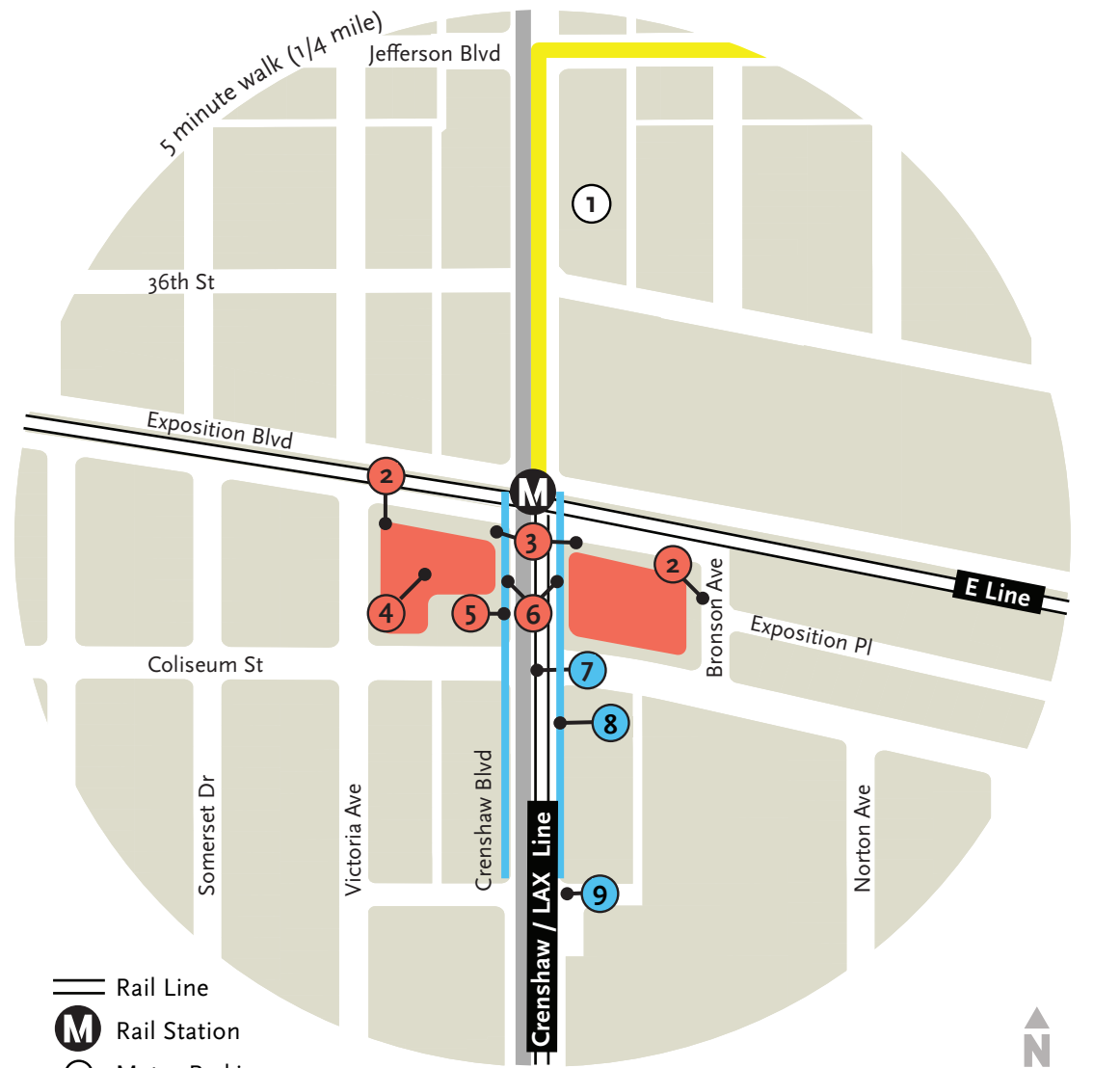
Image Courtesy of the
Crenshaw Crossing
Development Team

Significant planning has already been completed. We've integrated these ideas into the Plan.

Over the last two decades, a significant amount of planning has been completed for the area surrounding the Expo/Crenshaw station. The increased attention to the area is indicative both of the need for enhancements and an energetic and activated community. Further description of all plans can be found in Appendix C.

Relevant plans and projects include:

- Crenshaw Blvd Streetscape Plan
- Crenshaw Corridor Specific Plan
- Destination Crenshaw
- Expo/Crenshaw Joint Development Guidelines & proposed Crenshaw Crossing project
- Great Streets Challenge Grant
- Metro NextGen Study
- Metro Active Transportation Strategic Plan
- Metro First/Last Mile Strategic Plan
- Prop 1C Improvements
- Vision Zero Crenshaw Safety Improvements
- West Adams/Baldwin Hills/Leimert Community Plan



Prop 1C Improvements

Improvements include elements like: new trees, pedestrian lighting, sidewalk repairs, & curb ramps

Crenshaw Crossing Project

- ② Drop-off zone
- ③ Street vacation
- ④ Bike hub
- ⑤ Future additional portal to Crenshaw/LAX line
- ⑥ Bus turnouts

Crenshaw Blvd Streetscape Plan

Crenshaw/LAX Transit Project

- ⑦ New crosswalk & dual curb ramps
- ⑧ New street trees
- ⑨ New single curb ramps

Let's Dive into Some of Those Plans.

Crenshaw Crossing Project

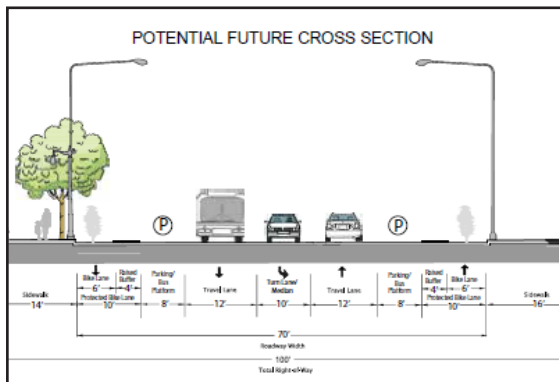


The Crenshaw Crossing rendering above shows the southwest corner of Exposition Blvd and Crenshaw Blvd.

The Metro Joint Development sites, in partnership with the County of Los Angeles, are located south of Exposition Blvd, on either side of Crenshaw Blvd. The western site is currently the LA County Probation Department Office, while the eastern site is being used as a staging area for the Crenshaw/LAX light-rail project. The sites include a set of buildings and spaces with mixed uses, consisting of residential over commercial and community space, and the Metro station entrance portal (see image of the

proposed project, left). The new development will provide a key connection for transit riders who are transferring between the E Line (Expo Line) and the Crenshaw/LAX Line. Transfers between the two lines will require coordination and enhanced safety measures for the high pedestrian volumes anticipated through the Crenshaw Blvd / Exposition Blvd intersection.

Crenshaw Boulevard Streetscape Plan



The Crenshaw Blvd Streetscape Plan details roadway reconfiguration concepts and recommended streetscape improvements along Crenshaw Blvd between the 10 Freeway and 79th St. Although recommendations vary throughout the corridor, the design concepts establish “unifying streetscape elements that are intended to tie the corridor together visually, and unique district streetscape

elements that differentiate the corridor's many distinct neighborhoods." The Crenshaw Blvd Streetscape Plan describes community support for a protected bicycle facility along Crenshaw Blvd, north of 48th St. Significant right-of-way changes would need to occur to accommodate a protected bicycle lane (see illustration from the Streetscape Plan, left).

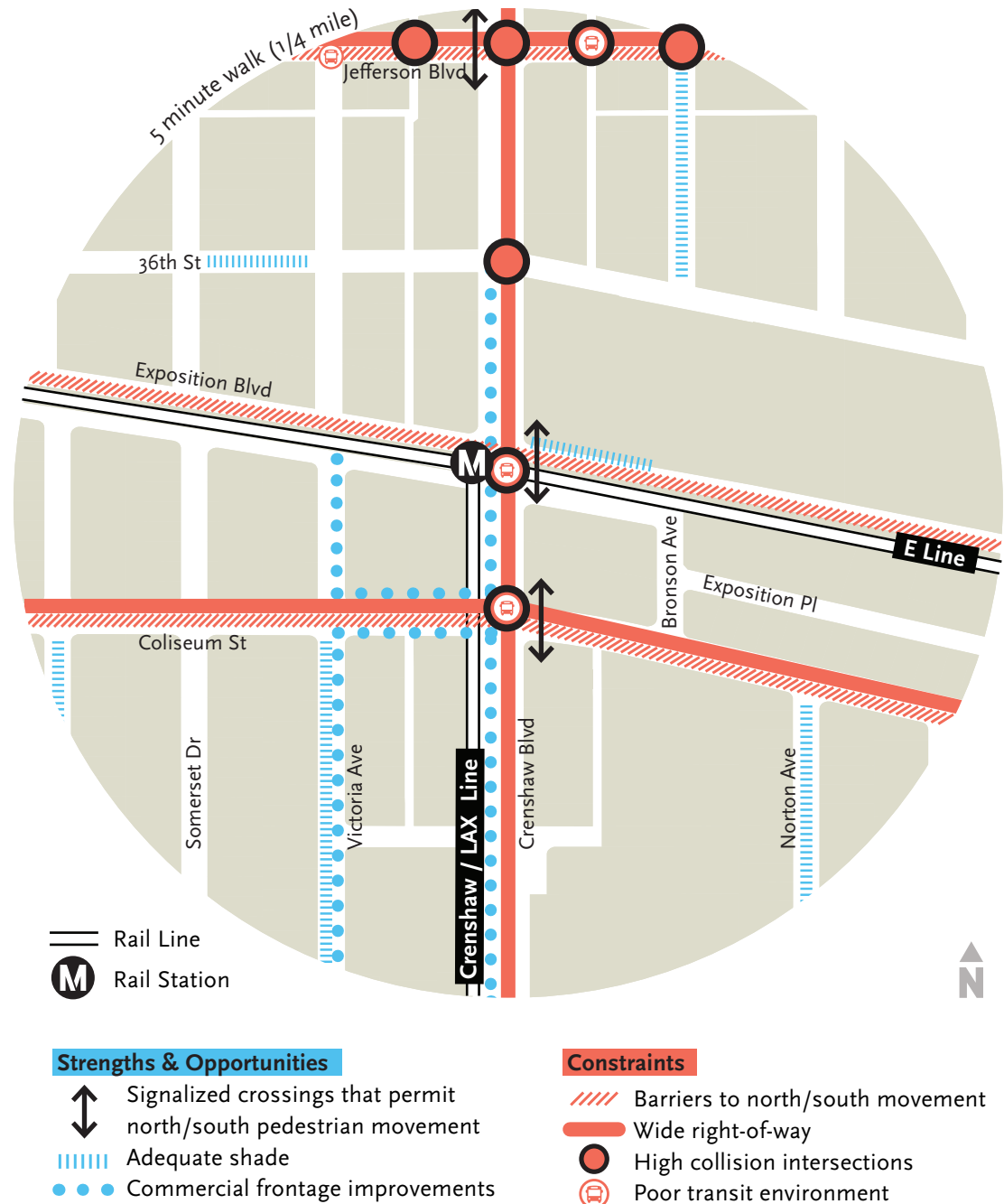
Further description of all plans can be found in Appendix C.

Summing it Up.

Existing walking, biking, and “rolling” conditions were studied to understand barriers and opportunities for improvement, relating to the First/Last Mile. The First/Last Mile refers to the parts of an individual’s transit trip, before and after boarding or disembarking from the Metro line. While bus and rail services often form the core of a trip, riders complete the first and last portion on their own, for example by walking, biking, driving, or rolling themselves to and from the nearest station. This is referred to as the First/Last Mile.

The analysis looked at community destinations, the transit network, safety, pedestrian amenities, street conditions, and the bicycle network. In the station area, existing signalized crossings are critical in providing safe crossings, especially across east/west thoroughfares. Shade and a mature tree canopy are present on some residential streets, but absent on commercial corridors. East/west streets around the station often act as barriers to north/south movement, as there are often over 1,300 feet between crossings. Wide streets in the area encourage high vehicular speeds and contribute to an unpleasant pedestrian environment. High collisions occur on Crenshaw Blvd and Jefferson Blvd, and the transit environment around the station is consistently poor, with little to no amenities.

Detailed mapping and analysis can be found in Appendix C.



Active Listening

Project Process

The project followed Metro's First/Last Mile methodology.

2019
Summer

Fall

2020
Winter

Spring

Gather Background Data

Existing plans and projects were analyzed to understand how they will impact and can inform first/last mile planning. Existing urban conditions were analyzed and mapped. This initial analysis set the stage for fruitful community conversations and draft design concepts.

Metro's Equity Platform

In 2018, the Metro Board approved the Metro Equity Platform Framework, which calls on the agency to address equity in multiple ways. This Plan uses the Equity Platform as a guide, identifying recommendations that derive from a diverse range of local voices. The West Angeles Community Development Corporation (CDC), a community based non-profit organization, was a key partner throughout the process. This section describes community conversations on which Plan recommendations are based. For each project design, most of the elements requested by the community have been included, and if not, explanations as to why are provided on the costing sheets.

Active Listening

The Plan involved multiple conversations with the community, including 3 stakeholder meetings, an online survey, and a community pop-up. Community members helped identify problem areas and locations for improvements. The findings from these conversations helped lay the foundation for first/last mile design concepts.

Prepare Design Concepts

Pathways were identified for people to walk, bike, and roll the Expo/Crenshaw station. Streetscape enhancements and recommendations were identified for each pathway, with a focus on the 1/4 mile around the station.

Compile Final Plan Report

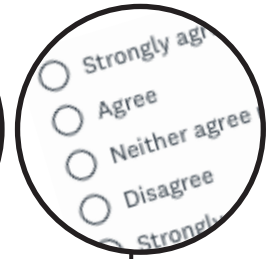
Background data, community conversations, and refined design concepts were compiled into this Plan.



Stakeholder Conversations



Pop-Up



Survey

Meeting with Stakeholders.

Three stakeholder meetings were assembled during the winter of 2019. All three meetings were held in the study area and included conversations with:

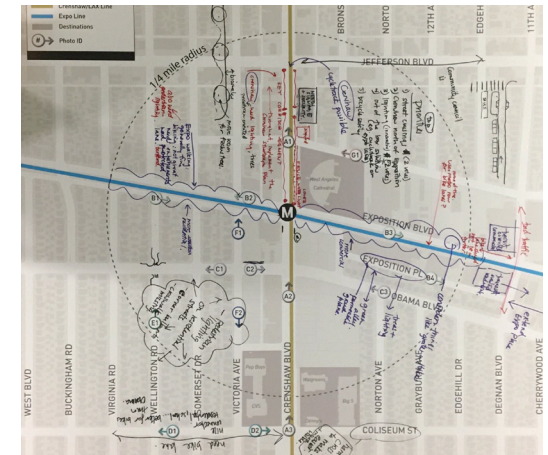
- A local church youth group (Nov 14, 2019)
- Representatives from Neighborhood Councils and an HOA (Dec 9, 2019)
- Bicycle and pedestrian advocates (Dec 17, 2019)

In discussions, community members, many of whom are transit dependent, focused almost exclusively on ways to improve the walking and biking environment around the station. Several participants urged the design and planning team to ‘think big’ and consider streets improvements that would provide significant improvements to the walking, biking, and rolling experience. Examples included protected bike lanes, Complete Streets, and a consistent landscaped parkway with curvilinear sidewalks. Crenshaw Blvd and Exposition Blvd rose to the top as the streets most in need of an overhaul for people walking, biking, and rolling. Street trees, pedestrian lighting, enhanced crosswalks, and improved bike facilities were noted overall as the most needed elements throughout the station area.

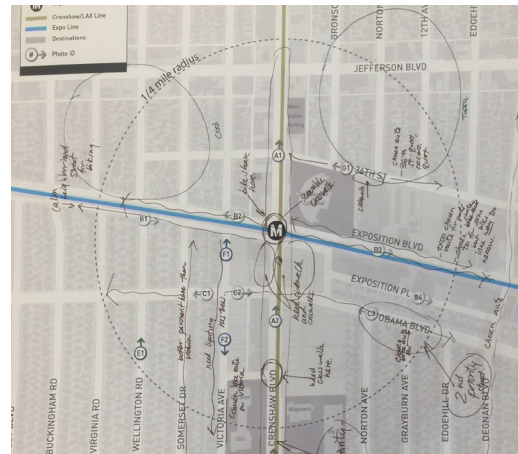
A detailed overview of findings can be found in Appendix D.



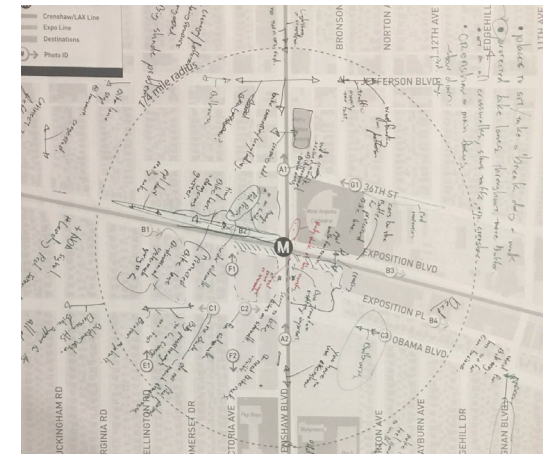
Neighborhood Representatives Notes



Youth Group Notes



Bicycle and Pedestrian Advocates Notes



Popping Up at the Crenshaw Farmers' Market

A community pop-up workshop was held to gather feedback from the public at the Crenshaw Farmers' Market on February 28, 2020.

The pop-up included educational information and a playful activity that used an oversized “Connect 4” game for feedback. Participants were shown a menu of possible improvements and were instructed to choose the three streets they felt needed improvements the most. Participants placed corresponding improvement chips into the game board for their chosen streets. A blank chip was included for participants who wanted to write in their own idea or comment.

A detailed overview of findings can be found in Appendix D.

Participants

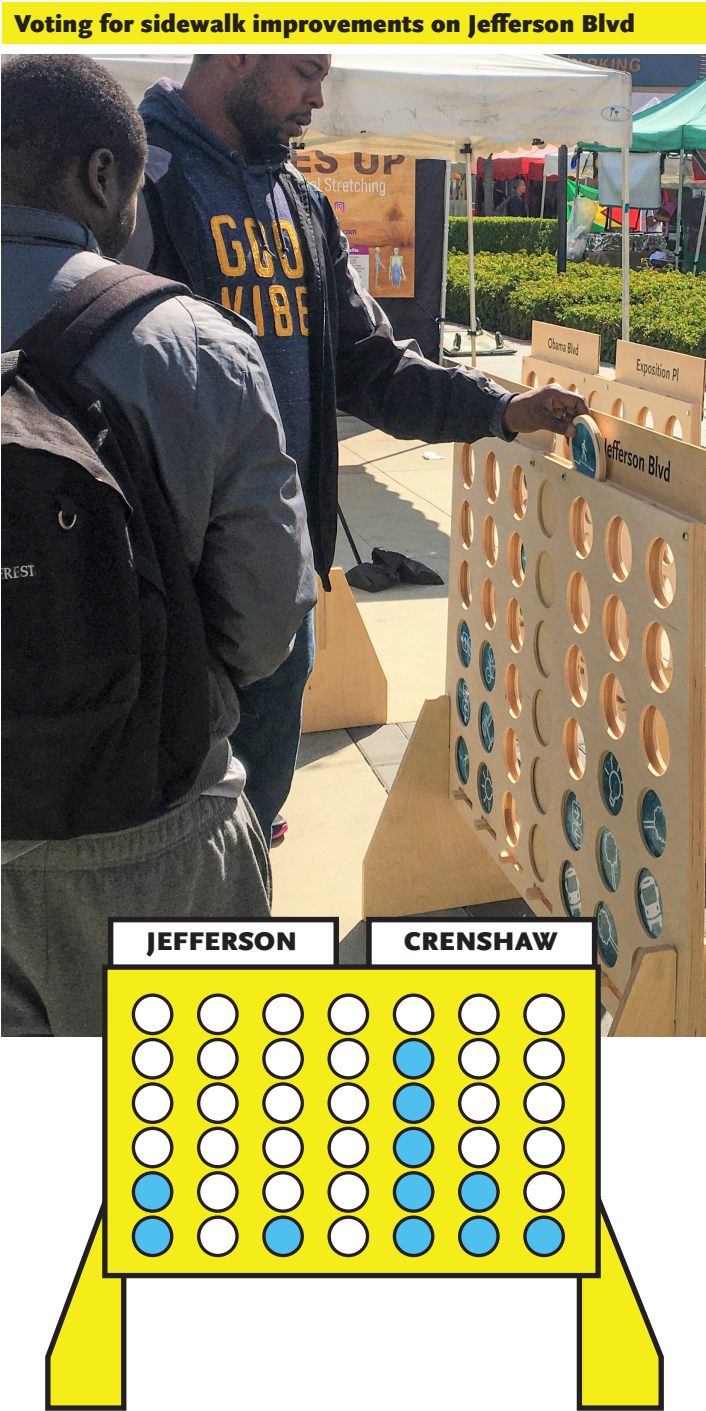
141 comments

Most voted streets

Crenshaw Blvd, Obama Blvd, & Jefferson Blvd

Most important improvements

Street trees, enhanced crosswalks, & pedestrian lighting



Voting for sidewalk improvements on Jefferson Blvd

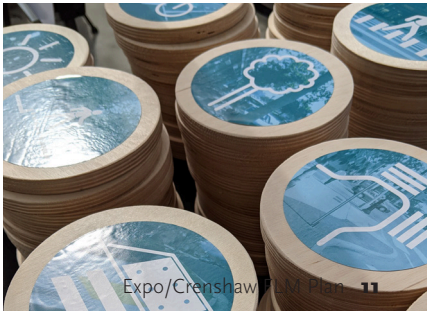
Crenshaw snapshot



Voting for trees on Crenshaw Blvd



First/Last Mile voting chips



Community Survey

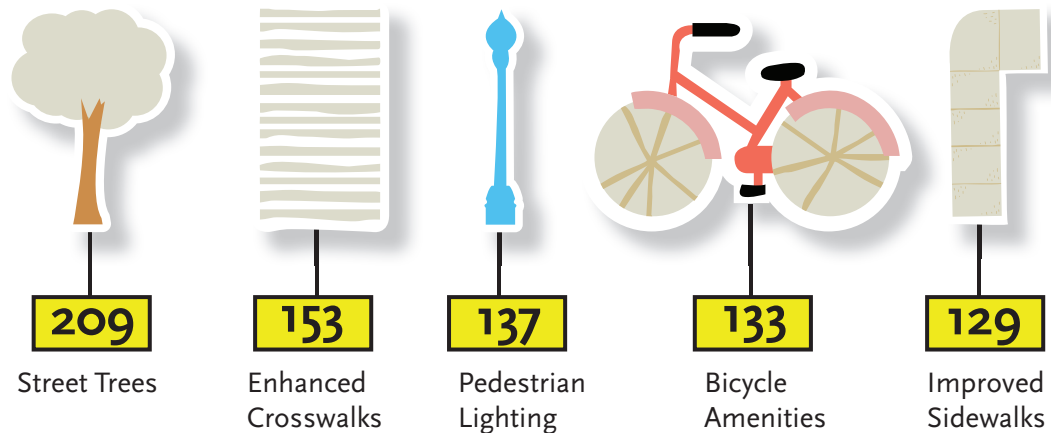
The purpose of the online survey was to allow additional community members to have a chance to share their thoughts regarding improvements needed around the Expo/Crenshaw station. The questions on the survey aligned with the questions asked during the pop-up; the goal was to gather feedback to help prioritize first/last mile improvements within the 1/4 mile around the station. The survey, which was online for 3 weeks, was distributed via Metro social media, listservs, and through community members and organizations who had previously participated in stakeholder roundtable meetings. Respondents submitted 130 survey entries. 72% of respondents reported that they live within the study area.

Similar to the findings from the pop-up and the input received from the stakeholder meetings, **Crenshaw Blvd, Obama Blvd, Exposition Blvd, and Jefferson Blvd** were the top 4 streets that were brought up by survey participants.

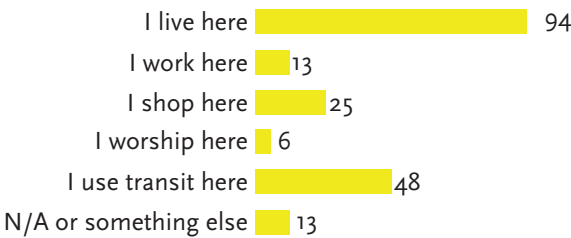


Top Improvements Needed

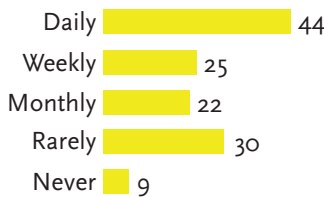
(Total number of votes for each improvement in yellow boxes; top 5)



What draws people to the study area?



Participants use the bus/train...



The Pathway Strategy

Improving station access means improving a complete network of streets, enhanced for multiple modes.

Understanding the Recommendations

Take a look first at the First/Last Mile Pedestrian Pathway Network and Wheels Pathway Network maps to understand the streets that have been chosen for improvement. These streets were selected as a result of community conversations - each street was recommended for inclusion by the community, except in one case, where Somerset Dr was added to the network because it solves a particular issue that was identified by participants (providing a safe alternative to Crenshaw Blvd for people who are biking and walking). The **Pedestrian Pathway Network** map includes streets that are within a comfortable walking distance from the station (1/4 mile), while the **Wheels Pathway Network** map looks further out (1 mile), given the longer distance people are willing to bike or scoot, compared to those walking.

In recognition of the importance of safe and visible, street crossings, an **Intersections Treatment Diagram** is included, illustrating recommended improvements for intersections near the Expo/Crenshaw station, as being able to cross frequently and regularly is important for station access.

Note: Recommended dimensions provided are for guidance purposes only to showcase desired spatial allocation. Actual dimensions will vary based on on-the-ground conditions and detailed study.

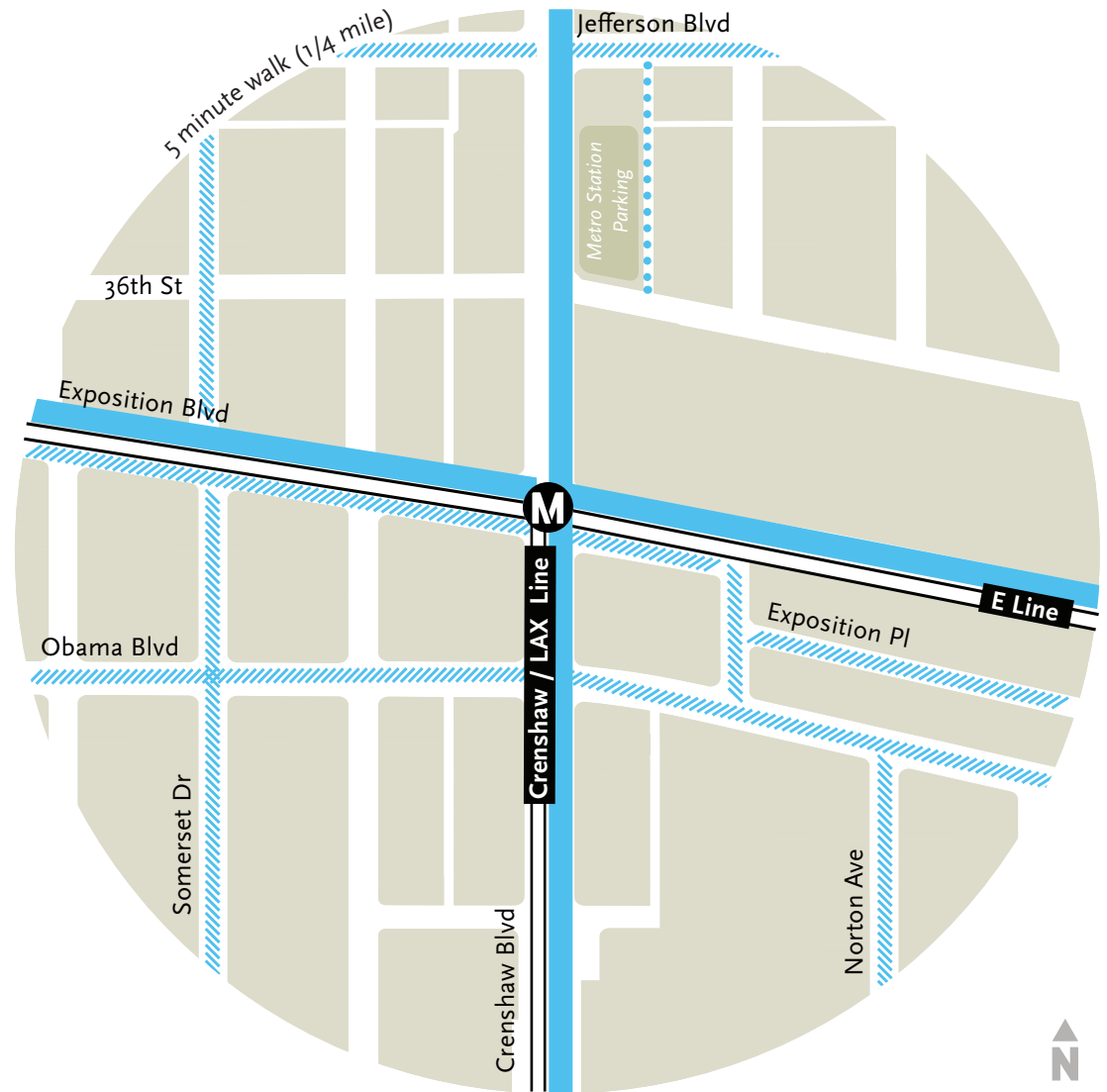
While all streets should be comfortable for people walking, the First/Last Mile Pedestrian Pathway Network highlights streets that are especially critical for access.

Pedestrian Pathway Network

The First/Last Mile Pedestrian Pathway Network includes streets, primarily identified by the community, which are critical for station access for people walking. Streetscape improvements should be focused along these streets.

The Network is composed of three different types of pathways:

- ① **Pathway Arterials** are primary routes that connect directly to the station. Here they include Exposition Blvd and Crenshaw Blvd.
- ② **Pathway Collectors** are secondary routes that connect to the two Pathway Arterials
- ③ **Pathway Cut-Throughs** are additional shortcut routes or pathways to improve access to key destinations.



Critical Pedestrian Streets for Station Access

- | | | | |
|--|---------------------|--|--------------|
| | Pathway Arterial | | Rail Line |
| | Pathway Collector | | Rail Station |
| | Pathway Cut-Through | | |

Note: Coliseum St and Buckingham Rd are not within the 1/4 mile study area, but are included in this Plan as key transit access streets.

For bike-related improvements, let's look beyond the 1/4 mile, at new bike facilities that can link in with the regional network.

Wheels Pathway Network

The goal for the proposed Wheels Pathway Network is to optimize access for people riding, scooting, and otherwise rolling to and from the station. Proposed 'wheels' facilities connect to existing and city-proposed bike lanes and help to close gaps. See the Toolkit in Appendix A for example photos of each type of proposed facility. All proposed facilities should be friendly for both expert and novice riders of all ages. This means that on major streets, bike facilities should be protected, vertically separated from vehicle lanes, and well-delineated. On slower neighborhood streets, bike facilities should be enhanced with traffic calming measures and streetscape improvements.

In addition, Bicycle Friendly Intersections (BFIs) and a Green Zone are recommended. BFIs can include bike boxes, conflict striping, and bike signage, as appropriate. The Green Zone can include transfer amenities such as a drop off zone, electric vehicle charging, bike share stations, micro-mobility parking, and a mobility hub.

See Appendix A and the FLM Strategic Plan for more information.



Proposed 'Wheels' Improvements

- 8-80 Protected Bike Lane (Class IV)
- - - - Bike Lane (Class II)
- Neighborhood Greenway (Class III)
- Advisory Bike Lane (Class III)
- Sharrow (Class III)
- ⋯⋯⋯ Walk Your Bike Zone
- Bicycle Friendly Intersection
- Protected Intersection
- Green Zone

Reference Items

- City of LA Proposed Bike Facility
- City of LA Existing Bike Facility
- Rail Line
- M Rail Station

Using Metro's First/Last Mile suite of improvements, the recommendations for each key street are summarized here.*

Community stakeholders additionally expressed interest in **engaging local artists** to design public art, gateways, and other streetscape elements to reinforce the cultural identity of the corridor. Although specific locations for public art are not identified in this Plan, visual enhancements are supported within the study area. As an example, artists can be commissioned to enhance the character of commercial corridors by artfully painting blank building facades.



Name	Type	Enhanced Crosswalks	Speed Cushions	Corner Curb Extensions	Directional Ramps	Improved Sidewalks	Street Trees	Street Furniture	Wayfinding **	Enhanced Bus Stops	Pedestrian Lighting	Bike Facility (e.g. lane or other)
Crenshaw Blvd	Arterial	<input type="radio"/>			<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Obama Blvd	Collector	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>		<input type="radio"/>		<input type="radio"/>	<input type="radio"/>
Exposition Blvd	Arterial	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>		<input type="radio"/>		<input type="radio"/>	<input type="radio"/>
Exposition Blvd (S of Expo Line)	Collector	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>				<input type="radio"/>	<input type="radio"/>
Jefferson Blvd	Collector	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Somerset Dr	Collector	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		<input type="radio"/>		<input type="radio"/>		<input type="radio"/>	<input type="radio"/>
Norton	Collector	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		<input type="radio"/>		<input type="radio"/>		<input type="radio"/>	<input type="radio"/>
Coliseum	Collector	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Exposition Pl	Collector						<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>
Alley (E of Crenshaw)	Cut-Through								<input type="radio"/>		<input type="radio"/>	

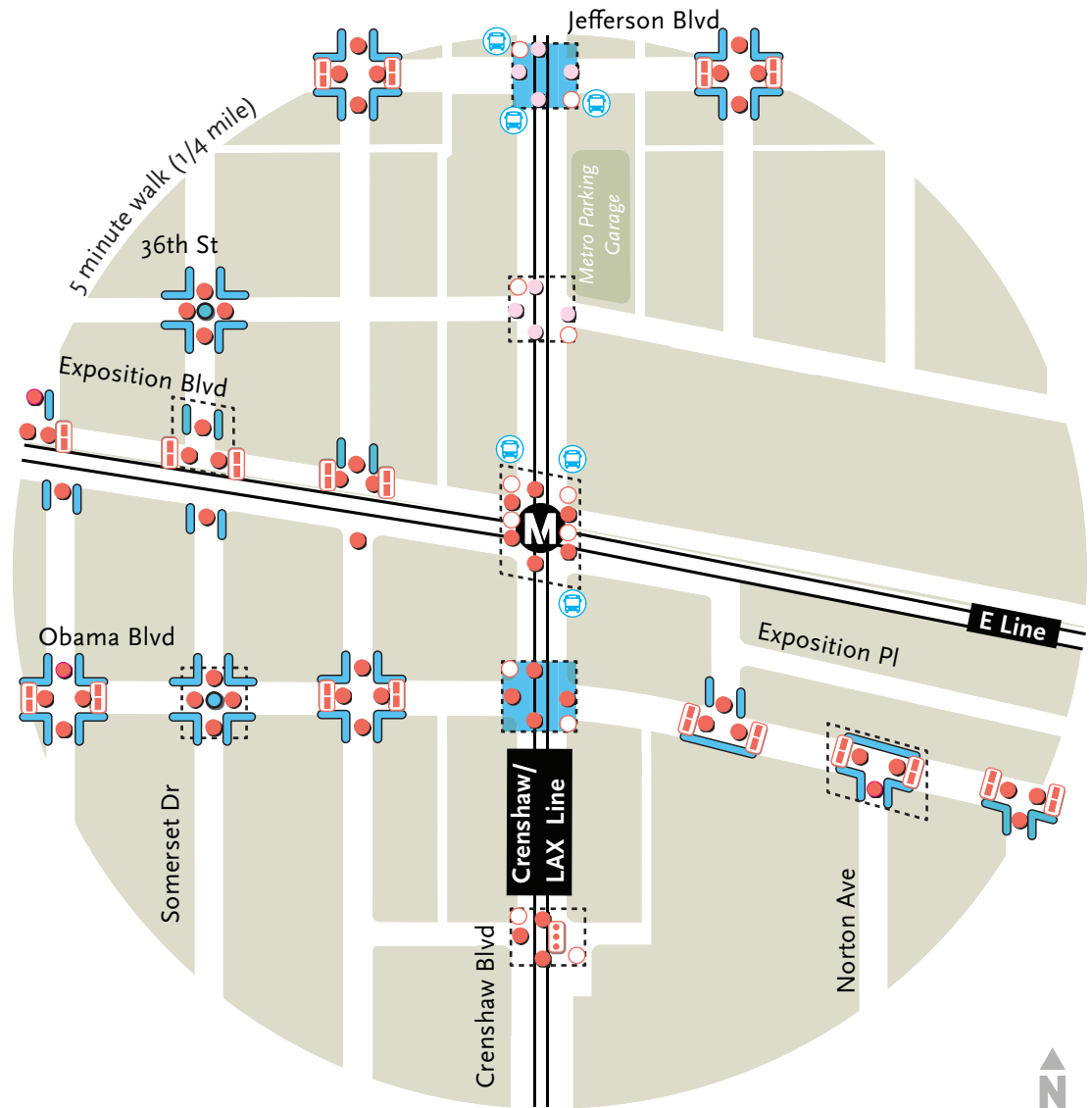
* Not all improvements recommended in the Plan are included in this matrix. See project pages for details.

** The design of wayfinding and signage as it relates to Metro Rail needs to follow [Metro's Trailblazing Signage Standards](#) to ensure that Metro wayfinding is consistent and recognizable to riders accessing the system across LA County.

Facilitating easy and pleasant crossings at intersections is key for First/Last Mile access.

Improving intersections for First/Last Mile access can take many forms. Usually the intent is to make crossing the street easier and safer, through increased visibility, shorter crossing distances, slowing or stopping traffic, or bike-friendly design.

Corner curb extensions with directional curb ramps are recommended at various locations along many First/Last Mile Pathways throughout the 1/4 mile study area. Traffic circles are added at key intersections along Somerset Dr, Norton Ave, and Buckingham Rd to transform them into Neighborhood Greenways. New rectangular rapid flashing beacons are recommended along Jefferson Blvd and Obama Blvd to allow for more frequent crossings on these busy streets. Bicycle signals are recommended at intersections along Crenshaw Blvd.



Key Intersection Improvements

- | | | | | | |
|---|--|---|-----------------------------------|---|-------------------------------|
|  | Corner curb extensions w/ directional curb ramps |  | New traffic signal |  | Bicycle friendly intersection |
|  | Enhanced crosswalks |  | Bicycle signal |  | Protected intersection |
|  | Existing crosswalks |  | Rectangular rapid flashing beacon | | |
|  | Traffic circle |  | Enhanced bus stop | | |

Project Specifics

Recommendations consider the full experience - what it feels, smells, looks, and sounds like around the station.

Streetscape enhancements are presented for each key street within a 1/4 mile of the station. The order in which the streets are presented in this section reflects the streets that were ranked the highest in response to the following online survey question: “Which street needs improvement the most?” Crenshaw Blvd received the most votes (122), followed by Obama Blvd (74), Exposition Blvd (69), Jefferson Blvd (65), Coliseum St (32), and Exposition Pl (18). Norton and Somerset were not options for this question. This ranking is supported by the Project Prioritization presented in the final section of this Plan.

Here we present **recommendations for a network of key streets*** that can be used to safely and pleasantly walk, bike, and “roll” to and from the Metro station. Recommendations include public realm improvements, taking into consideration the full experience of getting to and from the station - what does it feel like, what does it look like, what does it sound like? Adding trees and shade can make it **feel** more comfortable and **smell** more pleasant with cleaner air, adding sidewalk lighting can make it **look** nicer and easier to navigate, and slowing traffic or moving vehicles away from the sidewalk, can make it **sound** calmer, quieter, and more welcoming for people not in vehicles.

Tear out the pages for the street you are interested in.

This packet can be used for funding applications or to build community support. Street recommendations follow the same organization:

- ① Overview of goals
- ② ID of community-identified issues & opportunities
- ③ Illustration of improvements, via a plan view, street sections, and in some cases 3D before/after renderings
- ④ Costing information

** Recommendations in this Plan are compatible with or complement already-planned or proposed improvements by the City of LA and others, as noted in the Relevant Plans and Projects Memo. (See Appendix C)*



1

Crenshaw Blvd is a major north-south commercial corridor that connects directly to the Expo/Crenshaw station.

There is strong community support* for both pedestrian and bicycle improvements along the street. Currently, Crenshaw serves various Metro bus lines and has up to three lanes of traffic in each direction and a center turn lane. When it comes to walking and biking, the street is fairly uncomfortable. Adding a protected bike lane would make it much nicer for cyclists and also for pedestrians, since vehicles would be further away from the sidewalk. This proposal aligns with the “Aspirational Bike Lane” concept designed in the City’s *Crenshaw Blvd Streetscape Plan*.

** Crenshaw Blvd, especially the segment north of Exposition Blvd, was the most commented upon street during the stakeholder meetings, community pop-up, and the online survey. It also rose to the top for both pedestrian- and wheels- project prioritization.*

Crenshaw Blvd

Crenshaw Blvd

How does it look today?

Looking north

Bus stops could be enhanced

While this crosswalk is 'high-visibility', many are not

No pedestrian-scaled sidewalk lighting

CRENSHAW BLVD

JEFFERSON BLVD

Missing trees and landscaping

No dedicated space for cyclists

No street furniture or wayfinding

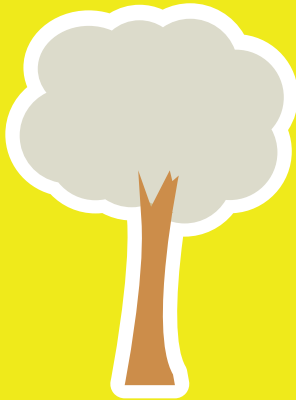
Sidewalks in need of repair

Noisy and wide right-of-way; sometimes vehicles are speeding, other times there is a lot of congestion

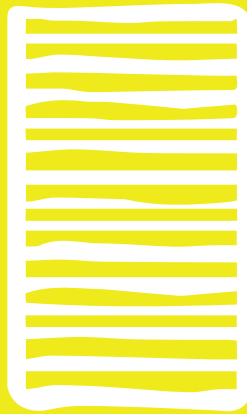


What's needed the most?

Top 3 Requested Improvements *



Street Trees



Crosswalks



Sidewalk Improvements

Other Items that Need Attention **

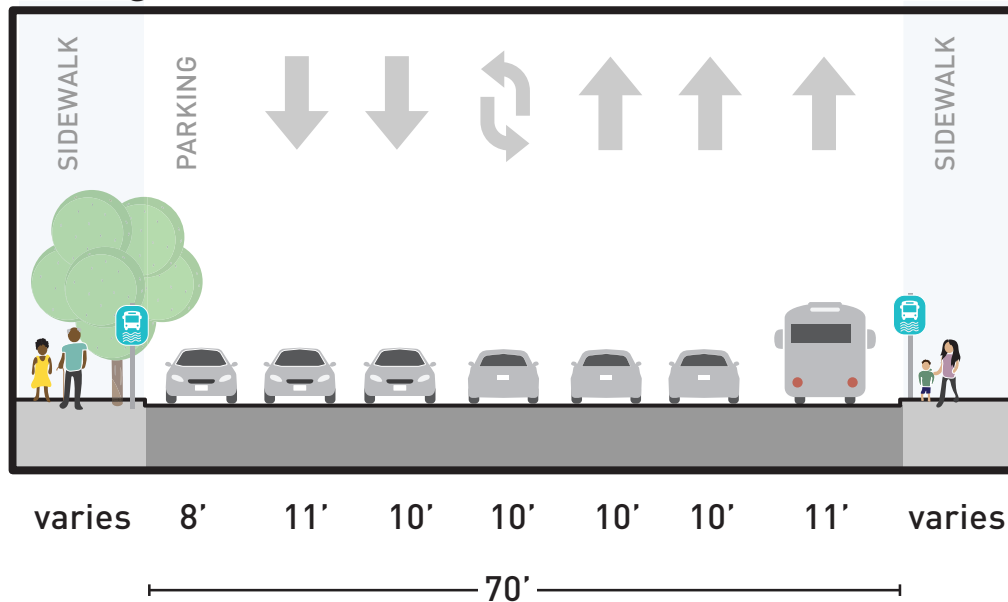
A direct connection is needed for people riding their bikes to the station, it is generally unpleasant to walk on the street due to the heat and lack of shade, swiftly moving vehicles, and sidewalks in need of repair. The street is also missing wayfinding signage, which would be very helpful in this area. The improvements from the Crenshaw Blvd Streetscape Plan should be implemented.

* From the online survey

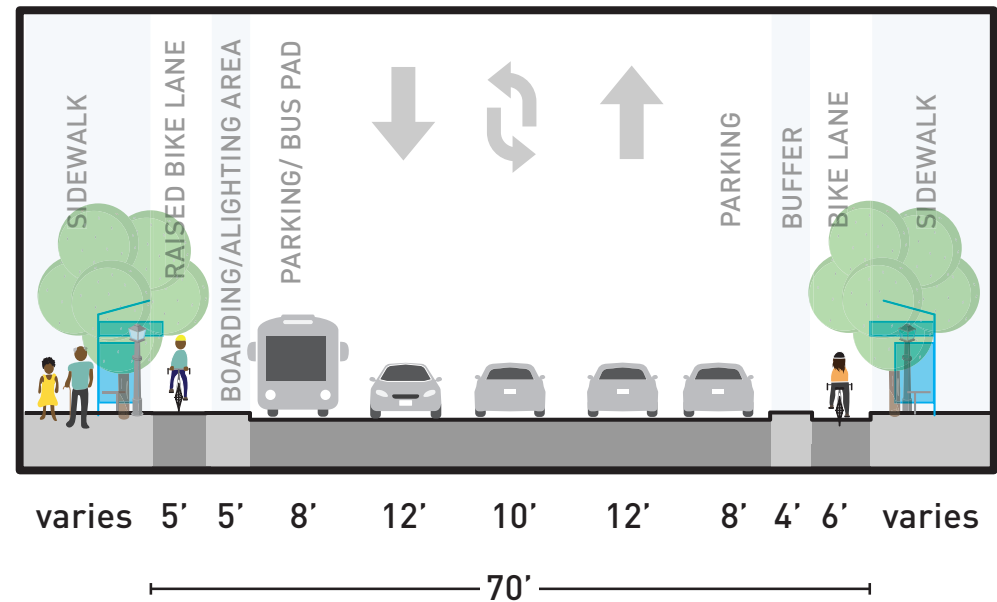
** As discussed by community stakeholders

Roadway Changes

Existing Street



Proposed Street



Summary

Major traffic impacts - remove 2 northbound travel lanes and 1 southbound travel lane

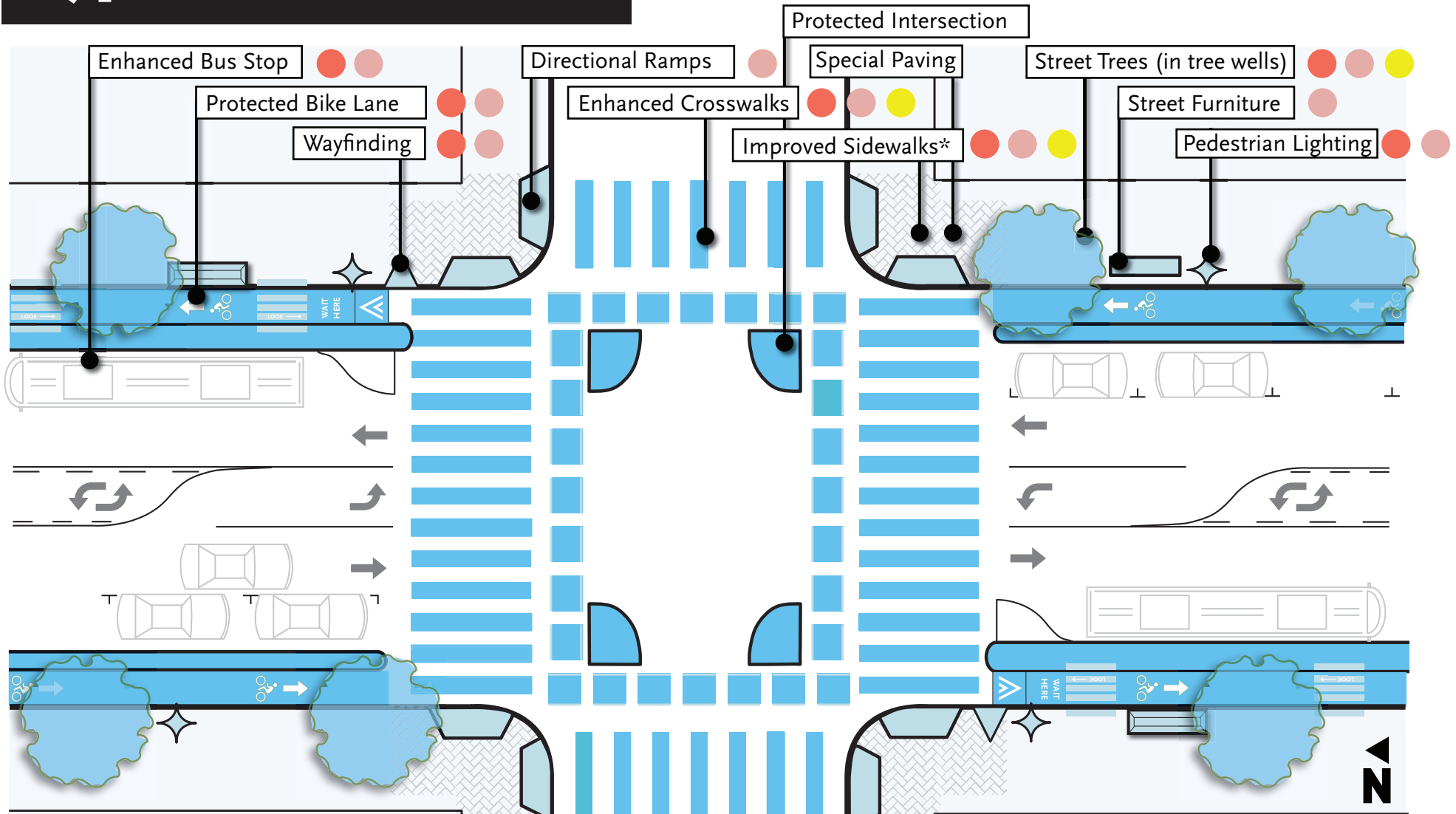
Retain parking on west side and add parking on the east side

Add in protected bike lane

Introduce raised bike lane with narrow boarding/alighting area at bus stops

Add Protected Intersections where feasible (see illustration, next page)

Typical Intersection

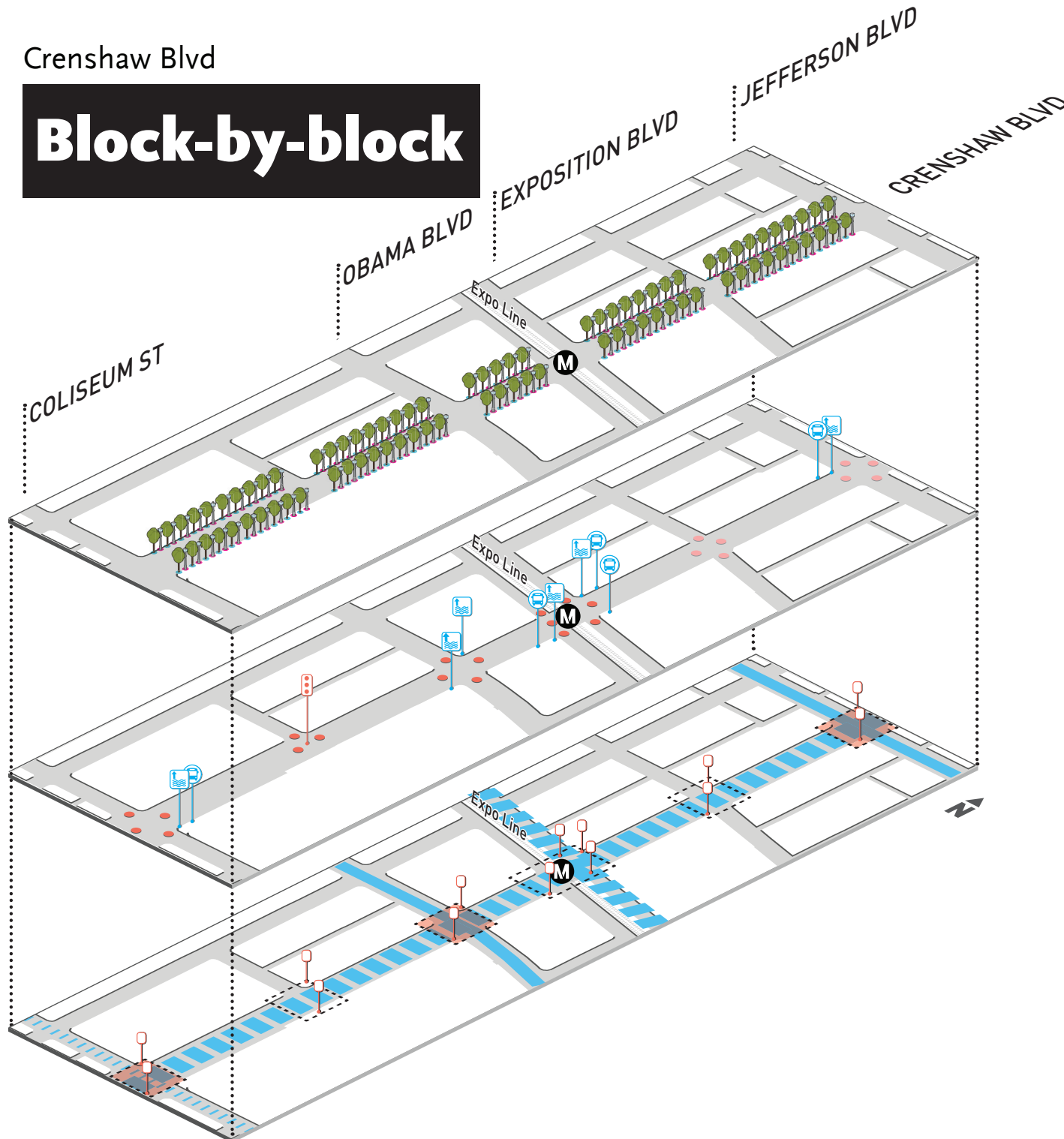


- Recommended during a stakeholder meeting
- Recommended during the community pop-up
- Element in the top 3 of those supported in the online survey

* Further study needed to identify specific spot locations for sidewalk improvements. Not included in cost estimate.

Crenshaw Blvd

Block-by-block



Comfort



Street Tree Infill*
(30' on center)



Pedestrian Scaled Lighting*
(30' on center)

Access



Enhanced Crosswalks



Existing Crosswalks



New Traffic Signal



Enhanced Bus Stop



Wayfinding

Mobility



Bike Friendly Intersection
(e.g. bike boxes, conflict striping,
bike signage, etc)



Protected Intersection



Bike Signal



8-80 Protected
Bike Lane (Class IV)



Bike Lane (Class II)



Greenway (Class III)



Advisory Bike Lane (Class III)

*Street trees and pedestrian scaled lighting shown for illustrative purposes only. Actual street tree and pedestrian scaled lighting locations and counts vary by block and available space.

Crenshaw Blvd

Before-and-After



How much will this cost?

Pedestrian Projects

Street trees (in tree well)	\$407,000
Pedestrian lighting	\$945,000
Sidewalk paving enhancements	\$588,000
Enhanced crosswalks	\$93,240
Outboard bus platforms	\$210,000
Wayfinding	\$12,600
Signal modifications	\$315,000
Green zone	\$60,000
Misc/contingency/construction/soft costs	\$3,535,000
Total (rounded)	\$6,166,000

Wheels Projects

Bike signals	\$350,000
Bike friendly intersections	\$270,000
8-8o protected bike lane (Class IV)	\$2,120,000
Protected intersections	\$1,500,000
Misc/contingency/construction/soft costs	\$5,689,000
Total (rounded)	\$9,929,000

Other items recommended by the community, which were not integrated into the design plans:

All recommendations provided by the community were folded into the Plan. Traffic calming will result from the reduction in lanes due to the addition 8-8o protected bike facility (Class IV).

2

Obama Blvd is as a key east-west residential route located south of the Expo/Crenshaw station. Obama Blvd is often used as a vehicular cut-through and it therefore sees high traffic speeds. Curb extensions with enhanced crosswalks will help to calm traffic and facilitate pedestrian and bicyclist movement across and along the street. A bike lane is recommended, requiring removal of one travel lane in each direction. The goal is to make Obama Blvd more people-oriented and friendly to use while walking to and from the station.

Obama Blvd

Obama Blvd

How does it look today?

Looking west

Residential street with short blocks

No pedestrian-scaled sidewalk lighting

Missing crosswalks

Wide turning radii at corners

Wide right-of-way that allows cars to speed

No bicycle facility

Palm trees do not provide shade

SOMERSET DR

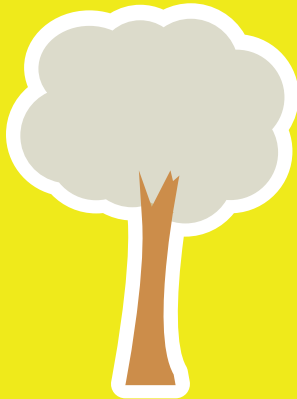
Somerset Dr
3400 S

OBAMA BLVD

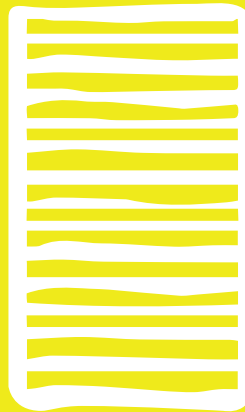


What's needed the most?

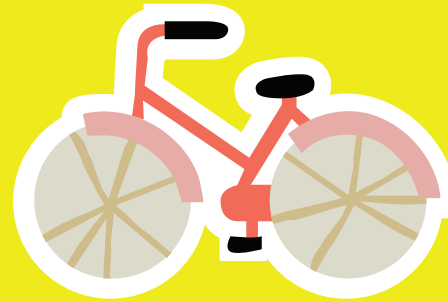
Top 3 Requested Improvements *



Street Trees



Crosswalks



Bike Amenities

Other Items that Need Attention **

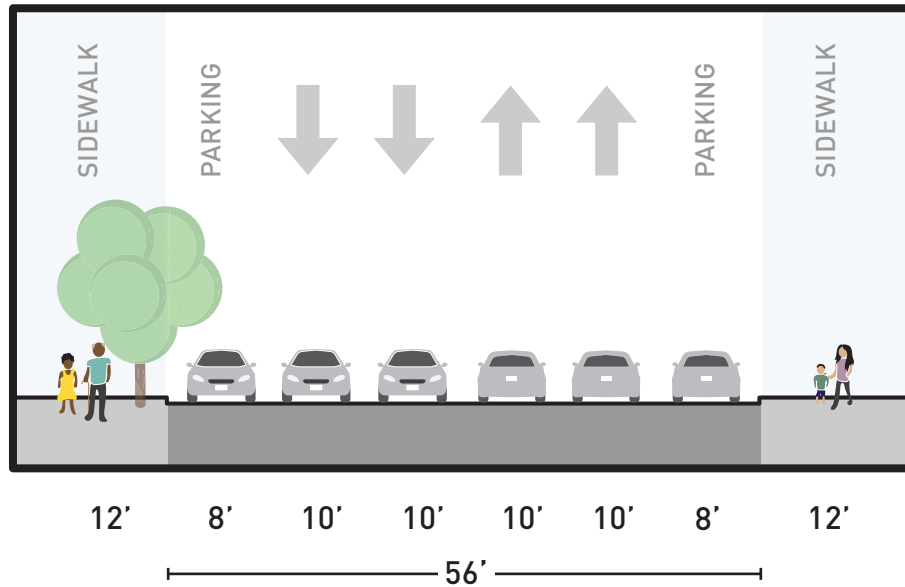
Dark at night, long blocks, and the wide street encourage speeding traffic.

* From the online survey

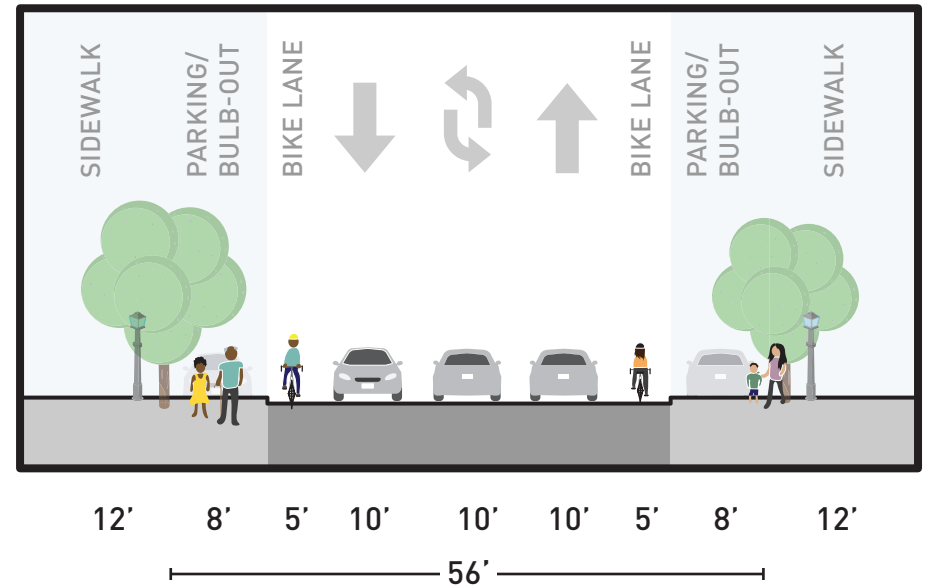
** As discussed by community stakeholders

Roadway Changes

Existing Street



Proposed Street



Summary

Remove one travel lane in each direction

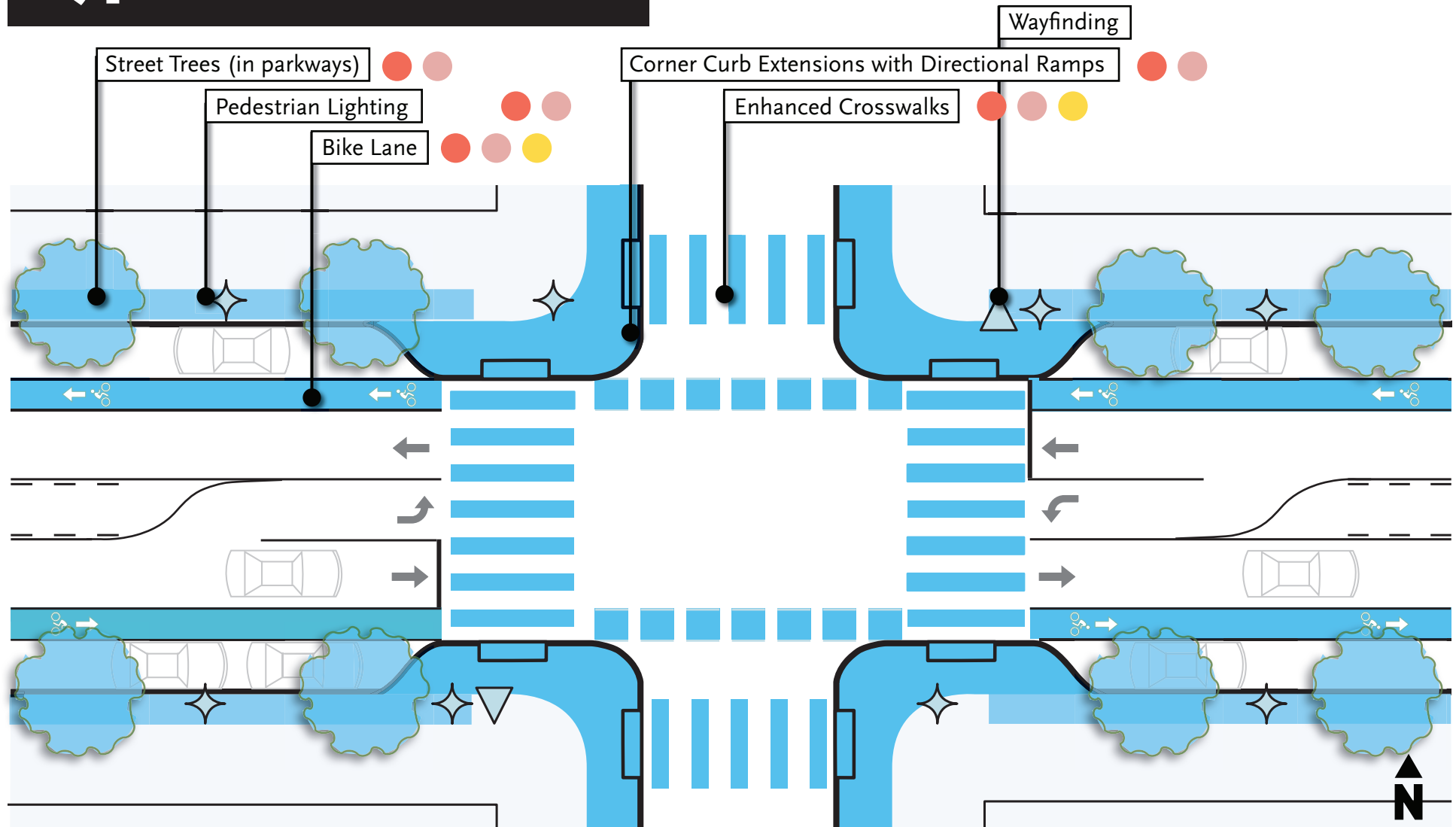
Introduce center turn lane

Retain parking

Add corner curb extensions

Add bike lane

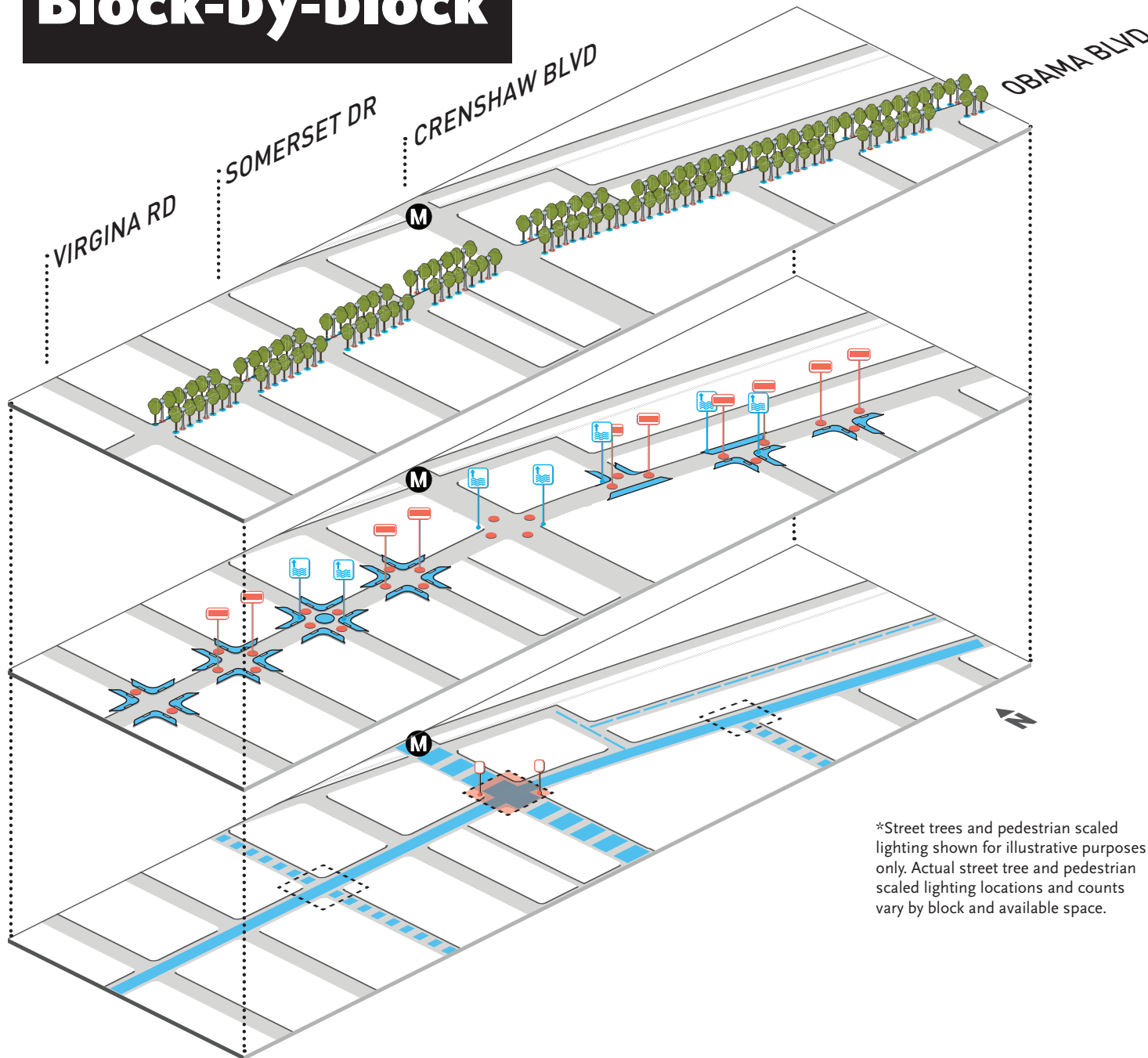
Typical Intersection



- Recommended during a stakeholder meeting
- Recommended during the community pop-up
- Element in the top 3 of those supported in the online survey

Obama Blvd

Block-by-block



*Street trees and pedestrian scaled lighting shown for illustrative purposes only. Actual street tree and pedestrian scaled lighting locations and counts vary by block and available space.

Comfort



Street Tree Infill*
(30' on center)



Pedestrian Scaled Lighting*
(60' on center)

Access



Enhanced Crosswalks



Rectangular Rapid Flashing
Beacon & Reflective Raised
Pavement Markers



Wayfinding



Corner Curb Extensions with
Directional Curb Ramps



Traffic Circle

Mobility



Bike Friendly Intersection
(e.g. bike boxes, conflict striping,
bike signage, etc)



Protected Intersection



Bike Signal



8-80 Protected
Bike Lane (Class IV)



Bike Lane (Class II)



Greenway (Class III)



Sharrow (Class III)

How much will this cost?

Pedestrian Projects

Street trees (in parkway)	\$112,000
Street trees (in tree well)	\$133,200
Pedestrian lighting	\$491,400
Bulb-outs with directional curb ramps	\$672,000
Enhanced crosswalks	\$82,880
Wayfinding	\$14,700
Rectangular rapid flashing beacons	\$400,000
Misc/contingency/construction/soft costs	2,564,000
Total (rounded)	\$4,471,000

Wheels Projects

Bike signals	\$50,000
Bike friendly intersections	\$150,000
Bike lane (Class II)	\$324,000
Misc/contingency/construction/soft costs	\$711,000
Total (rounded)	\$1,235,000

Other items recommended by the community, which were not integrated into the design plans:

All recommendations provided by the community were folded into the Plan except ideas for street furniture and bus stop improvements.

Because of the residential character of the streets and because there are not currently any buses that run along the street, these elements are not included.

Regarding traffic calming (recommended by the community), while not overtly included in the Plan via elements like speed humps, traffic calming will result from the proposed lane reduction and new corner bulb-out extensions.

3

Exposition Blvd runs east-west, immediately adjacent to the Expo Line. It is separated by a landscaped buffer from the Metro tracks and currently has a narrow bike lane. The street is pleasant to walk down, because of the street's narrow width, the trees and new landscaping, and the nice sidewalks. The long Expo Line tracks offer a great opportunity to introduce a bi-directional protected bike lane to improve the experience for those riding a bicycle along the street.

Exposition Blvd

Exposition Blvd

How does it look today?

Looking west

Narrow bike lane in gutter

Newly planted trees are not yet shade producing

No pedestrian-scaled lighting along sidewalks

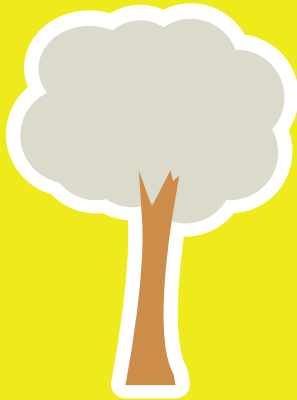
Comfortable yet narrow sidewalk

EXPOSITION BLVD

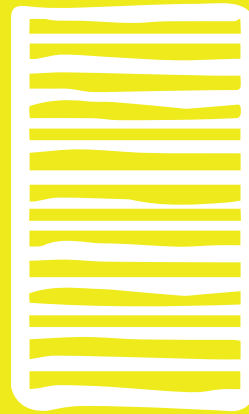


What's needed the most?

Top 3 Requested Improvements *



Street Trees



Crosswalks



Sidewalk Improvements

Other Items that Need Attention **

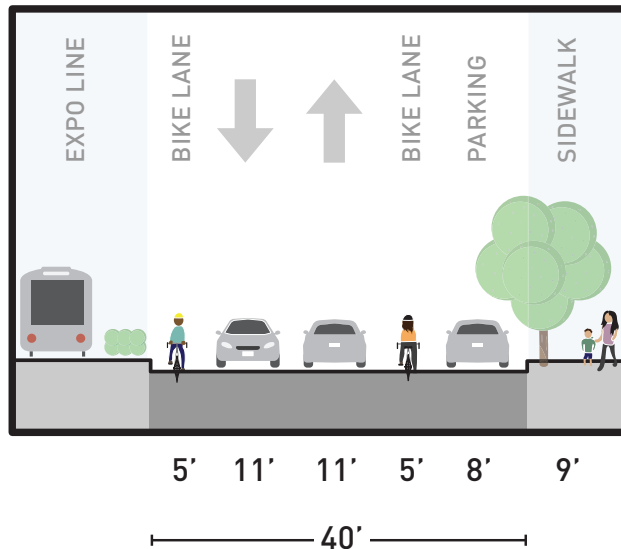
Narrow bike lane along tracks, dark at night, no wayfinding

* From the online survey

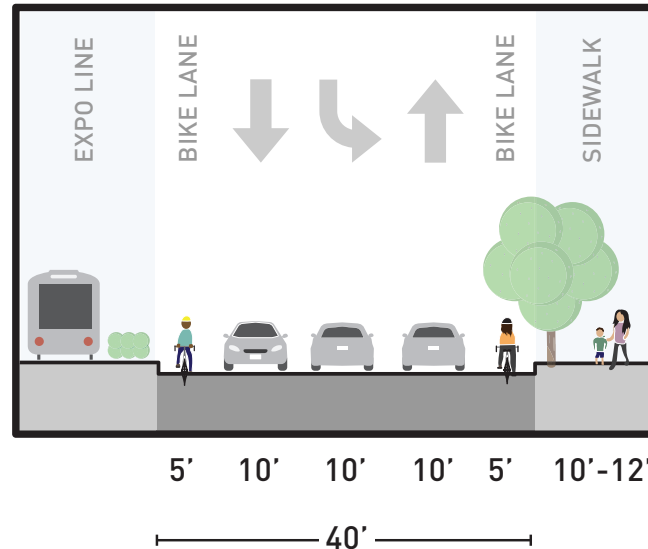
** As discussed by community stakeholders

Roadway Changes

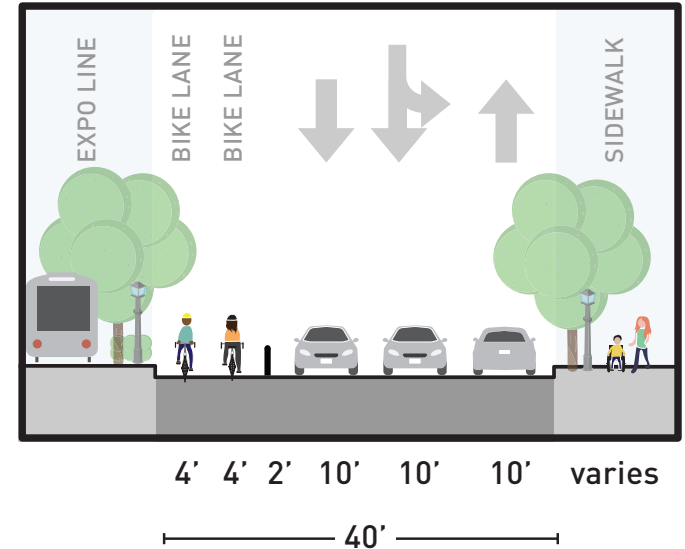
Existing Street (West of Crenshaw)



Existing Street (East of Crenshaw)



Proposed Street



Summary

Retain travel lanes

Remove parking lane west of Crenshaw Blvd

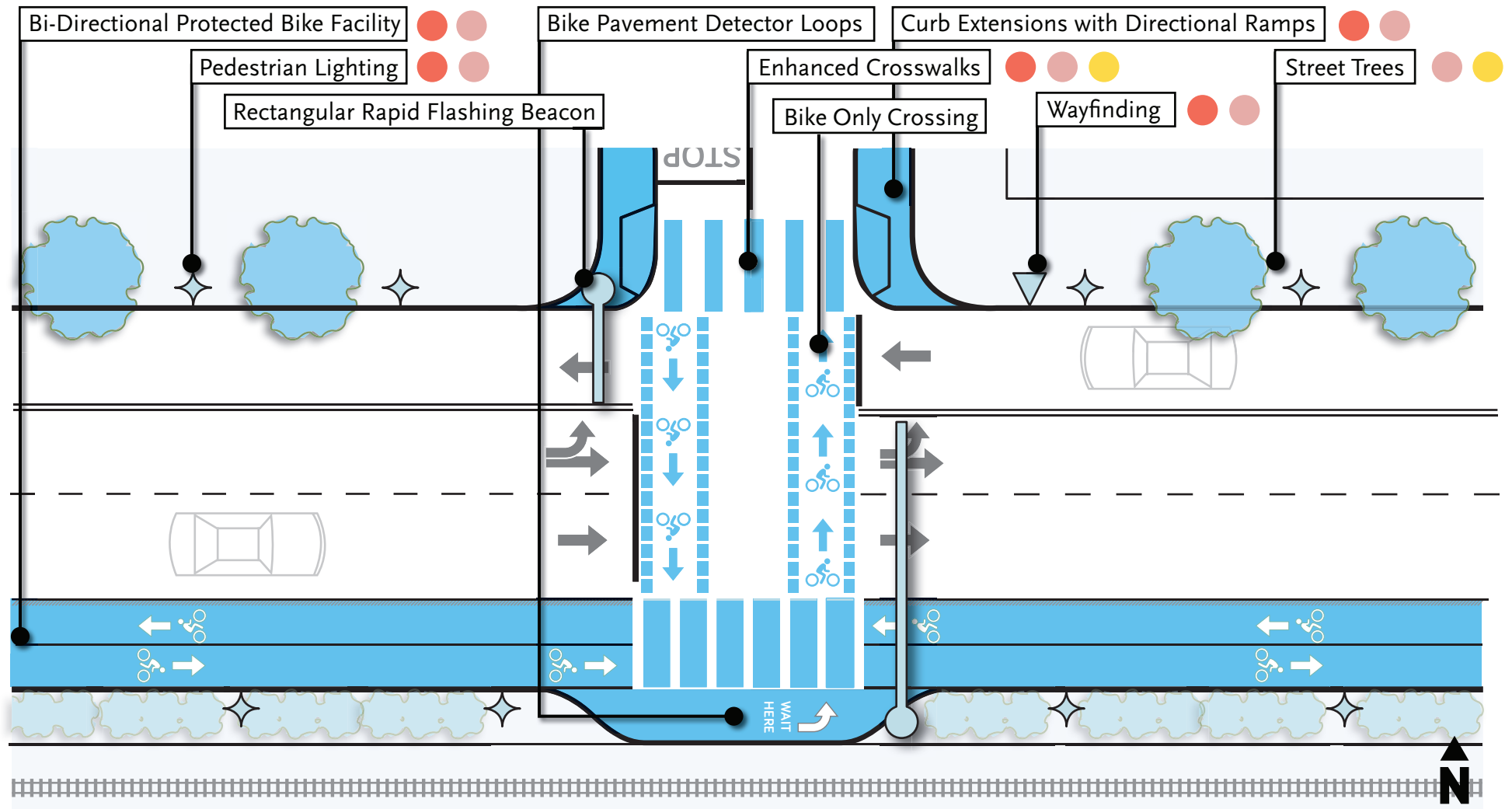
Add a seamless and protected bike facility

A Note on Implementation:

Adding a two-way protected bike lane along Exposition Blvd will require careful design and engineering. Additional space may be required from the existing landscape median along the tracks, especially in areas where safe north-south turning movements must be accommodated for cyclists. Access in and out of the protected bike lane should be provided frequently and should be clearly indicated. Additional pinch points, where the right-of-way

and available space for roadway re-allocation is minimal, would need to be thoughtfully designed so as to maintain as much protection as possible for cyclists. Likewise, service gates that are used to access the tracks must be considered along the bike lane and not obstruct the bike lane when open. Removal of any trees within the landscape median to accommodate the protected bike lane, will require a 2-to-1 tree replacement.

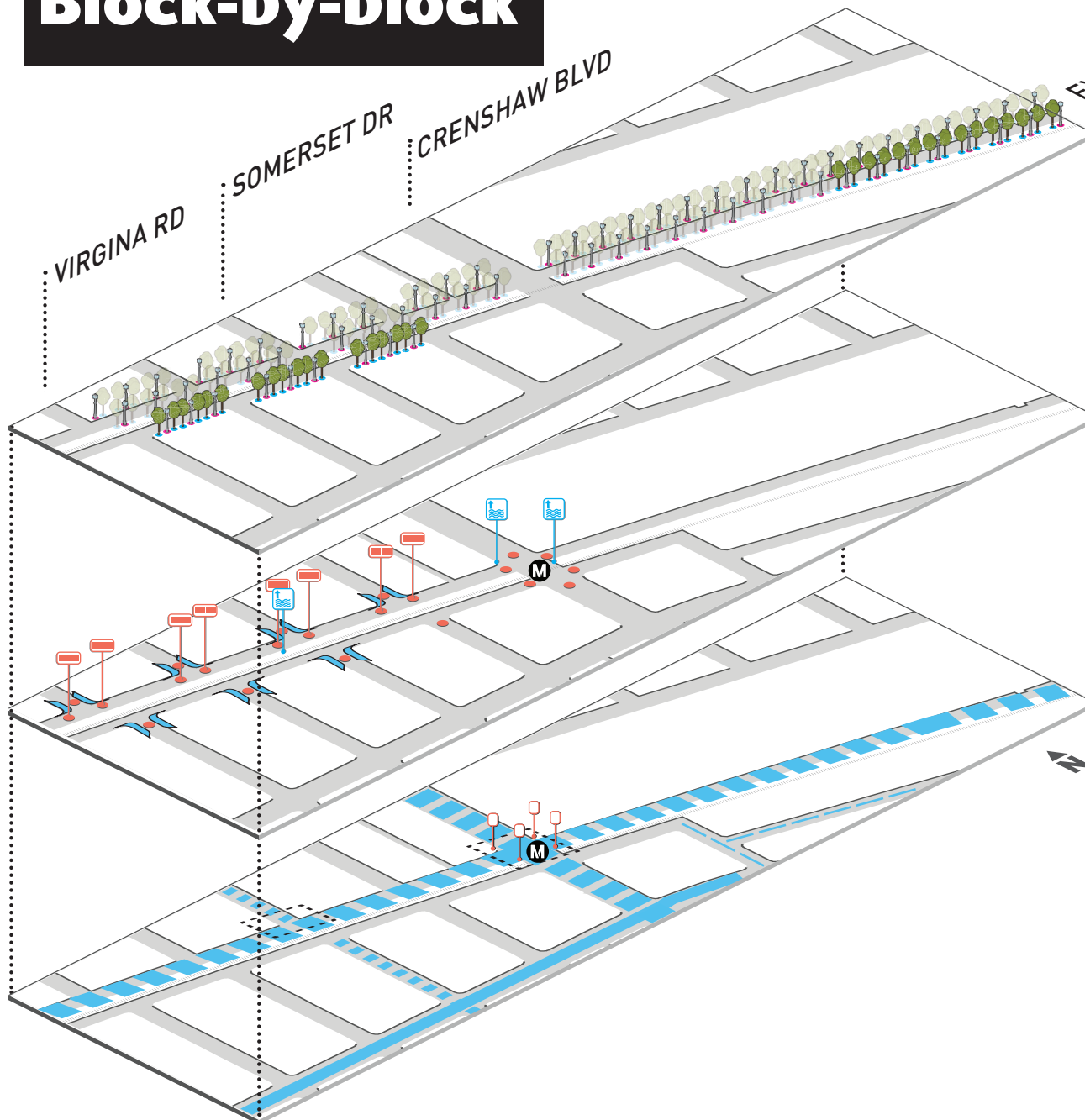
Typical Intersection



- Recommended during a stakeholder meeting
- Recommended during the community pop-up
- Element in the top 3 of those supported in the online survey

Exposition Blvd

Block-by-block



Comfort



New Street Trees*
(30' on center)



Pedestrian Scaled Lighting*
(60' on center)

Access



Enhanced Crosswalks



Rectangular Rapid Flashing
Beacon & Reflective Raised
Pavement Markers



Wayfinding



Corner Curb Extensions with
Directional Curb Ramps

Mobility



Bike Friendly Intersection
(e.g. Bike boxes, conflict striping,
bike signage, etc)



Bike Signal



8-80 Protected
Bike Lane (Class IV)



Bike Lane (Class II)



Greenway (Class III)



Sharrows (Class III)

*Street trees and pedestrian scaled lighting shown for illustrative purposes only. Actual street tree and pedestrian scaled lighting locations and counts vary by block and available space.

Exposition Blvd

Before-and-After



Today



Tomorrow: Envisioning the Improvements on Exposition Blvd

How much will this cost?

Pedestrian Projects

Street trees (in parkway)	\$64,000
Street trees (in tree well)	\$37,000
Pedestrian lighting	\$554,400
Bulb-outs with directional curb ramps	\$416,000
Enhanced crosswalks	\$51,800
Wayfinding	\$6,300
Misc/contingency/construction/soft costs	\$1,520,000
Total (rounded)	\$2,650,000

Wheels Projects

Bike signals	\$800,000
Bike friendly intersections	\$90,000
8-8o Protected bike lane (Class IV)	\$1,050,000
Left turns onto Exposition	\$360,000
Rectangular rapid flashing beacons	\$1,600,000
Misc/contingency/construction/soft costs	\$5,232,000
Total (rounded)	\$9,132,000

Other items recommended by the community, which were not integrated into the design plans:

The community also recommended new/improved sidewalks, street furniture, and bus stop enhancements on this street. The existing sidewalks are high-quality and the width of the sidewalk cannot be extended while also accommodating a protected bike lane. Street furniture is not recommended due to the residential and industrial character of the street. Finally, Exposition Blvd does not have an existing bus route to warrant bus stop enhancements.

4

Jefferson Blvd is a key east-west commercial and bus corridor, north of the station. First/Last Mile recommendations include pedestrian improvements, amenities for bus riders, and a new bike lane, which aligns with proposals in the City of LA's *Mobility Plan 2035*. The new bike lane would connect to the existing bike lane on Jefferson Blvd, west of Harcourt Ave. Jefferson should feel more welcoming for people walking as well. Adding corner curb extensions, new crosswalks to shorten blocks, trees, and pedestrian lighting will help people feel comfortable and safe.

Jefferson Blvd

Jefferson Blvd

How does it look today?

Looking west

Long blocks without crossings

Missing bike lane segment

Bus stops lack amenities

Beautification needed

VICTORIA AVE

No pedestrian-scaled sidewalk lighting

Sidewalk needs maintenance

Missing trees

No wayfinding

Speeding traffic

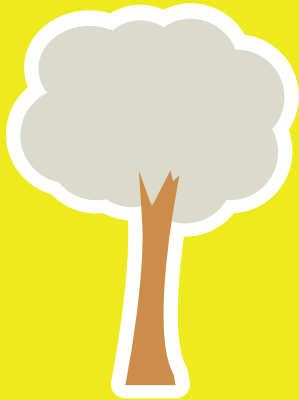
JEFFERSON BLVD

W Jefferson Blvd



What's needed the most?

Top 3 Requested Improvements *



Street Trees



Crosswalks



Pedestrian Lighting

Other Items that Need Attention **

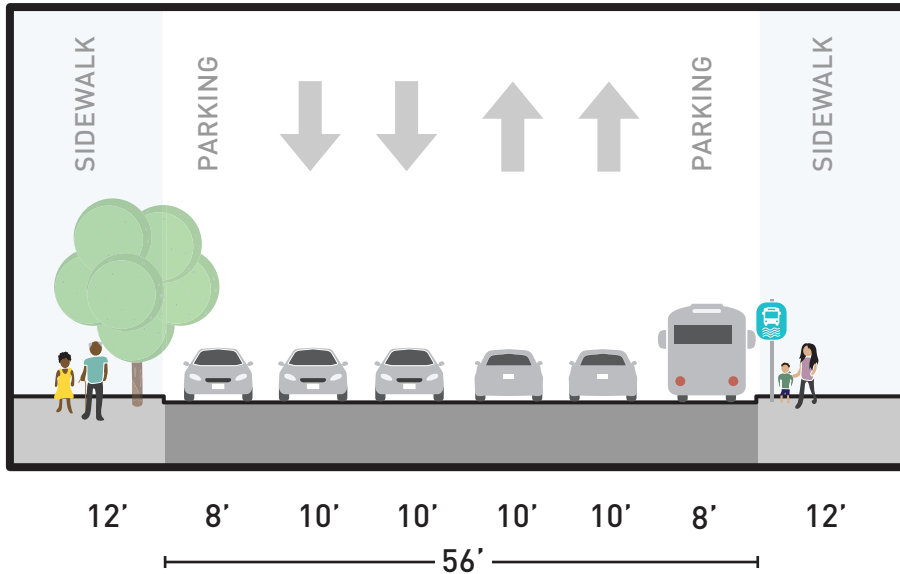
Speeding traffic, discontinuous bike lane, beautification needed, bus stops without much-needed amenities, dark at night, no wayfinding, sidewalks are unimproved.

* From the online survey

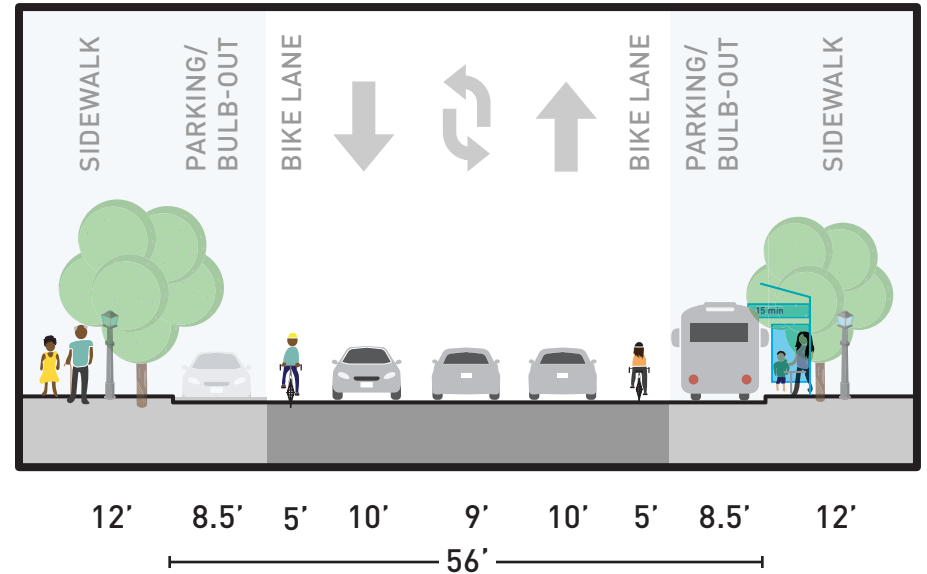
** As discussed by community stakeholders

Roadway Changes

Existing Street



Proposed Street



Summary

Remove one travel lane in each direction

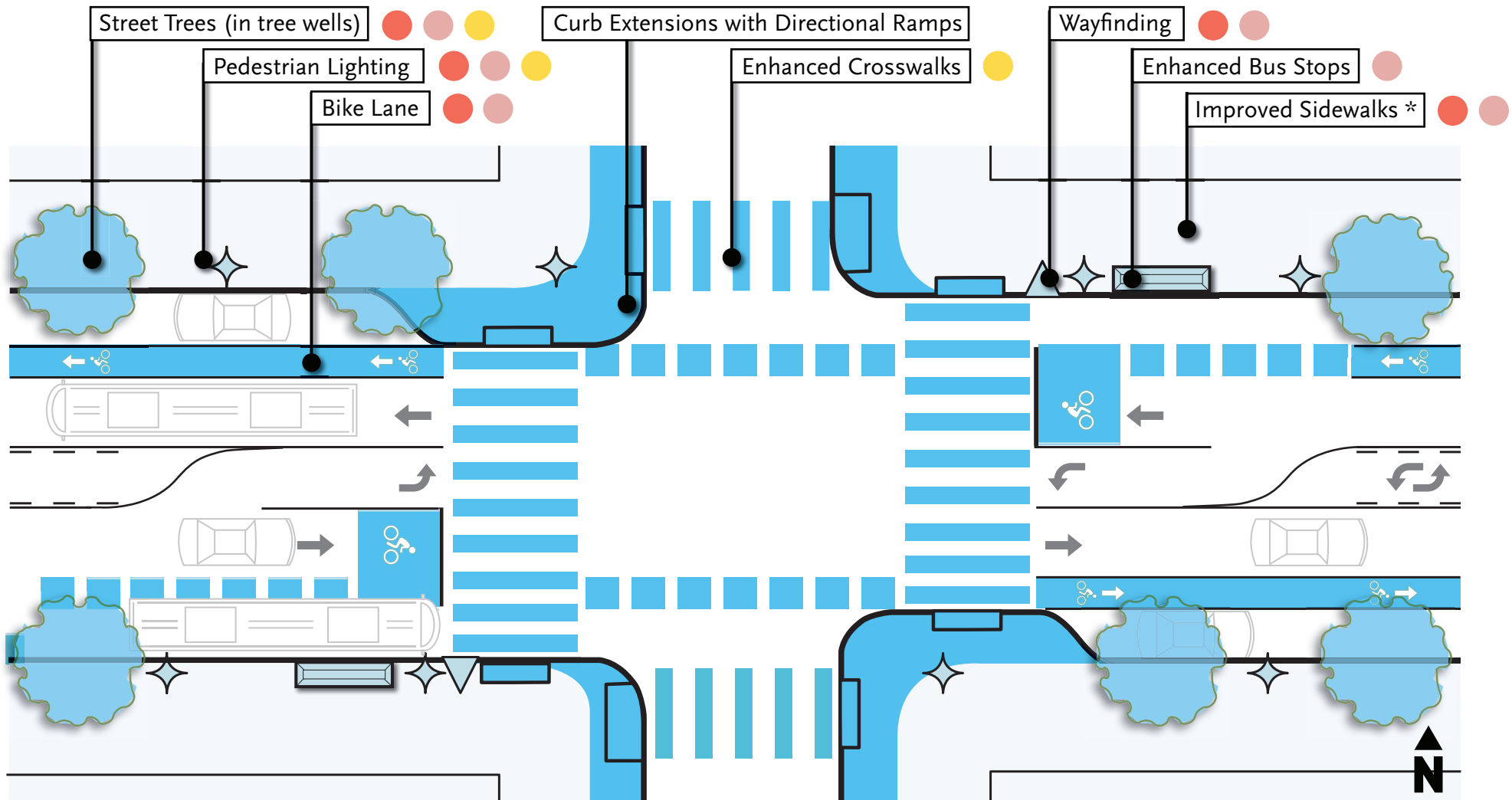
Introduce center turn lane

Retain parking

Add corner curb extensions

Add bike lane

Typical Intersection

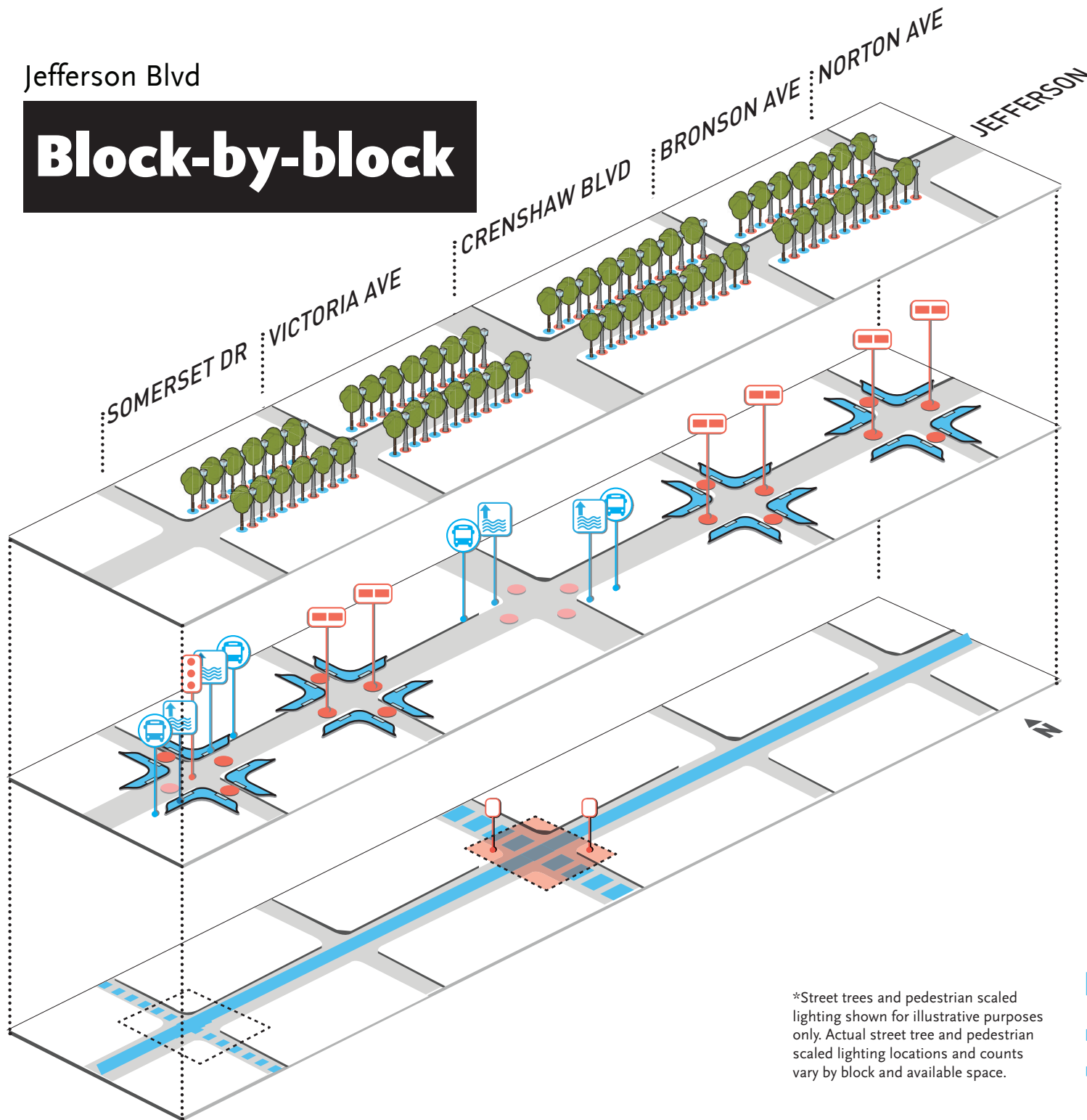


- Recommended during a stakeholder meeting
- Recommended during the community pop-up
- Element in the top 3 of those supported in the online survey

* Further study needed to identify specific spot locations for sidewalk improvements. Not included in cost estimate.



Jefferson Blvd

Block-by-block










*Street trees and pedestrian scaled lighting shown for illustrative purposes only. Actual street tree and pedestrian scaled lighting locations and counts vary by block and available space.







Comfort

-  Street Tree Infill* (30' on center)
-  Pedestrian Scaled Lighting* (30' on center)

Access

-  Enhanced Crosswalks
-  Existing Crosswalks
-  New Traffic Signal
-  Rectangular Rapid Flashing Beacon & Reflective Raised Pavement Markers
-  Enhanced Bus Stop
-  Wayfinding
-  Corner Curb Extensions with Directional Curb Ramps

Mobility

-  Bike Friendly Intersection (e.g. Bike boxes, conflict striping, bike signage, etc)
-  Protected Intersection
-  Bike Signal
-  8-80 Protected Bike Lane (Class IV)
-  Bike Lane (Class II)
-  Greenway (Class III)

How much will this cost?

Pedestrian Projects

Street trees (in parkway)	\$32,000
Street trees (in tree well)	\$74,000
Pedestrian lighting	\$592,200
Bulb-outs with directional curb ramps	\$512,000
Enhanced crosswalks	\$44,400
Enhanced bus stops	\$112,000
Wayfinding	\$8,400
Signal modifications	\$315,000
Rectangular rapid flashing beacons	\$300,000
Misc/contingency/construction/soft costs	\$2,673,000
Total (rounded)	\$4,663,000

Wheels Projects

Bike friendly intersections	\$120,000
Bike lane (Class II)	\$315,000
Protected intersection	\$500,000
Misc/contingency/construction/soft costs	\$1,258,000
Total (rounded)	\$2,193,000

Other items recommended by the community, which were not integrated into the design plans:

Traffic calming, which was recommended during stakeholder meetings. While specific measures such as speed humps are not appropriate on major vehicular thoroughfares such as Jefferson Blvd (and thus not recommended), other recommended improvements such as curb extensions and a lane reduction will likely have a traffic calming effect.

5

Somerset Dr is a residential street that runs parallel to Crenshaw Blvd. Currently, vehicles often use it as a cut through, but if the street was transformed into a safe and calm “Neighborhood Greenway” it would be great for walking and biking in a pleasant “low-stress” environment.

Norton Ave also runs parallel to Crenshaw Blvd and provides the most direct connection to the Metro station coming from the southeast on a bike. This street would also benefit from Greenway improvements to make it easier to bike and walk to and from the station.

Buckingham Rd facilitates north/south movement through the study area with existing traffic signals at major intersections, including a crossing at Exposition Blvd over the Expo Line tracks. Greenway improvements and traffic calming on Buckingham Rd would enhance the experience for people rolling to the station.

**Somerset Dr,
Norton Dr,
& Buckingham Rd**

Somerset Dr, Norton Dr, & Buckingham Rd

How do they look today?

Mature trees in most areas

Green parkways with sidewalks

Long blocks

Comfortable scale for walking & biking

No bike markings

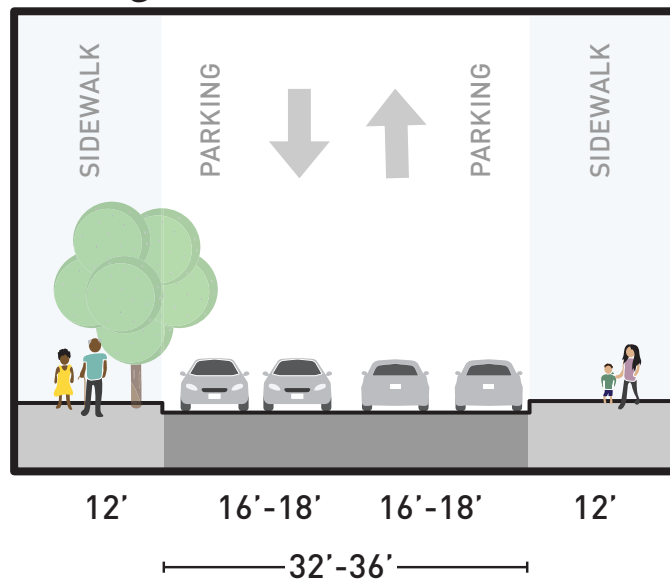
SOMERSET DR



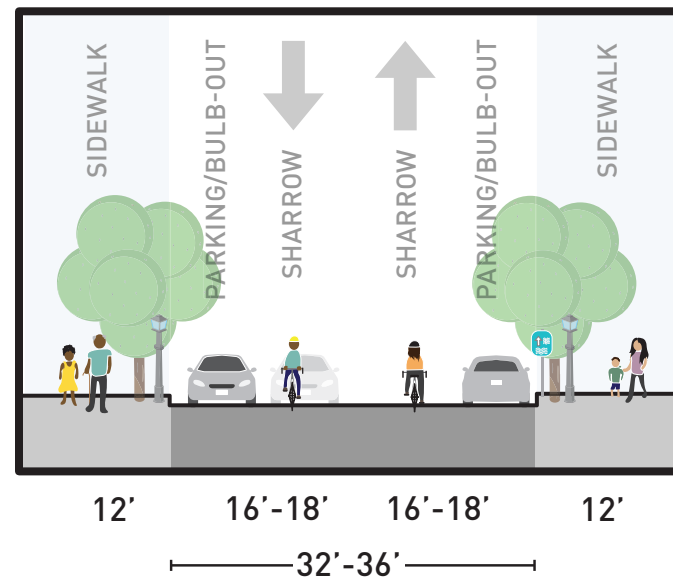
Roadway Changes

Somerset, Norton, & Buckingham* have similar character width and would generally benefit from the same suite of improvements, which is why they are grouped together in this Plan. These streets could be transformed into comfortable and desirable alternatives to Crenshaw Blvd for people walking and biking to and from the station via transformation into Neighborhood Greenways.

Existing Street



Proposed Street

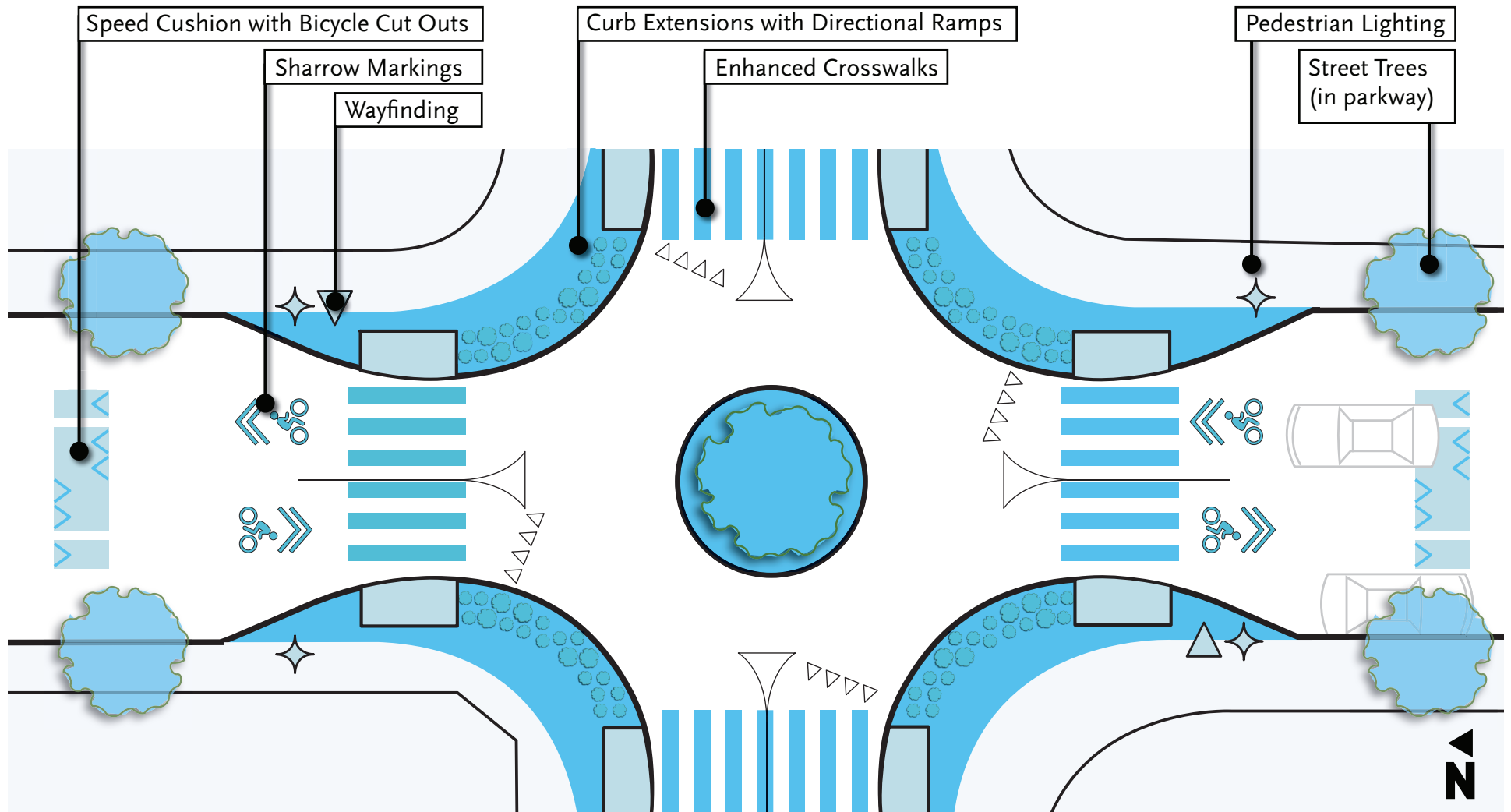


Summary

No change to street right-of-way, lanes, or parking
Add in sharrow markings and Neighborhood Greenway improvements
Traffic calming through corner curb extensions and speed cushions
Traffic circles are recommended along Somerset Dr and Buckingham Rd

* Buckingham Rd width increases to 40' north of Exposition Blvd. The same suite of improvements still apply, with special emphasis on traffic calming.

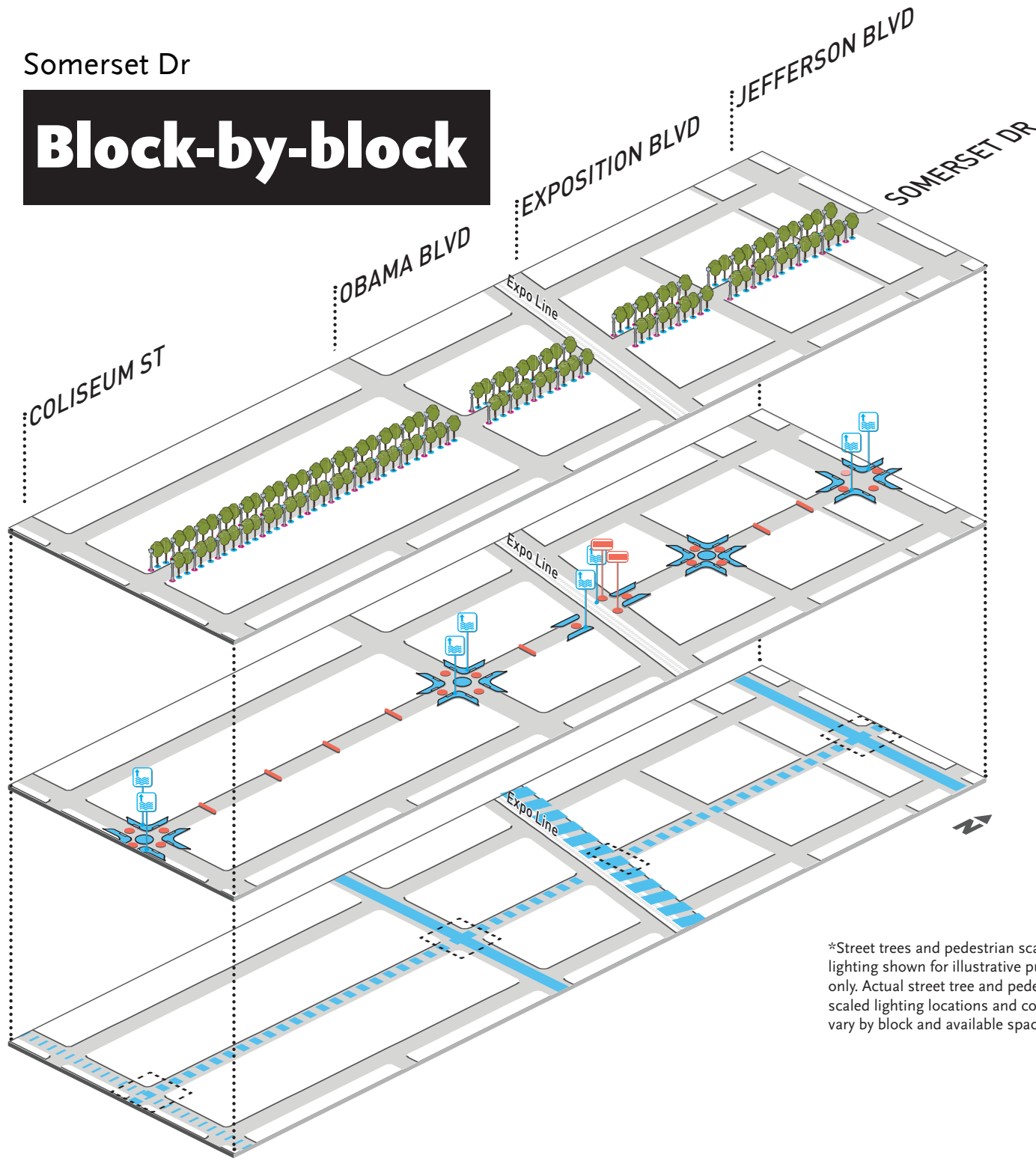
Typical Intersection



* Note: Norton was identified by the community as a candidate for Greenway improvements. Somerset and Buckingham were not specifically identified as such, however, community members discussed the need for a north-south bicycle / Greenway connection, that could be used as a safe, slower alternative to Crenshaw Blvd. Based on this feedback, Somerset and Buckingham were identified as viable options for pedestrians and cyclists, based on their location, character, and current daily vehicular traffic. Victoria was not chosen, because of its proximity to Crenshaw (it would duplicate north/south bike movement). In addition, the character of part of the east side of Victoria is 'back of house' commercial, which is less appropriate for a Greenway.

Somerset Dr

Block-by-block



*Street trees and pedestrian scaled lighting shown for illustrative purposes only. Actual street tree and pedestrian scaled lighting locations and counts vary by block and available space.

Comfort



Street Tree Infill*
(30' on center)



Pedestrian Scaled Lighting*
(60' on center)

Access



Enhanced Crosswalks



Existing Crosswalks



Wayfinding



Corner Curb Extensions with
Directional Curb Ramps



Traffic Circle



Speed Humps



Rectangular Rapid Flashing
Beacon & Reflective Raised
Pavement Markers

Mobility



Bike Friendly Intersection
(e.g. Bike boxes, conflict striping,
bike signage, etc)



8-80 Protected
Bike Lane (Class IV)



Bike Lane (Class II)



Greenway (Class III)



Advisory Bike Lane (Class III)

How much will this cost?

Somerset Dr

Pedestrian Projects

Street trees (in parkway)	\$134,400
Pedestrian lighting	\$522,900
Bulb-outs with directional curb ramps	\$640,000
Enhanced crosswalks	\$39,220
Wayfinding	\$16,800
Signal modifications	\$315,000
Speed cushions	\$29,600
Misc/contingency/construction/soft costs	\$2,281,000
Total (rounded)	\$3,979,000

Wheels Projects

Bike signals	\$25,000
Bike friendly intersections	\$150,000
Neighborhood Greenway (Class III)	\$115,000
All pedestrian projects (above), and traffic circles for full 1 mile*	\$5,296,160
Misc/contingency/construction/soft costs	\$7,498,000
Total (rounded)	\$13,085,000

Somerset Dr was not a focus of conversations during stakeholder meetings and was not explicitly discussed in the pop-up or online survey. Somerset Dr was added by the design team as a key corridor, because of the community-stated desire for a north-south alternative to Crenshaw Blvd, for walking and biking.

Somerset links to the Metro station via Exposition Blvd - either along the proposed two-way protected bike facility on the north side of the Expo Line tracks, or along the south side of the tracks.

**Because Somerset Dr is identified as a Neighborhood Greenway, pedestrian improvements should accompany any wheel improvements that are constructed. For this costing breakdown, all pedestrian improvements (extended to the bicycle 1-mile radius) are accounted for in the Wheels Projects costing.*

How much will this cost?

Norton Dr

Pedestrian Projects

Street trees (in parkway)	\$76,800
Pedestrian lighting	\$403,200
Bulb-outs with directional curb ramps	\$96,000
Enhanced crosswalks	\$14,800
Wayfinding	\$10,500
Rectangular rapid flashing beacons	\$100,000
Speed cushions	\$14,800
Misc/contingency/construction/soft costs	\$965,000
Total (rounded)	\$1,682,000

Wheels Projects

Bike friendly intersections	\$90,000
Neighborhood Greenway (Class III)	\$60,800
All pedestrian projects (above) for full 1 mile*	\$2,720,820
Misc/contingency/construction/soft costs	\$3,856,000
Total (rounded)	\$6,728,000

The City of LA's Crenshaw Blvd Streetscape Plan has identified Degnan Blvd as a proposed bike lane and this First/Last Mile plan adds Norton Ave as a Neighborhood Greenway for First/Last Mile access. It was selected as a key pathway due to its proximity to the station, its residential and friendly character, and because it provides a more direct connection to the Expo/Crenshaw station compared to Degnan, for people traveling from the southeast neighborhoods. Norton Ave also connects to the existing bike lane on Degnan Blvd south of MLK Blvd.

**Because Norton Dr is identified as a Neighborhood Greenway, pedestrian improvements should accompany any wheel improvements that are constructed. For this costing breakdown, all pedestrian improvements (extended to the bicycle 1-mile radius) are accounted for in the Wheels Projects costing.*

How much will this cost?

Buckingham Rd

Pedestrian & Wheels Projects

Street trees (in parkway)	\$432,000
Street trees (in tree well)	\$251,600
Pedestrian lighting	\$3,496,500
Bulb-outs with directional curb ramps	\$1,760,00
Enhanced crosswalks	\$176,120
Wayfinding	\$50,400
Signal modifications	\$315,000
Speed cushions	\$103,600
Traffic circle	\$157,500
Bike signals	\$675,000
Bike friendly intersections	\$60,000
Bike lane (Class II)	\$15,000
Neighborhood Greenway (Class III)	\$131,200
Misc/contingency/construction/soft costs	\$9,804,000
Total (rounded)	\$17,113,000

Buckingham Rd was not a focus of conversations during stakeholder meetings and was not explicitly discussed in the pop-up or online survey. Buckingham Rd was added by the design team as a key corridor, because of the community-stated desire for a north-south bike connections.

Buckingham Rd links to the Metro station via Exposition Blvd - either along the proposed two-way protected bike facility on the north side of the Expo Line tracks, or along the south side of the tracks.

**Because Buckingham Rd is identified as a Neighborhood Greenway, pedestrian improvements should accompany any wheel improvements that are constructed. Buckingham Rd runs outside of the 1/4 mile radius. For this costing breakdown, all pedestrian and wheels improvements (extended to the bicycle 1-mile radius) are accounted for.*

6

Coliseum St is an east-west residential corridor just beyond the 1/4-mile,* south of the Metro station.

Coliseum is identified as a Bike Blvd (Class III) in the City of LA's *Mobility Plan* and would connect to the existing bike lane west of MLK Blvd. The First/Last Mile recommendation in this Plan is to upgrade this street to an "Advisory Bike Lane" in both directions and add pedestrian improvements. Since an Advisory Bike Lane is currently an FHWA Experimental Facility, two other design options are included, in case the preferred option is not feasible.

** Although Coliseum St is just outside the 1/4 mile radius from the station, it is included in detail here, because it was brought up many times in community conversations and represents a key street for station access.*

Coliseum St

Coliseum St

How does it look today?

Looking west

Large trees in most areas

Long blocks without crossing

Comfortable sidewalks

Wide residential street

Uncomfortable bus stops

Missing bike facility

WELLINGTON RD

Speeding traffic

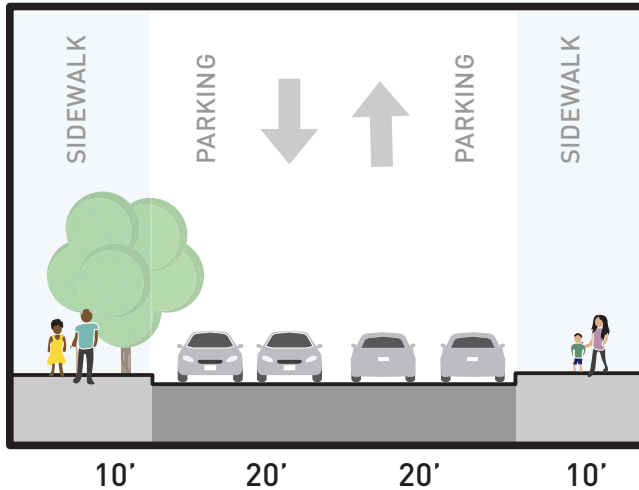
No pedestrian-scaled sidewalk lighting

COLISEUM ST



Roadway Changes

Existing Street



Summary

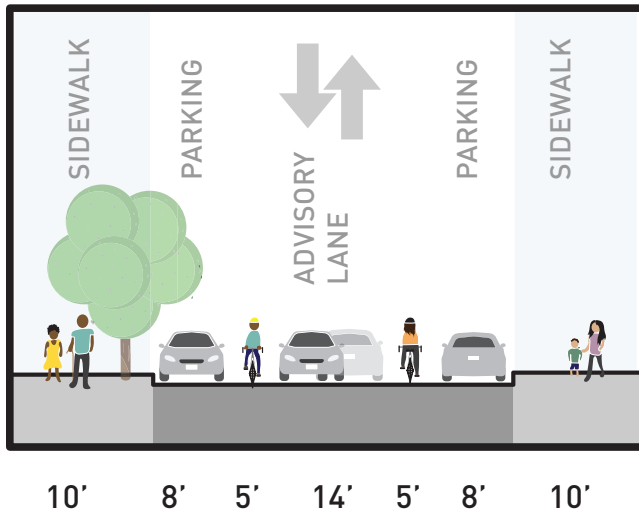
Preferred Concept A: Add Advisory Lane and introduce a shared travel lane

Option B: Introduce corner curb extensions and sharrow markings

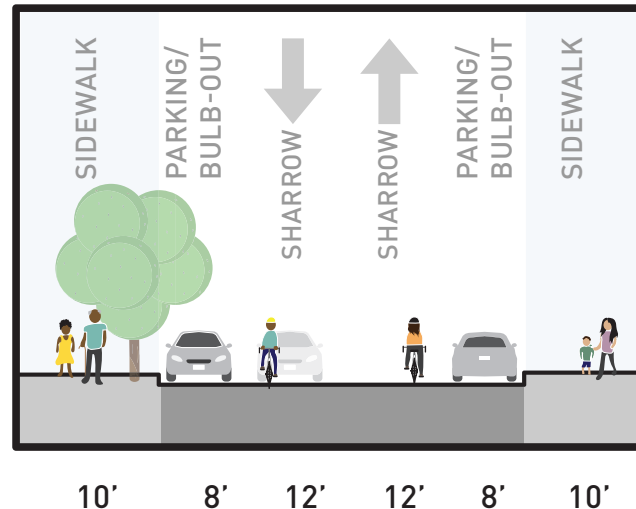
Option C: Replace parking with a buffered bike lane along the curb

Retain all parking in Options A and B

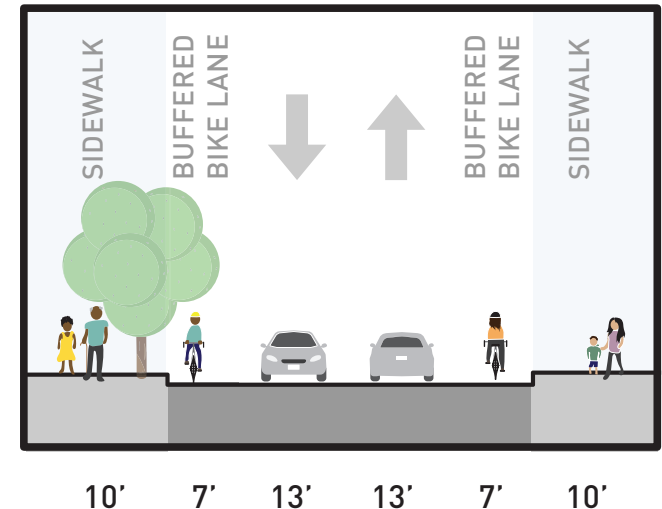
Proposed Street: Preferred (A)



Proposed Street: Option B

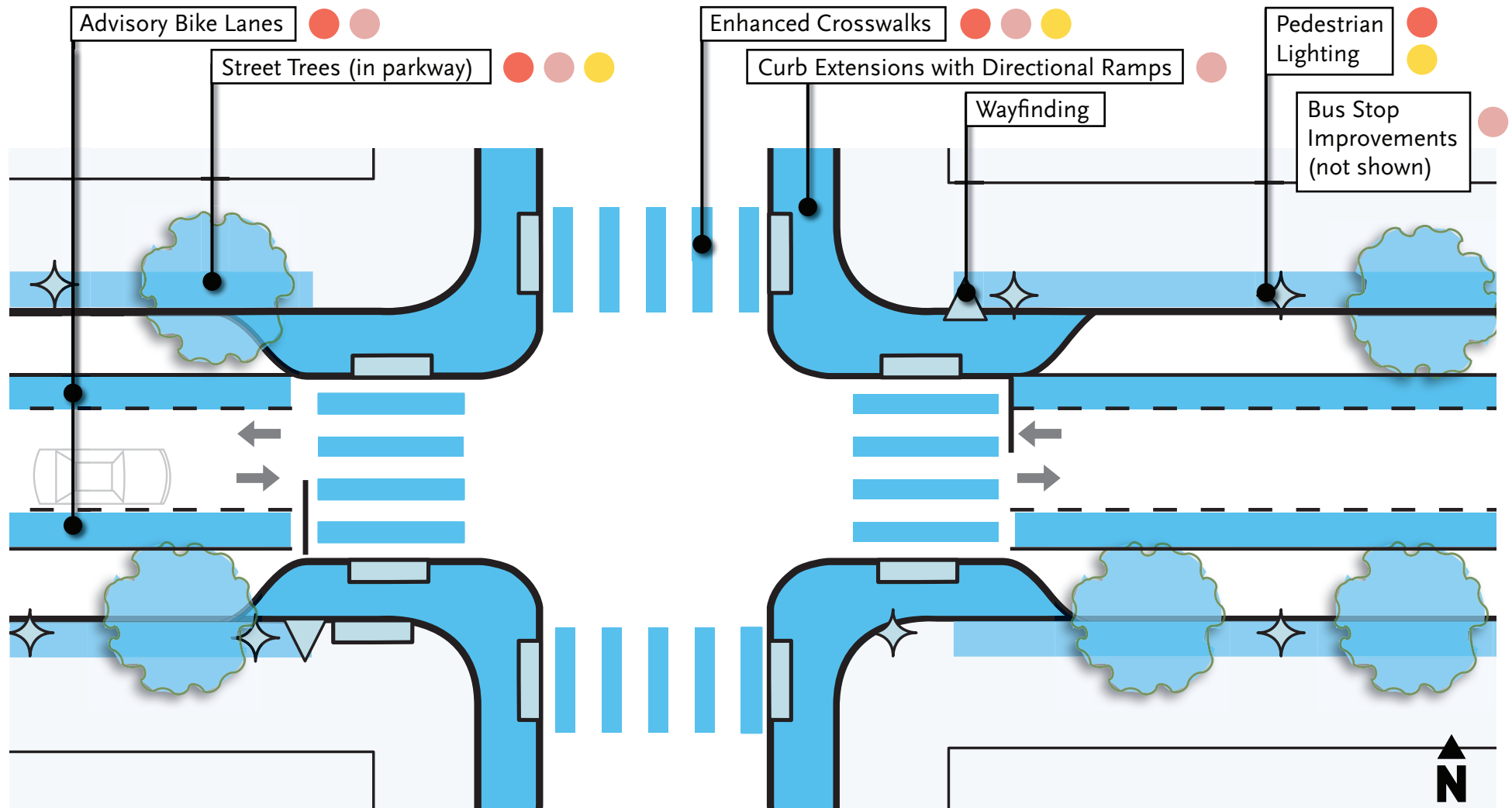


Proposed Street: Option C



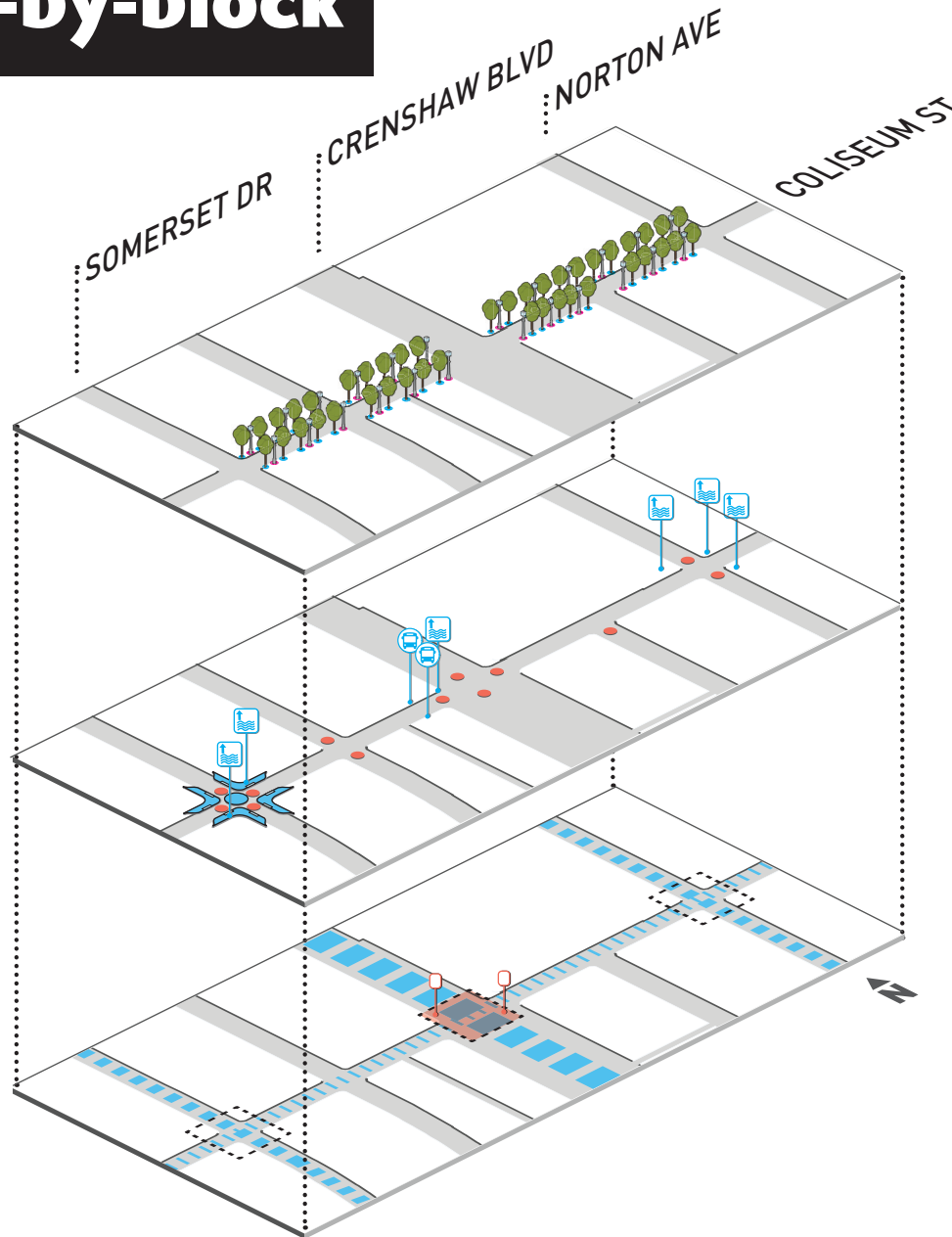
Typical Intersection

(Preferred Concept: Advisory Bike Lanes)



- Recommended during a stakeholder meeting
- Recommended during the community pop-up
- Element in the top 3 of those supported in the online survey

Block-by-block



Comfort



Street Tree Infill*
(30' on center)



Pedestrian Scaled Lighting*
(60' on center)

Access



Enhanced Crosswalks



Enhanced Bus Stop



Wayfinding



Corner Curb Extensions with
Directional Curb Ramps



Traffic Circle

Mobility



Bike Friendly Intersection
(e.g. Bike boxes, conflict striping,
bike signage, etc)



Protected Intersection



Bike Signal



8-80 Protected
Bike Lane (Class IV)



Greenway (Class III)



Advisory Bike Lane (Class III)

*Street trees and pedestrian scaled lighting shown for illustrative purposes only. Actual street tree and pedestrian scaled lighting locations and counts vary by block and available space.

How much will this cost?

Pedestrian Projects

Street trees (in parkway)	\$38,400
Street trees (in tree well)	\$114,700
Pedestrian lighting	\$478,800
Bulb-outs with directional curb ramps	\$128,000
Enhanced crosswalks	\$55,870
Enhanced bus stops	\$56,000
Wayfinding	\$12,600
Misc/contingency/construction/soft costs	\$1,192,000
Total (rounded)	\$2,077,000

Wheels Projects

Bike signals	\$50,000
Bike friendly intersections	\$150,000
Advisory bike lane (Class III experimental facility)*	\$158,400
Misc/contingency/construction/soft costs	\$484,000
Total (rounded)	\$843,000

*Consult existing best practices and literature on Advisory Bike Lanes. Resources such as "FHWA Guidance - Dashed Bicycle Lanes" along with the website www.advisorybikelanes.com may be helpful. Special experimental approval is required, which requires time and attention from City staff.

Other items recommended by the community, which were not integrated into the design plans:

Traffic calming, which was recommended during stakeholder meetings, will likely result from the redesign of travel lanes, however specific measures such as speed humps have not been included. Street furniture was also recommended by the community, however is not recommended due to the residential character of the existing street.

The preferred concept for Coliseum St includes an Advisory Bike Lane, which is currently an FHWA Experimental Facility.*

7

Exposition Pl is currently an alley-like street that separates commercial from residential areas. This Plan recommends that Exposition Pl is transformed into a “Shared Street” offering an alternative, “low-stress” route for people walking and biking. Green spaces can be introduced along the corridor, by converting a few parking spaces into mini-parks and planted areas. Walk, bike, and drive areas are all at the same grade and can have permeable paving.

Exposition Pl

Exposition Pl

How does it look today?

Looking east

Front facing warehouses

No pedestrian-scaled lighting

No landscaping or shade

Wide alley-like street

Missing wayfinding

Residential rear

Beautification needed

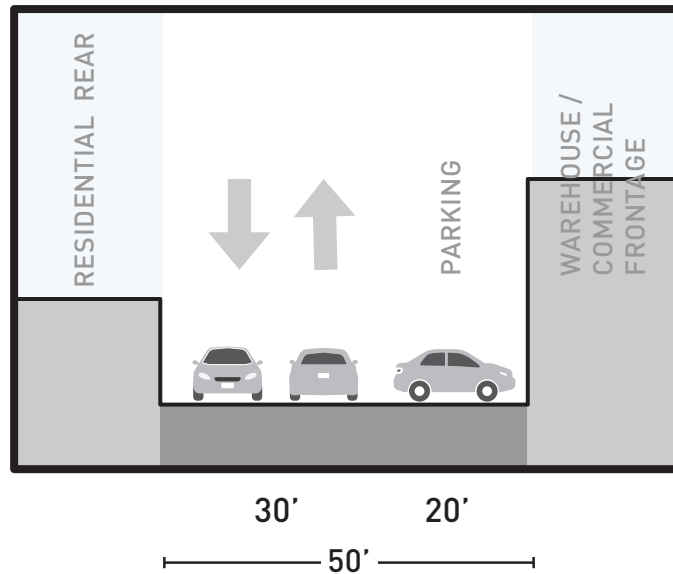
EXPOSITION PL

Exposition Place provides the only access to the businesses that are north of the street and south of the tracks.

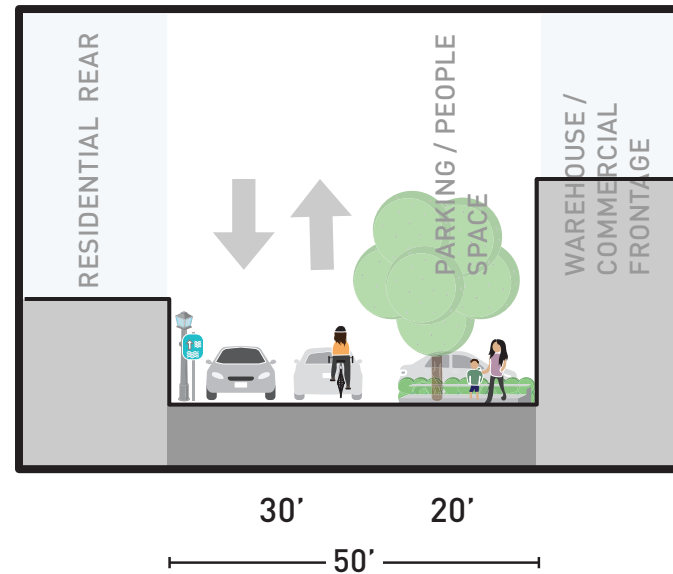


Roadway Changes

Existing Street



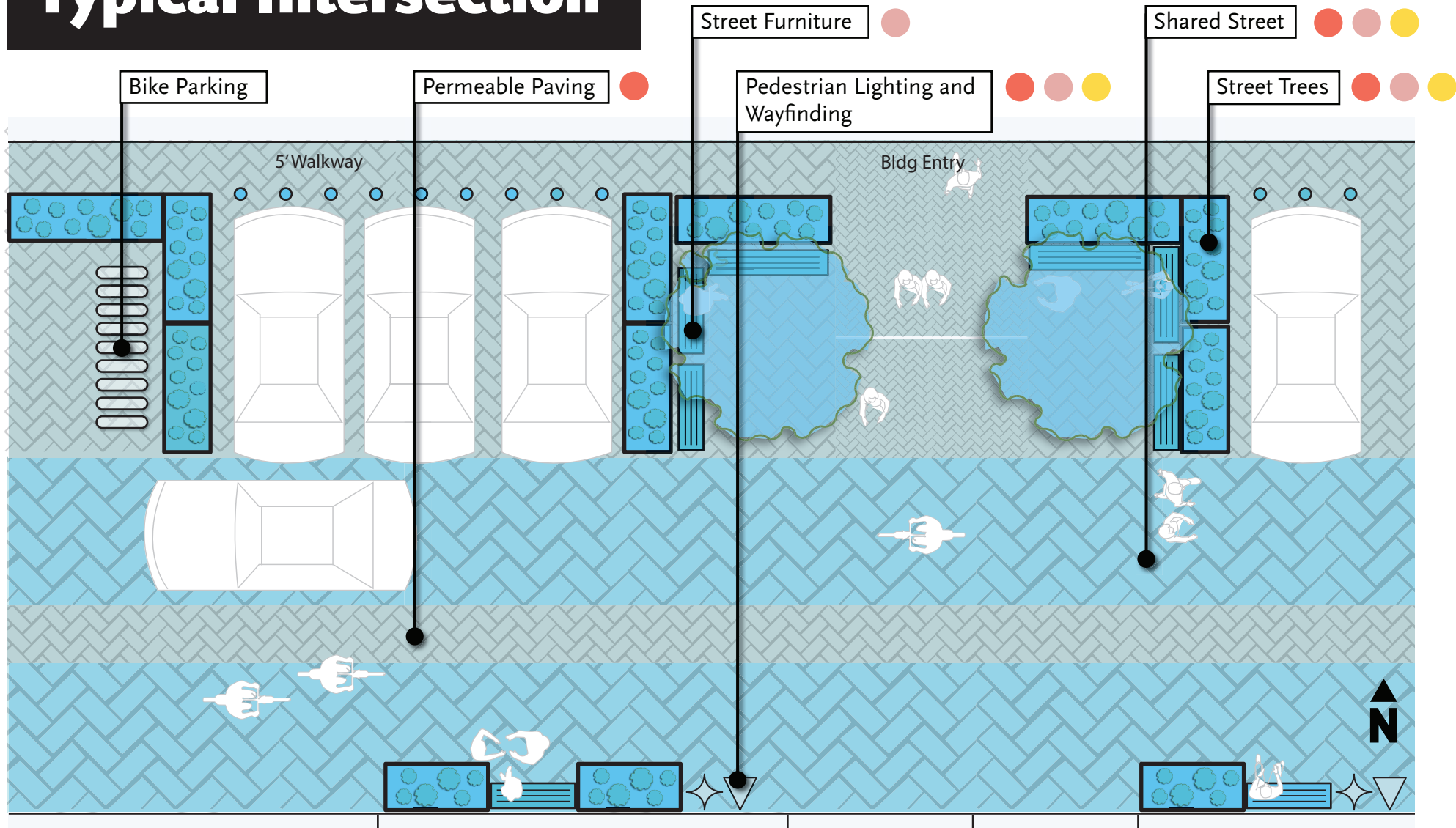
Proposed Street



Summary

- No change to street right-of-way width
- Integrate permeable paving in the full right-of-way
- Convert a few of the parking spaces to people paces
(e.g. mini parks, bike parking corrals, seating, landscaping, etc.)

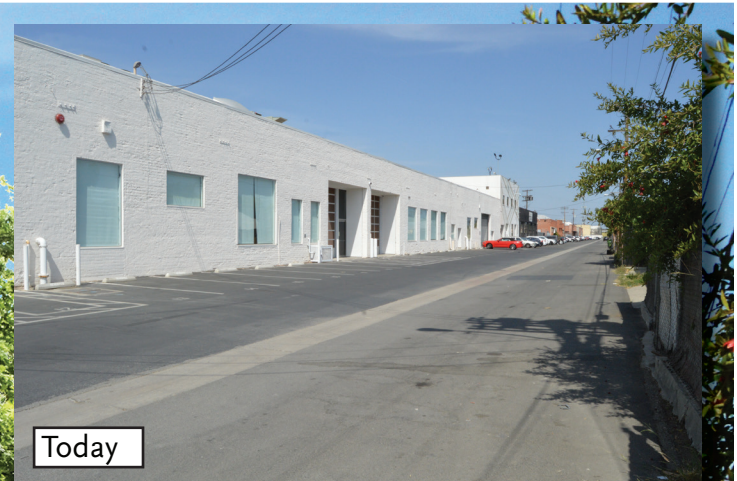
Typical Intersection



- Recommended during a stakeholder meeting
- Recommended during the community pop-up
- Element in the top 3 of those supported in the online survey

Exposition Pl

Before-and-After



Today



Tomorrow: Envisioning the Improvements on Exposition Pl

How much will this cost?

Pedestrian Projects

Street trees (in tree well)	\$74,000
Pedestrian lighting	\$264,600
Wayfinding	\$4,200
Parking/people spaces	\$1,488,000
Movement space	\$1,488,000
Street furniture clusters	\$300,000
Misc/contingency/construction/soft costs	\$4,857,000
Total (rounded)	\$8,476,000

Wheels Projects

Neighborhood Greenway (Class III)	\$19,840
Bike parking (arranged in 5 clusters)	\$30,000
Misc/contingency/construction/soft costs	\$74,000
Total (rounded)	\$124,000

Other items recommended by the community, which were not integrated into the design plans:

Traffic calming, which was recommended during stakeholder meetings. The reconfiguration of the street into a “Shared Street” will help to calm traffic.



Project

Prioritization

The scoring system to prioritize projects takes into consideration how well each project improves safety, comfort, community input, & connectivity.

How it Shakes Out

Each project was scored out of 100 possible points for Pedestrian Projects and 100 possible points for Wheels Projects. To ensure a consistent prioritization method across all of Metro's first/last mile plans and projects, the scoring criteria followed Metro's First/Last Mile Prioritization Framework, and referenced the recent East San Fernando Valley Transit Corridor Prioritization Methodology. The Framework is designed with clear categories: **Safety, Comfort, Community input, and Connectivity**, and within these categories the framework can be tweaked and refined based on the parameters of the particular Plan. The weighting criteria selected for this Plan is shown on the following page and then the Prioritized Project Lists are contained on pages 73 and 74.

If the project contains the elements listed in each category or satisfies the criteria, then that project receives the corresponding points. The projects with the most points rise to the top as "prioritized."

Community input weighs up to 25% for pedestrian and wheels project prioritization scores.

Pedestrian Projects Total Possible Points: 100

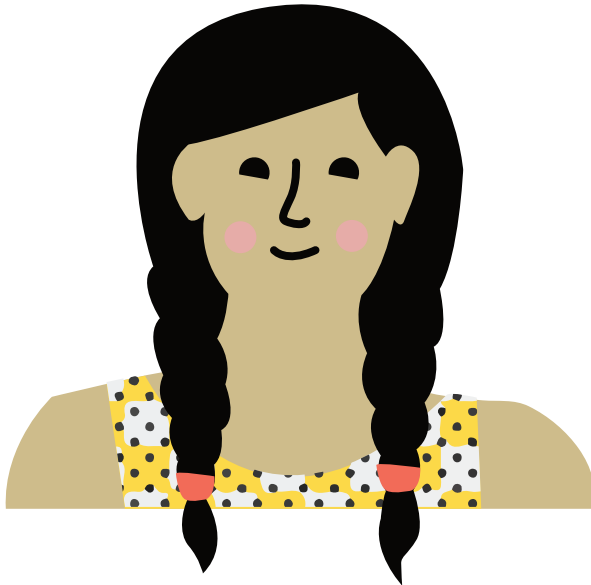
Safety	35
New or Improved Crosswalks	6
Pedestrian Lighting	6
Curb Extensions	6
ADA Access Ramps	6
Traffic Calming	6
Pedestrian/Vehicle Collisions (SWITRS, 2013-2017)	
> 10 collisions 5 pts	5
5-10 collisions 3 pts	
<5 collisions 1 pt	
Comfort	25
Landscaping & Shade	10
Bus Stop Enhancements	7
Street Furniture	4
Wayfinding	4
Community Input	25
Weighted Formula (Total # of votes/Highest # of votes x 25)	25
Connectivity	15
Located on Pathway Arterial	15

Wheels Projects Total Possible Points: 100

Safety & Comfort	60
Bicycle/Vehicle Collisions (SWITRS, 2013-2017)	
> 10 collisions 5 pts	5
5-10 collisions 3 pts	
<5 collisions 1 pt	
NACTO Guidelines	
8 to 80 Facility (vertical buffer / protected).... 25 pts	25
Greenway 20 pts	
(Class III enhanced for bikes and peds)	
Other bike facility 15 pts	
Controlled Crossings	
Yes 10 pts	10
No 0 pts	
Connection to the Station	
Directly to the station 10 pts	10
Within one block (500 feet) of the station..... 5 pts	
Connected the Existing Network	
Yes 10 pts	10
No 0 pts	
Community Input	25
Weighted Formula (Total # of votes/Highest # of votes x 25)	25
Connectivity	15
On Pathway Arterial or on a parallel street that is within 1/4 mi of that Arterial	10
Project connects station (within 500 ft) to regional destination	5

Pedestrian Priorities

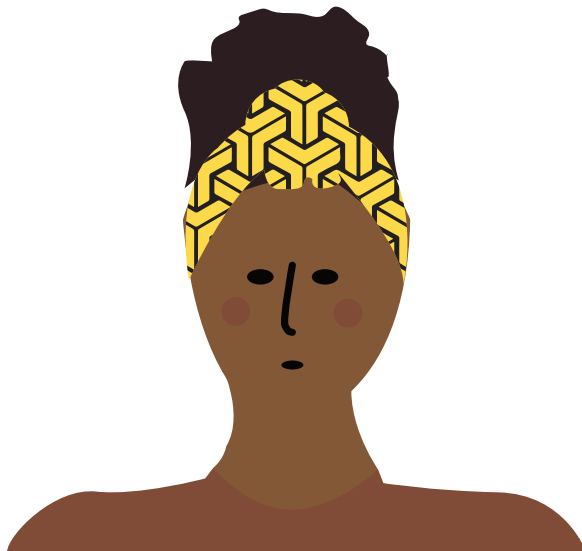
For Pedestrian Projects, the three top ranked streets are **Crenshaw Blvd, Exposition Blvd, and Jefferson Blvd.**



Name	Type	Safety Score (35 max)	Comfort Score (25 max)	Community Input Score (25 max)	Connectivity Score (15 max)	Total Pedestrian Score (100 max)
Crenshaw Blvd	Arterial	23	25	25	15	88.0
Exposition Blvd	Arterial	25	14	13	15	67.5
Jefferson Blvd	Collector	29	21	13	0	62.9
Coliseum St	Collector	33	21	6	0	60.5
Obama Blvd	Collector	27	14	15	0	55.5
Somerset Dr	Collector	31	14	0	0	45.0
Norton Ave	Collector	25	14	0	0	39.5
Exposition Pl	Collector	7	14	4	0	24.5
Alley Improvements (E of Crenshaw)	Cut-Through	7	4	0	0	11.0

Wheels Priorities

For Wheels Projects, the three top ranked streets are **Crenshaw Blvd, Exposition Blvd, and Obama Blvd.**



Name	Type	Safety & Comfort Score (60 max)	Community Input Score (25 max)	Connectivity Score (15 max)	Total Wheels Score (100 max)
Crenshaw Blvd	Arterial	60	25	15	100.0
Exposition Blvd	Arterial	58	12	15	85.0
Obama Blvd	Collector	41	18	15	73.7
Jefferson Blvd	Collector	40	12	10	62
Somerset Dr	Collector	46	0	10	56.0
Norton Ave	Collector	41	1	10	52.0
Exposition Pl	Collector	31	4	10	44.6
Coliseum St	Collector	38	6	0	43.7
Alley Improvements (E of Crenshaw)	Cut-Through	N/A	N/A	N/A	N/A

This Plan lays out a vision for the future - a vision which needs to be actively pursued by multiple parties to make it a reality.

Looking to the Future

The content in this plan is designed to be used in support of funding applications from a variety of sources, such as active transportation and streetscape grants. Recommended projects are high level concepts - specific design elements are not included nor specified. Further design investigation and ongoing community conversations are critical. Likewise, it is important that ownership, installation, and maintenance responsibilities of projects and project elements are established as project design moves forward. Further coordination among the City of Los Angeles, Metro, and community stakeholders will be necessary to identify and move forward priority first/last mile projects.

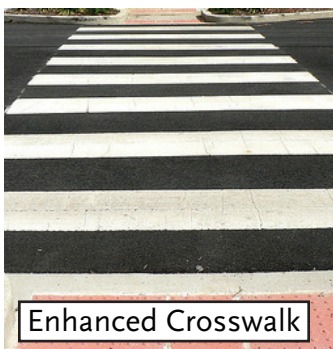
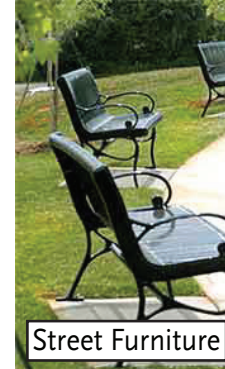
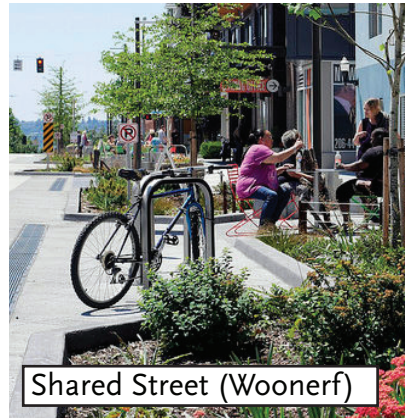
Since projects are located on public streets, the City of Los Angeles should take the lead on project implementation moving forward. As conversations and ideas evolve for the projects, street surveys and advanced designs should be undertaken on select priority streets. Any project proposed to reallocate travel lanes will need to undergo further evaluation prior to final decisions to fund or implement a project. Streetscape improvements should be vetted through the City of LA's *Street Working Group Committee* in order to receive and address additional feedback. Final approval will be needed from other City departments represented in the committee. In addition, designs for the Advisory Bike Lane would need to be presented to LADOT's *Complete Streets Committee*. Best practices relating to the elements proposed, along with existing City guidance and procedures should be followed, for example for lane reallocation projects (*Roadway Reconfiguration Guidelines*). Ongoing community participation should take place throughout the life of the project and should be a central part of the process.



Metro

The Toolkit

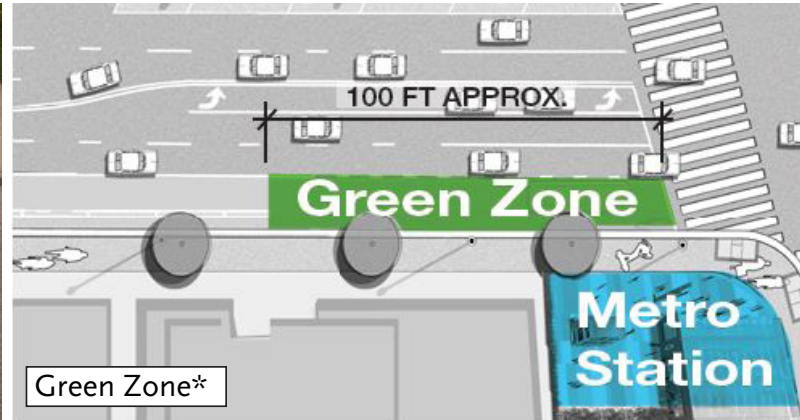
Images are illustrative only - design specification is not intended.



Toolkit (Continued)



Toolkit (Continued)



** From LA Metro's First/Last Mile Strategic Plan*

Appendix B

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Expo/Crenshaw Station Connectivity Study

Relevant Plans and Projects Memo

October 16, 2019

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1

Introduction

Relevant Plans and Projects

Introduction

The Expo/Crenshaw station is located in City of Los Angeles Council District 10 and at the epicenter of three Neighborhood Councils: West Adams, Empowerment Congress West, and United Neighborhoods. This light-rail station will act as a terminus of the Crenshaw/LAX line, will connect riders to the Expo Line, and will allow transit riders to access a wide range of regional destinations and jobs.

Over the last two decades, a significant amount of planning has been completed for the area surrounding the Expo/Crenshaw station. The increased attention to the area is indicative both of the need for enhancements and an energetic and activated community.

This study will consider the first/last mile needs of the 1/4-mile surrounding the Expo/Crenshaw station, while considering the design implications of the many adopted plans, policies, and anticipated development. Upon completion of a review of the relevant plans that are detailed in this memo, the team will make recommendations that seek to enhance the mobility network for all riders accessing transit in the area.

This memo presents a brief description of relevant City plans and projects and includes an overview of first/last mile implications that may result.

Relevant plans and projects include:

- Citywide and Relevant Plans/Projects
 - West Adams - Baldwin Hills - Leimert Community Plan
 - Crenshaw Corridor Specific Plan
 - Great Streets Challenge Grant
 - Crenshaw Blvd Streetscape Plan
 - Prop 1C Improvements
 - Crenshaw/LAX Transit Project
 - Destination Crenshaw
 - Vision Zero Crenshaw Safety Improvements
 - Metro NextGen Study
- Station Specific Plans/Projects
 - Expo/Crenshaw Station Joint Development Guidelines
 - Expo/Crenshaw Station Joint Development Project

The matrix below provides a brief snapshot of the plans and projects analyzed in this memo.

	Within 1/4 Mile of Rail Station	Includes ROW Improvements	Includes Streetscape Enhancements	Includes New Open Space	Includes New Development	Changes Circulation Patterns
West Adams - Baldwin Hills - Leimert Community Plan	✓					
Crenshaw Corridor Specific Plan	✓	✓	✓			
Crenshaw Blvd. Streetscape Plan	✓	✓	✓			✓
Prop 1C Improvements	✓		✓			
Crenshaw/LAX Transit Project	✓					✓
Destination Crenshaw		✓	✓	✓		✓
Vision Zero Crenshaw Safety Improvements	✓		✓			✓
Expo/Crenshaw Station Joint Development Project	✓		✓	✓	✓	✓
Expo/Crenshaw Station Joint Development Guidelines	✓					
Metro NextGen Study	✓					✓

2

Existing Plans & Projects

Citywide Plans

West Adams-Baldwin Hills-Leimert Community Plan Crenshaw Corridor Specific Plan Crenshaw Blvd Streetscape Plan

Completed

West Adams-Baldwin Hills-Leimert Community Plan (2012)

The West Adams-Baldwin Hills-Leimert Community Plan is an overarching document that was written with input from the community to guide future land use, urban design, and mobility improvements in the area. This Plan governs the entire 1/4-mile area surrounding the Exposition/Crenshaw transit station, but defers to the Crenshaw Corridor Specific Plan for plans regarding the area immediately surrounding the future Expo/Crenshaw station.

Crenshaw Corridor Specific Plan (2004, amended 2017)

The Crenshaw Corridor Specific Plan is a guiding document that specifies land use allowances along the Crenshaw Blvd. Corridor. For the purposes of this study, the Plan indicates that Crenshaw Blvd. from Victoria Ave. to Bronson Ave. and Exposition Blvd. from Victoria to 9th Avenue are a part of the “Subarea A” boundary (see image on the following page). This area is also classified as a Transit-Oriented Development Area, and has specific land use regulations that apply.

The Specific Plan lists land use allowances and defers to the Crenshaw Streetscape Plan for guidance on roadway recommendations.

Great Streets Challenge Grant (2017)

West Angeles CDC received a Great Streets Challenge Grant through the Great Streets Initiative. The grant provides support for community outreach to capture the community vision for enhancing public spaces around 54th St and Crenshaw Blvd through design, street furnishings, street trees, and public art.

Crenshaw Blvd Streetscape Plan (2016)

The Crenshaw Streetscape Plan details roadway reconfiguration concepts and recommended streetscape improvements along Crenshaw Blvd. between the 10 Freeway and 79th St. Although recommendations vary throughout the corridor, the design concepts aim to establish “unifying streetscape elements that are intended to tie the corridor together visually, and unique district streetscape elements that differentiate the corridor’s many distinct neighborhoods.”

The Streetscape Plan references the overarching Los Angeles Mobility 2035 Plan, which designates Crenshaw Blvd. as a Bicycle Enhanced Network and Bicycle Lane Network. The Plan recommends a bike lane to be added on Crenshaw Blvd. between 48th St. and 79th St., where it can be integrated without impacting the existing right-of-way or the lane configuration. The roadway between 48th St. to the north, however, cannot accommodate a bicycle facility without the reduction of either a travel lane

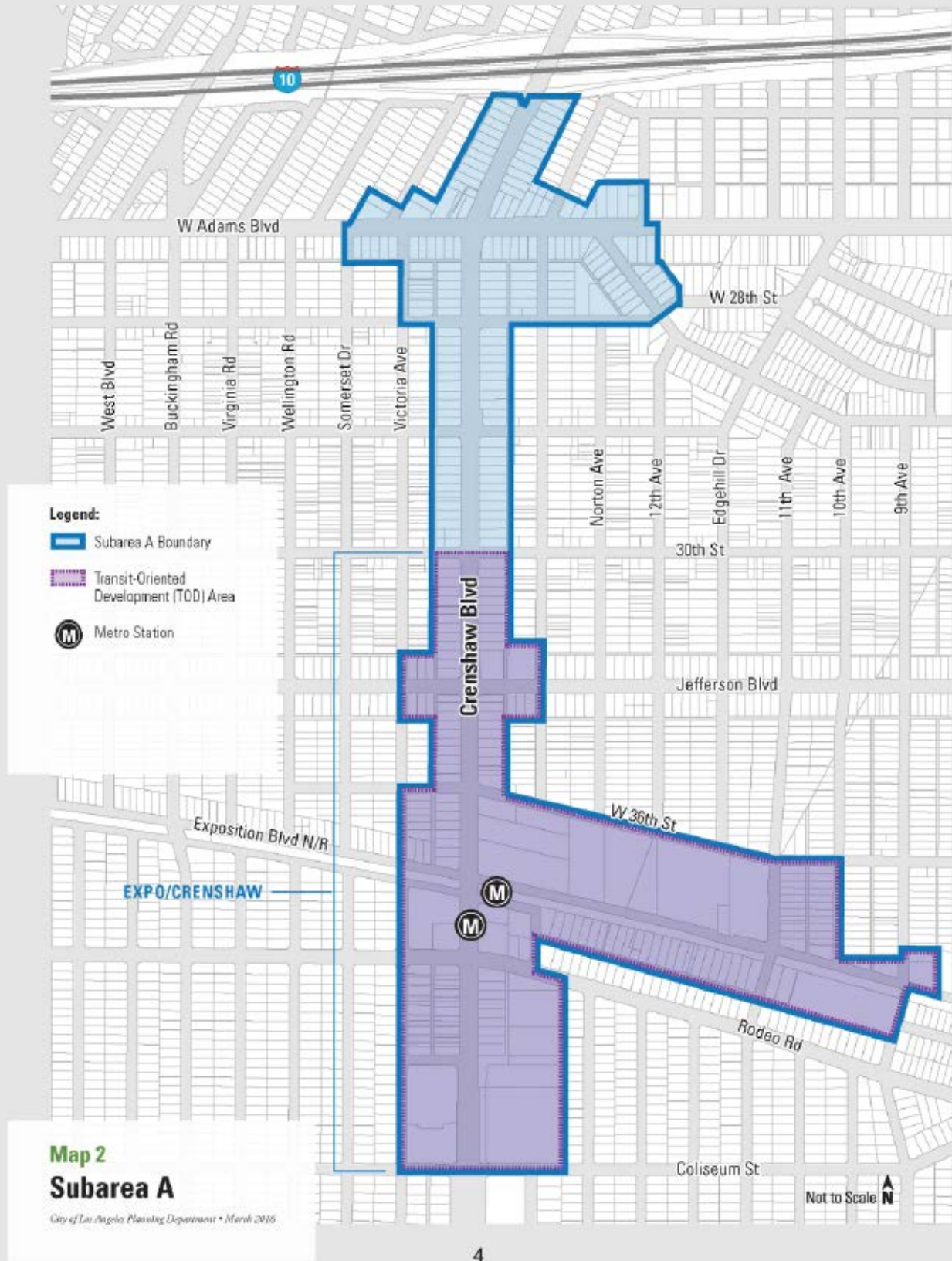


Diagram showcasing the boundaries of the Crenshaw Corridor Specific Plan

or parking lane. As such, the base Plan recommends a 'temporary' bike lane that would run along Degnan Blvd. (a parallel street that runs to the east of Crenshaw Blvd.) as an alternate north/south bicycle route.

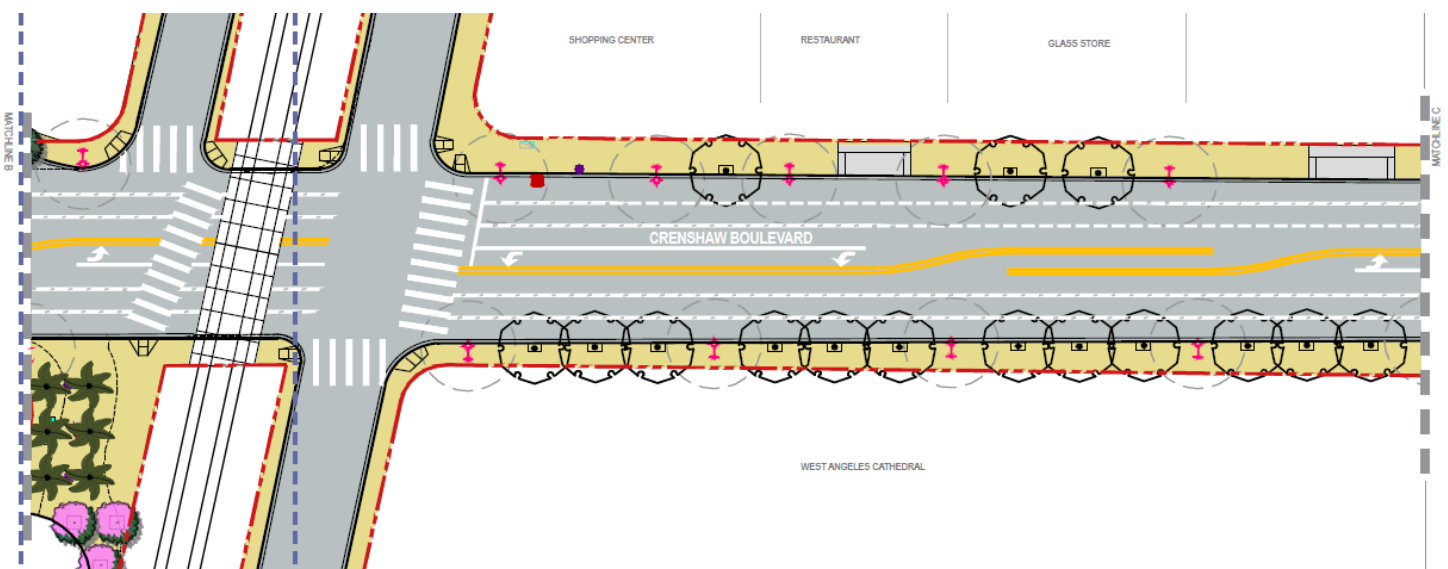
However, the narrative does indicate that during the community outreach conducted for the Plan, residents recommended additional changes to Crenshaw Blvd., north of 48th St. that would incorporate a protected bicycle lane. As a result of this desire, the City investigated the integration of a buffered bike lane with out-board bus islands (referred to as 'aspirational plans' (shown on the following page). This would require the conversion of the existing right-of-way from 6-lanes and a center turn lane to 2-lanes and center turn lane.

The community's request for these street changes should be considered for future first/last mile project recommendations, as a protected bike facility would provide safe connections for bicyclists accessing either of the two Metro stations, without jogging to the east onto Degnan Blvd.

The Streetscape Plan also provides a series of improvements (some required, others suggested) that relate to streetscape characteristics. These include, but are not limited to: raised landscape medians, continental crosswalks, sidewalks with amenity zones, colored concrete, small curb radii, dual sidewalks, landscaping, and specific tree types.

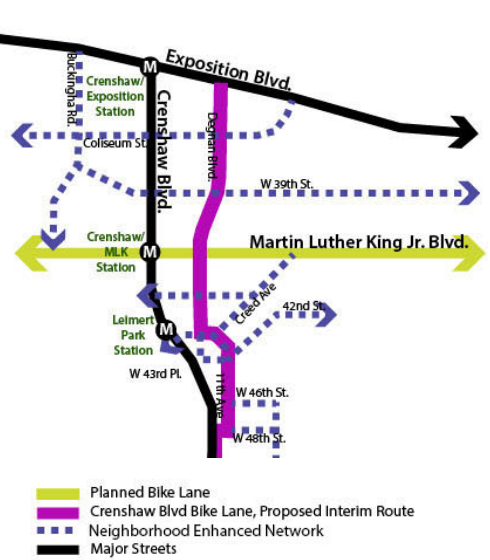
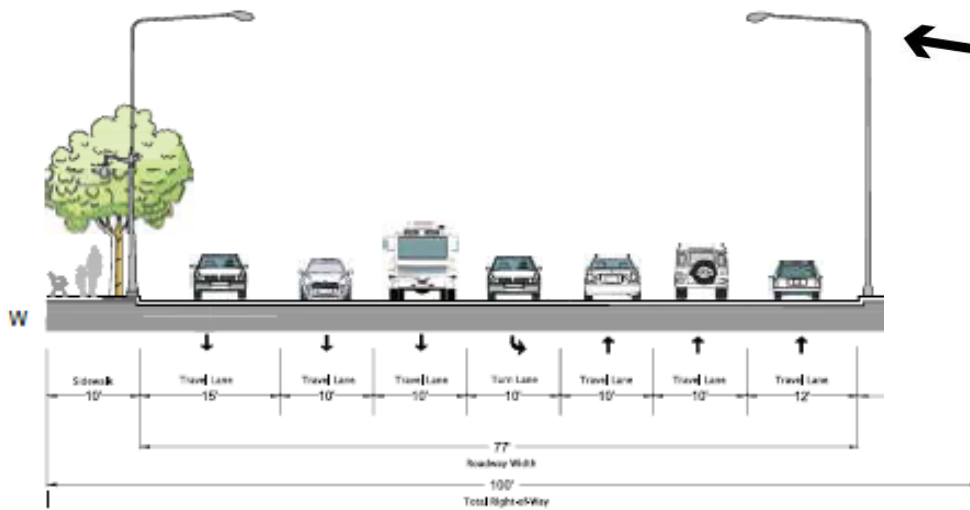
First/Last Mile Implications

- » The Crenshaw Streetscape Plan alludes to community support for a protected bicycle facility along Crenshaw Blvd., north of 48th St. Although significant right-of-way changes would need to occur to accommodate a protected bicycle lane, additional emphasis should be placed on investigating this option further to enhance multi-modal access.
- » The collection of plans in this area indicates an activated community that must be involved in discussions for any multi-modal access improvements that are recommended as a part of this plan.
- » The proposed protected bicycle facility in the 'aspirational plans' include outboard bus islands. Given the presence of the Crenshaw line and Metro's recasting of the bus network as part of the NextGen study, the street should be analyzed to understand if outboard bus platforms are needed in the context of the new transportation network.

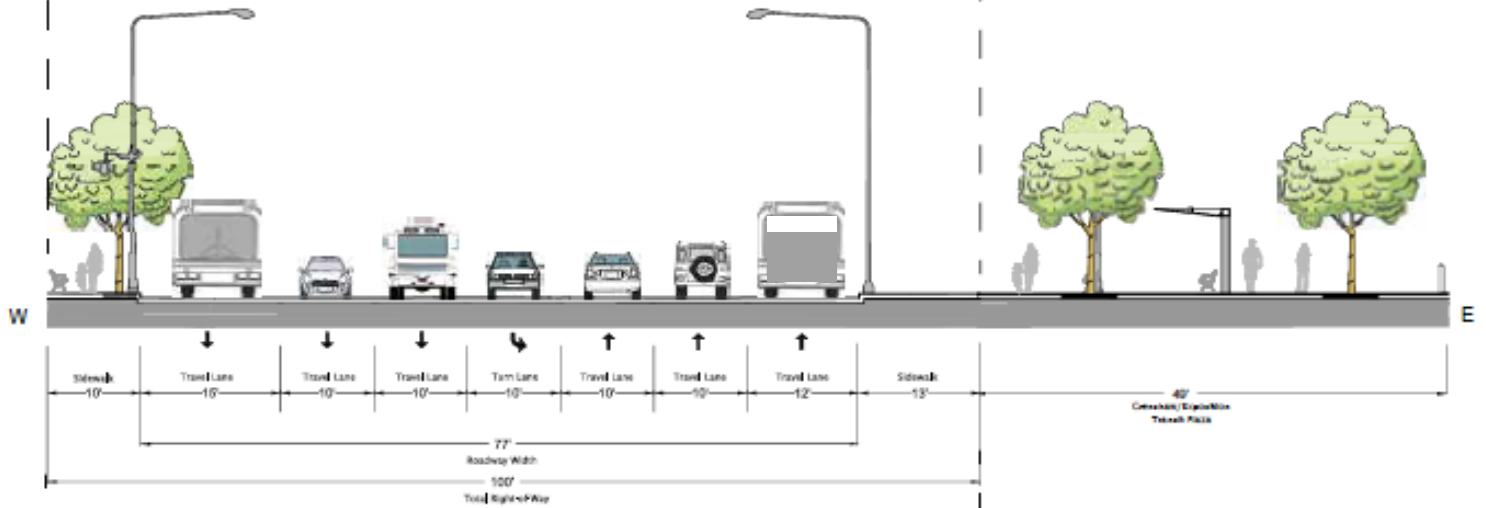


Recommended plans for Crenshaw Blvd. The right-of-way recommendations do not include a bicycle lane in the base report. A protected bicycle lane is referenced as an 'aspirational plan'. A diagram of the potential right-of-way configuration for the protected bicycle lane proposal is shown on the following page.

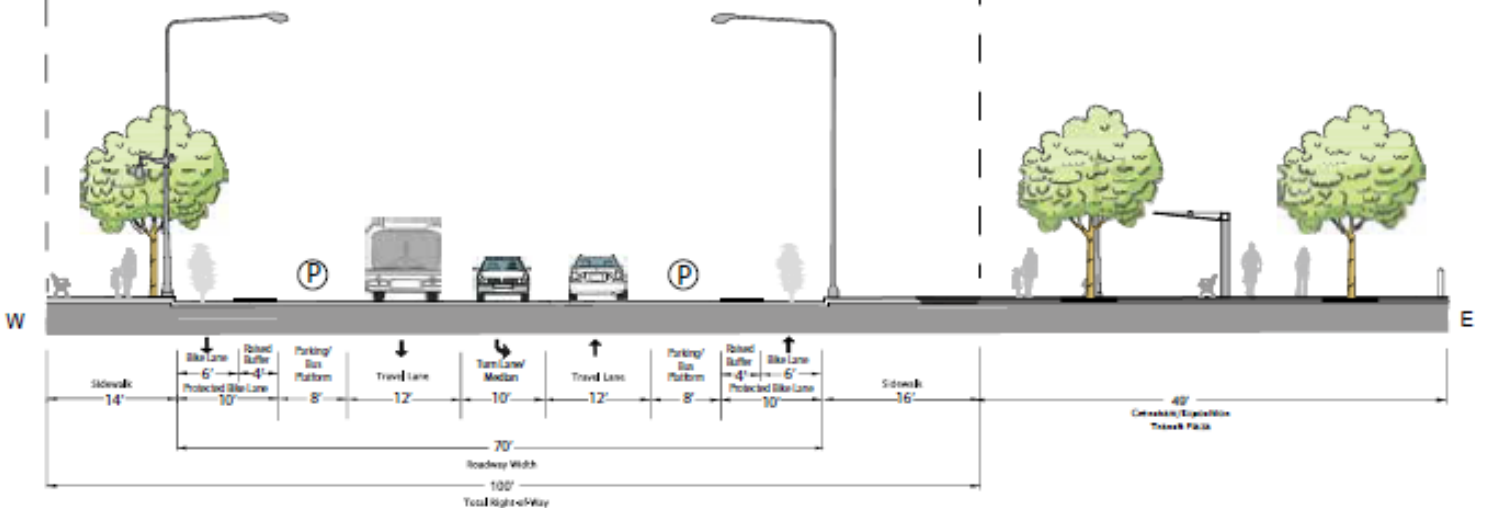
EXISTING



PROPOSED



POTENTIAL FUTURE CROSS SECTION



Recommended and 'aspirational plans' for Crenshaw Blvd (above)

Map (top right) identifies the northern portion of the proposed 'interim' bicycle facility (in purple) that runs along Degnan Blvd. to avoid the right-of-way constraints on Crenshaw Blvd.

Prop 1C Improvements

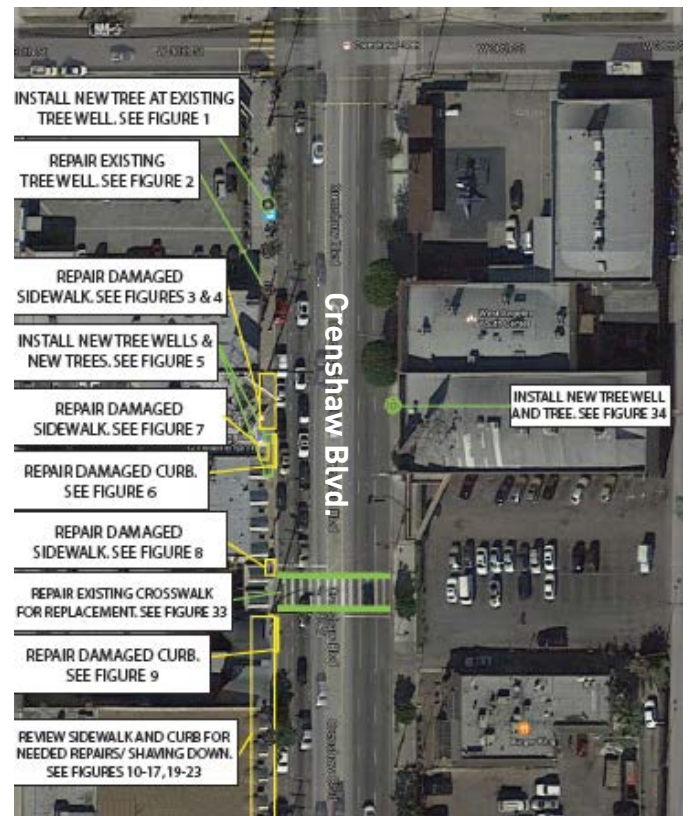
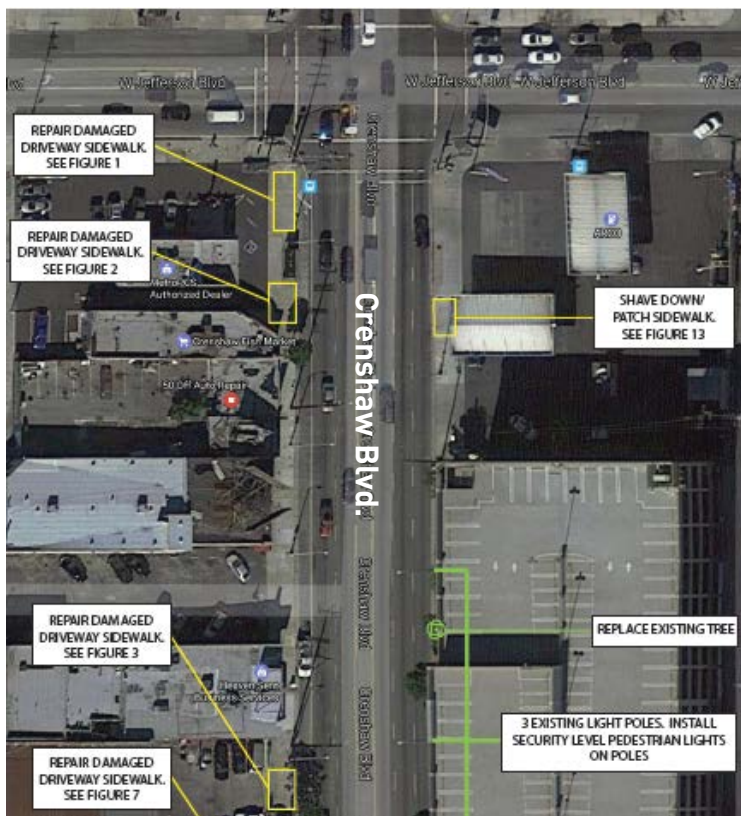
Ongoing

In 2009, a Prop 1C grant was awarded for the Crenshaw Mid-City Corridors Infill Infrastructure Project. The grant is managed by Mayor Garcetti's office and the LA Housing and Community Investment Department. The \$14.6m grant includes improvements along Jefferson Blvd. and Crenshaw Blvd. Streetscape improvements include elements like:

- » Repaired sidewalks, driveways, and treewell;
- » Installation of new bus shelters
- » Installation of new trees and tree wells
- » Introduction of new ADA curb ramps and continental crosswalk legs
- » Tree pruning

First/Last Mile Implications

- » The improvements included in the grant will upgrade existing sidewalks and crossings (and improve the first/last mile environment) but will not reconfigure the streetspace.
- » Bike facilities are not included.
- » New crosswalks introduced are Continental, however they are not shown to include bi-directional curb ramps.
- » Improvements extend the full length of Crenshaw Blvd., from Exposition Blvd. to 30th St. They also include Jefferson Blvd, from 8th Ave. to Bronson Ave. (ends two blocks east of Crenshaw Blvd.).

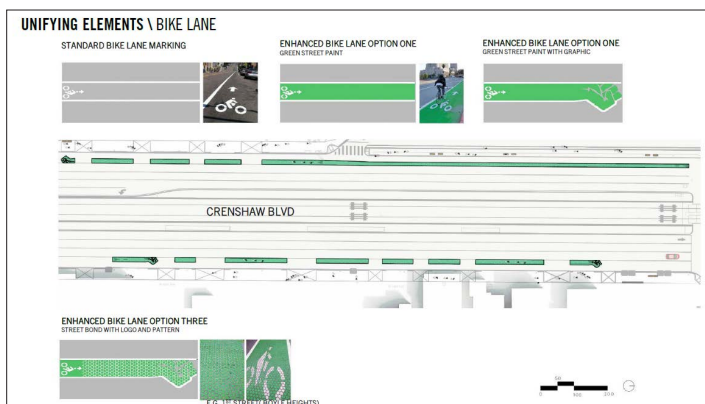


Diagrams from the Prop 1-C Overview Package
Crenshaw Blvd., south of Jefferson Blvd. (left) & Crenshaw Blvd., south of 30th St. (right)

[Other] Plans



Overview map of the Crenshaw/LAX Transit Project



Images from top to bottom: Crenshaw/LAX Transit Project map, bike lanes, and streetscape design language from Destination Crenshaw

Crenshaw/LAX Transit Project (Ongoing)

The Crenshaw/LAX Transit Project is the overarching impetus guiding this document. It will connect the existing Exposition Line to the Metro Green Line and will serve the cities of Los Angeles, Inglewood, El Segundo, and portions of unincorporated Los Angeles County. Within the Expo/Crenshaw study area, streetscape and roadway improvements are proposed on Crenshaw Blvd from Rodeo Pl to Exposition Blvd. Relevant components include street vacations, bus turn outs, street trees, and enhanced pedestrian and transit facilities. A knock out panel will also be included on the west side of Crenshaw Blvd to allow for a future second station portal north of the existing gas station. The second portal would improve transit access allowing riders to enter and exit on both sides of Crenshaw Blvd. See the Ongoing Plans/Projects Proposed Improvements map at the end of this document.

Destination Crenshaw (Ongoing)

The Destination Crenshaw Plan outlines a design approach to create a unified Crenshaw Blvd. with different character nodes that span from 59th St. to Vernon Ave. Improvements recommended include Crenshaw Park, sidewalk improvements, crosswalk improvements, special district-inspired paving patterns, bike furniture, shade structures, and lighting. Although the project extents do not touch the 1/4-mile area surrounding the Exposition/Crenshaw station, there have been early discussions about the possibility of extending the design language further north, to the station area.

Crenshaw Blvd Safety Improvements, LADOT Vision Zero Priority Corridors (Ongoing)

Crenshaw Blvd. has been identified as a Vision Zero Priority Corridor by the High Injury Network. LADOT is installing safety improvements on 5.7 miles of Crenshaw Blvd., between 79th St and Pico Blvd., including leading pedestrian intervals, continental and ladder crosswalk upgrades, protected left turns, and more. Implementation of further improvements will be revisited once construction on the Crenshaw Line has ceased.

Metro NextGen (Ongoing)

The Metro NextGen Plan is an ongoing effort to redefine the Metro bus network. Engineers and planners are analyzing the current bus system, performance, ridership, and demand to understand transportation needs throughout the County. The changes recommended as a part of the NextGen Plan will directly influence improvements recommended as they relate to bus infrastructure in the public realm. At this time, draft plans have not yet been released, but will be consulted as information becomes available.

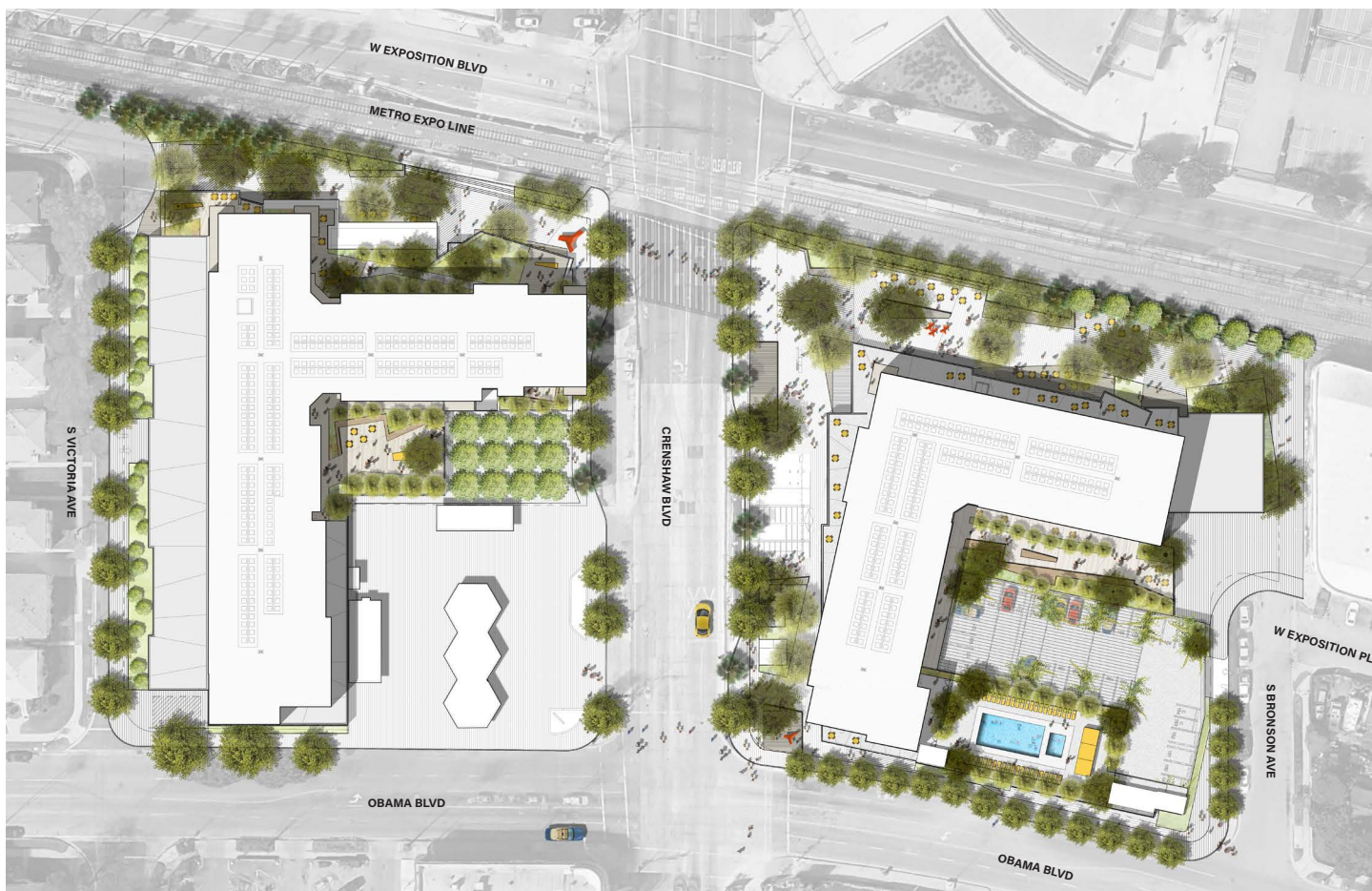
Expo/Crenshaw Joint Development & Expo/Crenshaw Joint Development Guidelines

Ongoing

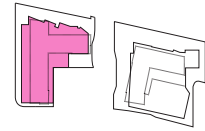
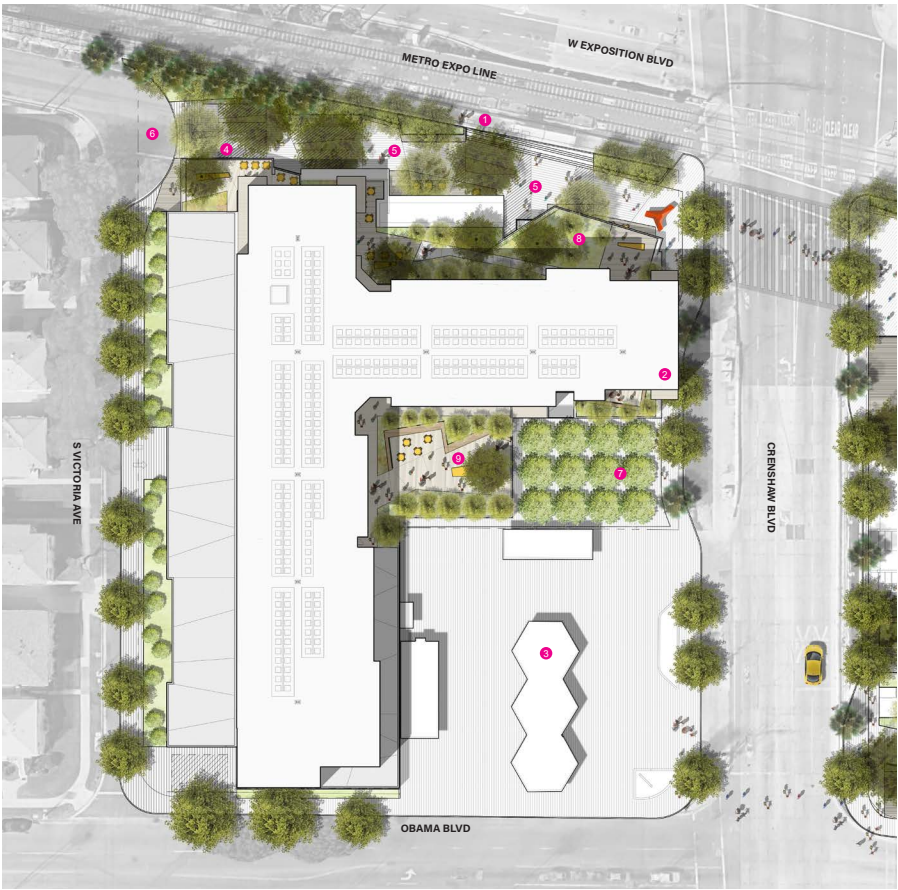
Expo/Crenshaw Joint Development Sites

The Metro Joint Development sites are located south of Exposition Blvd., on either side of Crenshaw Blvd. (see illustrative plan below). The western site (Site A) is currently the LA County Probation Department Office, while the eastern site (Site B) is being used as a staging area for the Crenshaw/LAX light-rail project. The two sites will be transformed into two mixed-use, 7-story buildings that will include 400 housing units, 8,500 sq ft of retail space, 28,000 sq ft of retail space for a grocery store, and large public plazas.

The two joint development sites will provide a key connection for transit users who are transferring between the Expo Line and the Crenshaw Line. Transfers between the two transit lines will require coordination and enhanced safety measures for the high pedestrian volumes anticipated through the Crenshaw Blvd. and Exposition Blvd. intersection.

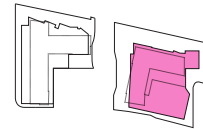
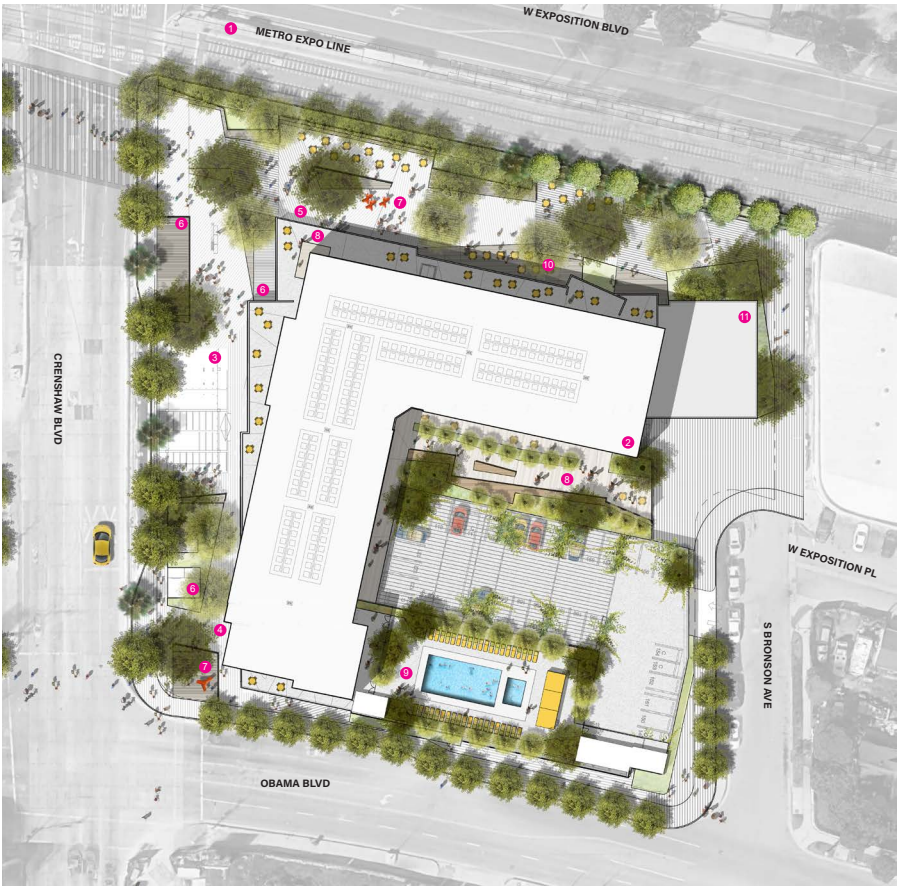


Joint Development Overview (from August 2019)



LEGEND

- 1 EXPO/CRENSHAW STATION
- 2 SITE A BUILDING
- 3 SHELL GAS STATION
- 4 RESIDENTIAL LOBBY
- 5 EXPO PARK PROMENADE
- 6 DROP OFF ZONE
- 7 BUS PLAZA
- 8 AMENITY DECK (L2)
- 9 AMENITY DECK (L3)



LEGEND

- 1 EXPO/CRENSHAW STATION
- 2 SITE B BUILDING
- 3 METRO PORTAL
- 4 RESIDENTIAL LOBBY
- 5 GROCERY PLAZA
- 6 METRO STRUCTURE
- 7 PUBLIC ART
- 8 AMENITY DECK L2
- 9 AMENITY DECK L3
- 10 OUTDOOR PATIO
- 11 SERVICE YARD (EXISTING)

The Crenshaw/LAX Transit Project has secured a street vacation north of Metro property (Site B) on Exposition Pl. between Crenshaw Blvd. and S. Bronson Ave. The developer is pursuing a street vacation north of the County property (Site A) on W. Exposition Blvd. between Crenshaw Blvd. and S. Victoria Ave. The vacation of these streets will allow for large 52' (north of Site B) and 39' (north of Site A) pedestrian plazas.

10 Metro ADA parking spots will be provided on site. Transit riders will also be able to utilize the West Angeles Cathedral parking structure which is located approximately one block north of Exposition Blvd. Quality access to and from this parking structure will be paramount to ensure the safety of transit riders accessing both stations.

To generate the latest development design concepts, several public meetings have been held with local residents regarding the future sites. According to the Watt Companies survey, when comments pertained to mobility and access, 78% of community members requested pedestrian enhancements and 49% requested "last mile" improvements in the area.

Expo/Crenshaw Joint Development Guidelines

The Metro Joint Development program provides background for and contextualizes the Expo/Crenshaw Joint Development sites. The document describes the conditions of the surrounding community as mostly low-scale residential with some commercial establishments along Crenshaw Blvd. and Exposition Blvd.

The Guidelines indicate that the combination of the two Metro stations will provide access to a total of 480,000 jobs in the region - connecting riders to Downtown Los Angeles, Santa Monica, and the LAX area.

To generate the Expo/Crenshaw Joint Development Guidelines, Metro held several community workshops from 2015 - 2016. Community members advocated for the following goals:

- » Realize a culturally distinct and iconic gateway destination that serves residents and attracts visitors;

- » Create a village experience that is a walkable and safe community place with green and open space;
- » Incorporate high-quality and local-serving uses including retail, sit-down restaurants, and a neighborhood grocery store;
- » Develop a range of housing types affordable to existing residents including seniors and families;
- » Foster community job growth and opportunity during and after development;
- » Offer sufficient parking for commuters and minimize parking impacts on surrounding communities; and
- » Encourage and provide opportunities for ongoing community input in the Joint Development process and proposed project.

Beyond land use guidelines that include provisions for setbacks, height allowances, project orientation, and scale, the document defers to the City of Los Angeles Crenshaw Boulevard Streetscape Plan for Guidance regarding roadway and streetscape transformations (see citywide plans).

First/Last Mile Implications

- » A large pedestrian plaza on the north side of Sites A and B will create ample gathering space for transit riders accessing both the Expo Line and the Crenshaw line.
- » Access to/from the Metro shared parking with West Angeles Cathedral will be critical. High visibility crosswalks, leading pedestrian intervals, and tight curb radii will need to be maintained along Crenshaw Blvd. and Exposition Blvd. to ensure safe access across the street.
- » As this station will serve as the current terminus of the Crenshaw line (although the line will extend to the north in future years), design concepts should take into account Metro's Transfer Design Guidelines and toolkit of improvements to create intuitive transfers for riders.

3

Mapping & Analysis

Opportunities & Constraints

This section analyzes the existing and proposed conditions within the 1/4 mile study area. The first diagram presents an overview of opportunities and constraints, which summarizes some of the main takeaways about the walking and biking environment. The following diagrams showcase the existing conditions in the study area, including: community destinations, the transit network, safety conditions, pedestrian amenities, street conditions, and the bicycle network. The final diagram shows ongoing plans, projects, and proposed improvements.

Selected Takeaways

Opportunities and Constraints

- » There are little to no pedestrian and bicycle amenities on the streets in the area, such as trees, street furniture, bike racks, sidewalk lights, bike lanes, etc.
- » East/west streets are barriers to north/south movement for people walking and biking because of limited street crossings along their lengths.
- » Wide streets encourage speeding and downgrade the experience for people walking and biking.
- » Connections across the Expo rail tracks are limited.

Community Destinations

- » Destinations in the area are concentrated along Crenshaw Blvd. and secondarily along Jefferson Blvd.
- » Large retail destinations in the area include the big box centers at Coliseum St. and Crenshaw Blvd.
- » The West Angeles Cathedral is a major community destination at the center of the study area.

Transit Network

- » Both Crenshaw Blvd. and Jefferson Blvd. carry bus lines, including both Metro and DASH service. The corner of Crenshaw Blvd. and Jefferson Blvd. has a cluster of bus stops.
- » The two intersecting rail lines are a major asset for people walking, biking, and taking alternative forms of transportation.

Safety

- » Both Crenshaw Blvd. and Jefferson Blvd. contain high number of collisions.
- » In the study area, the corners of Jefferson Blvd. with Buckingham Rd., Crenshaw Blvd., and 11th

Ave., along with the intersections of Crenshaw Blvd. with Obama Blvd., Coliseum St., and Exposition Blvd. show the highest rates of collisions between 2012-2016.

- » Higher speed limits on major streets provide an unsafe and uncomfortable experience for people walking and biking.

Pedestrian Amenities

- » Pedestrian amenities are limited in the study area with limited to no tree cover, limited crosswalks, missing bus stop amenities, and uni-directional (rather than bi-directional) curb ramps.
- » Sidewalk quality ranges from average to extremely poor.

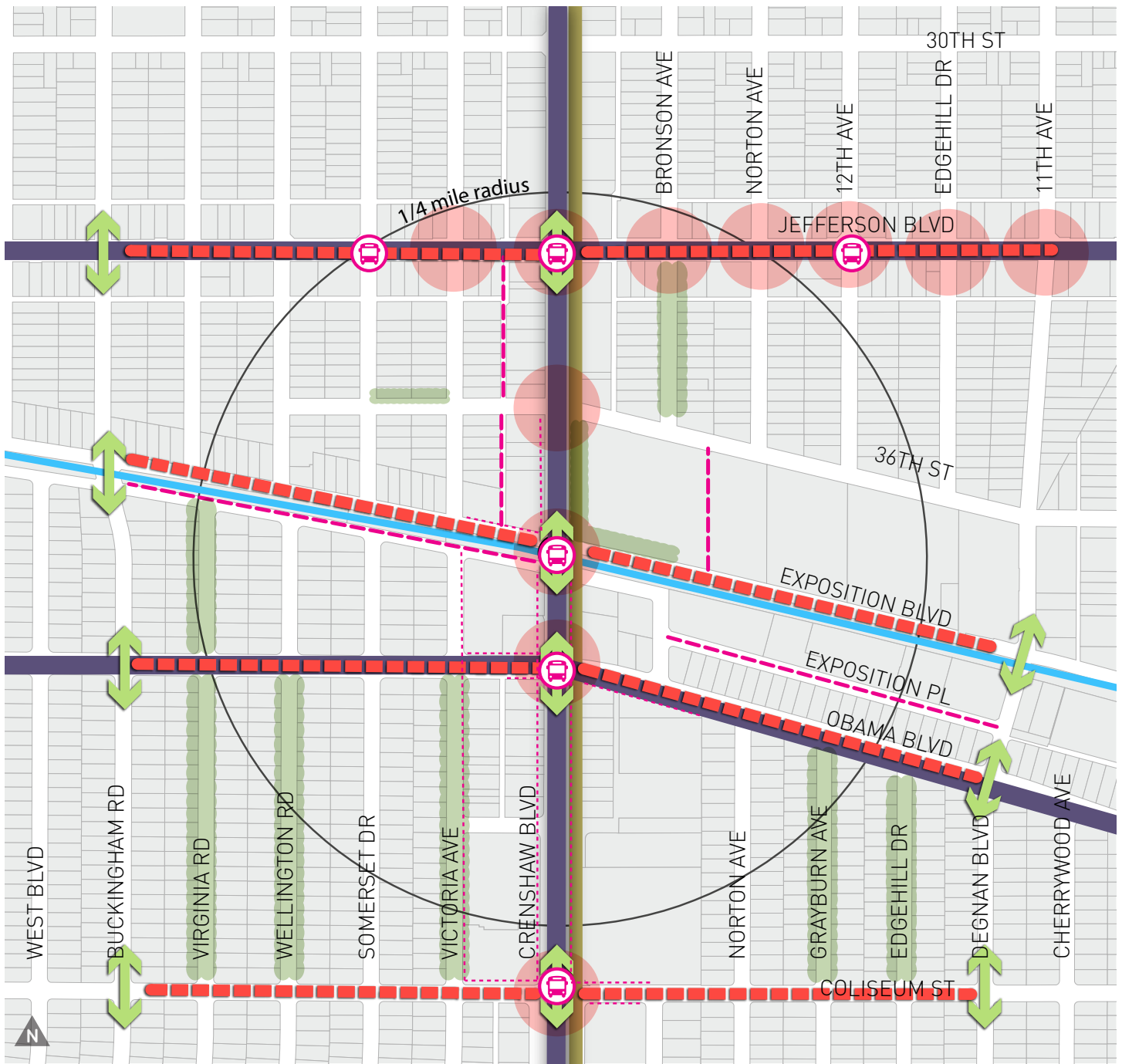
Street Conditions

- » The streets in the area prioritize east-west vehicular movement.
- » All east/west streets are 40ft and above in curb-to-curb width and have limited north/south crossings.
- » Many streets have poor roadway quality because of paving issues.
- » Signalized intersections are located along the major streets.

Bicycle Network

- » Exposition Blvd., is one of the only streets in the study area, which has bicycle lanes. These lanes, however, are narrow at 4ft wide and are not buffered from traffic.
- » There are two main proposed bicycle facilities in the study area: bike lanes on Jefferson Blvd. and Crenshaw Blvd. All other proposed facilities are sharrows.

Opportunities & Constraints



Existing signalized crossings are critical in providing safe crossings across E/W thoroughfares. Shade and good tree canopy is present in some residential streets. E/W streets around the station are barriers to N/S movement with over 1,300' between crossings. Wide street widths along arterials promote high vehicular speeds and an unpleasant pedestrian environment. High collisions occur on arterial streets of Crenshaw Blvd. and Jefferson Blvd. The transit environment around the station is consistently poor with little to no amenities. There are potential cut-through routes through alleyways and low vehicular streets such as Exposition Pl. A new cut-through through the West Angeles Cathedral parking lot could provided improved access to residential areas to the north. Pedestrian frontage improvements have also been identified at commercial areas with blank facades or strip mall character.

Strengths

- Signalized Crossings that permits north-south pedestrian movement
- Adequate Shade

Opportunities

- Potential Cut-through
- Pedestrian Frontage Improvements
- Poor Transit Environment

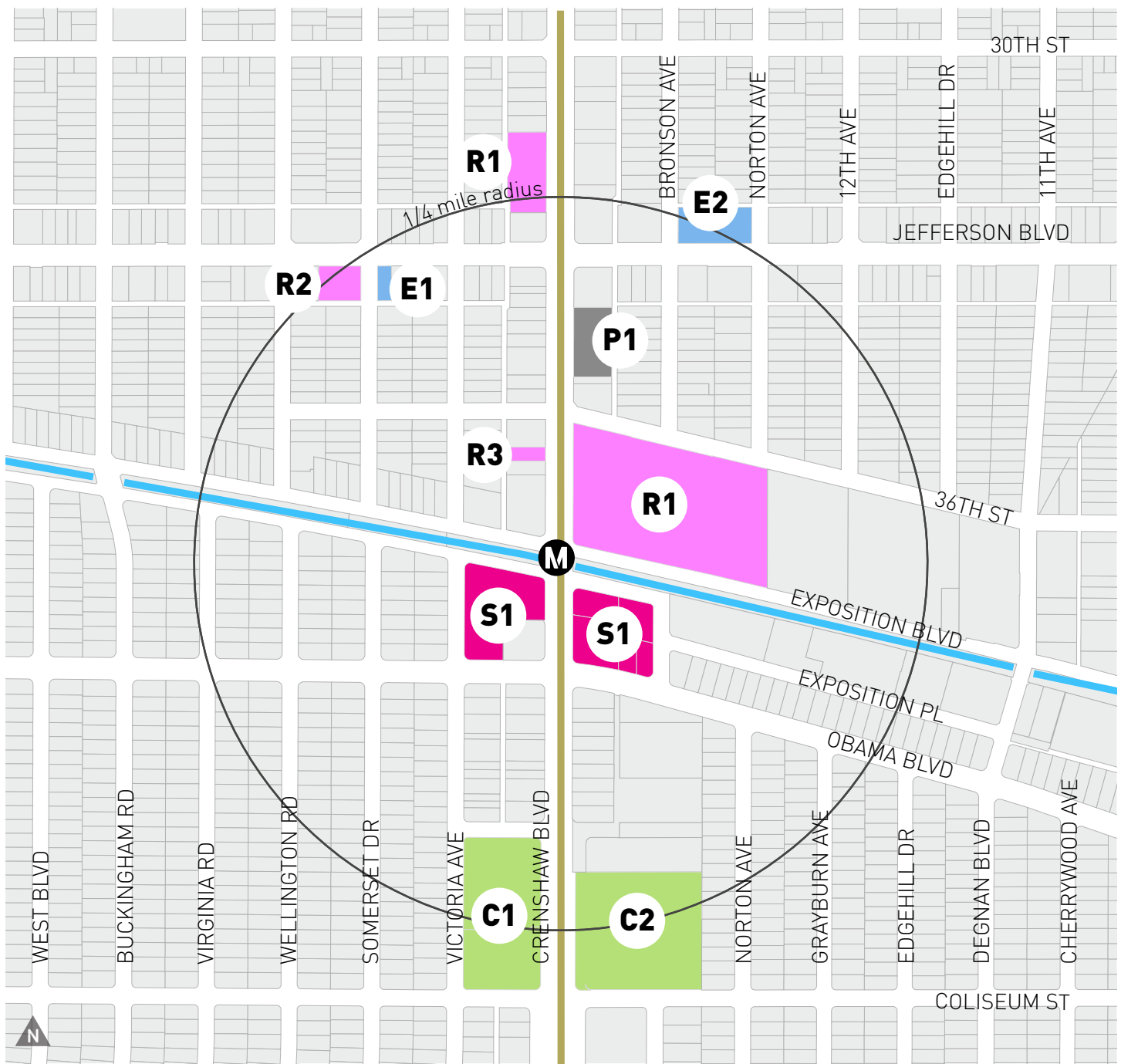
Constraints

- Barriers to North-South Movement
- Wide Right-of-Way
- High Collision Intersections

Other

- Metro Expo Line
- Metro Crenshaw/LAX Line

Community Destinations



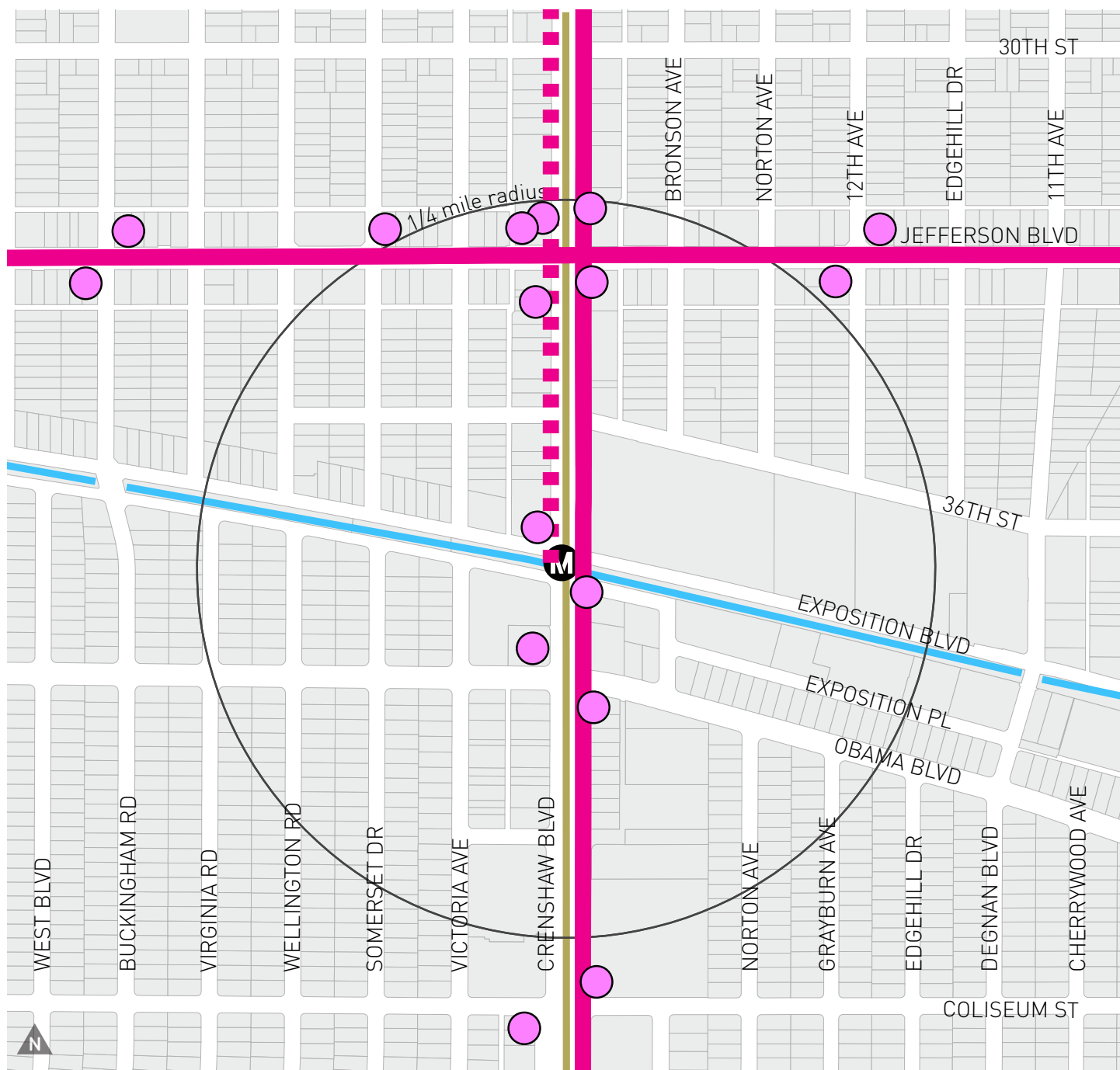
- S1 Joint Development Sites
- R1 West Angeles Cathedral
- R2 Hope Memorial Lutheran Church
- R3 Masjid Abu Bakr As Siddiq (Mosque)
- E1 Head Start At Hope Memorial
- E2 Celerity Nascent Charter School
- C1 Commercial Center (CVS, Auto Club, RAC, etc.)
- C2 Commercial Center (Walgreens, Big 5, etc.)
- P1 Parking Structure

- Metro Expo Line
- Metro Crenshaw LAX Line



The West Angeles Cathedral is a major destination adjacent to the station.

Transit Network



Bus Lines & Stops

Lines 210, 710, 740, 35/38;
DASH Midtown, DASH Crenshaw

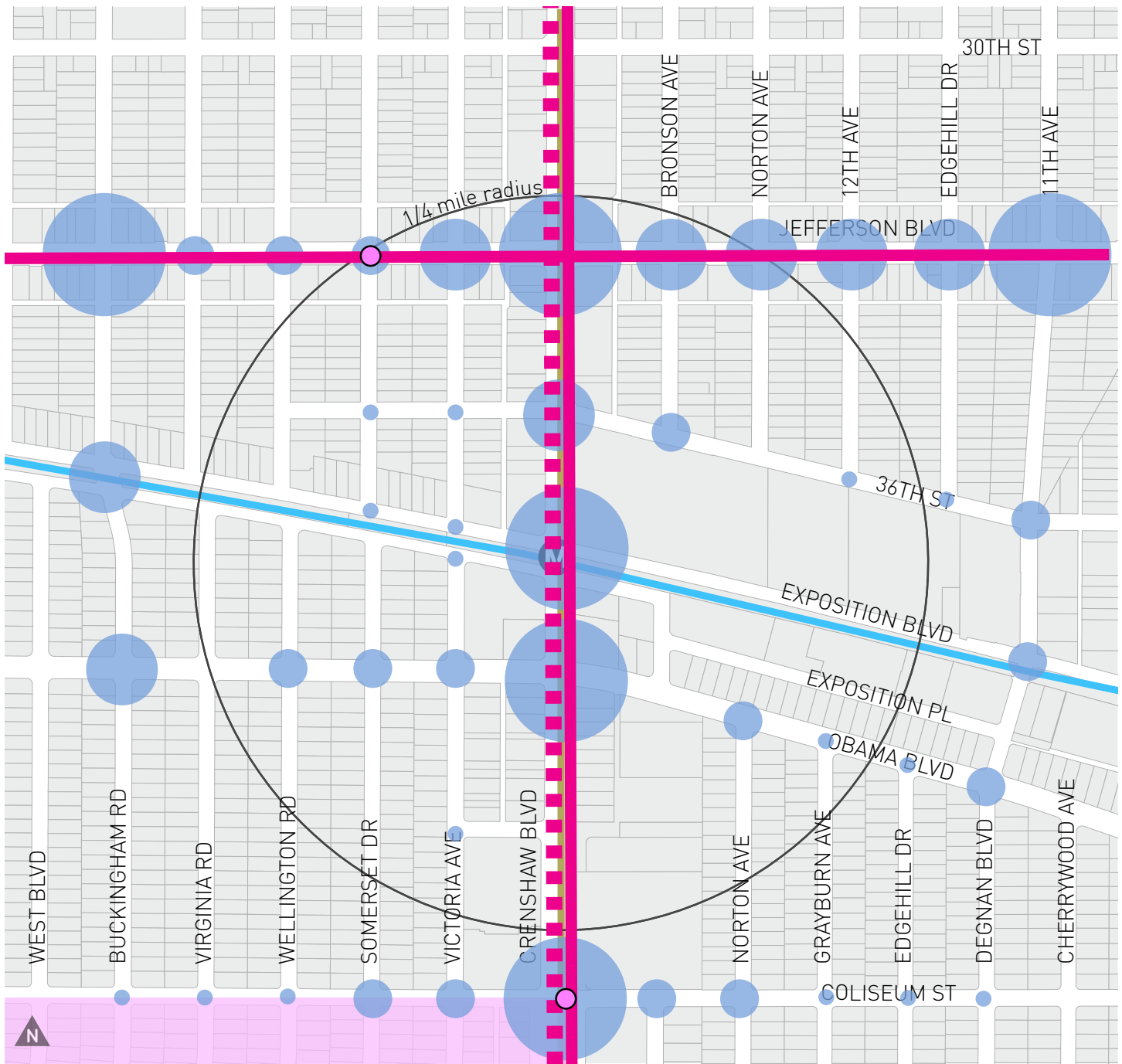
City of LA Mobility Plan Transit Enhanced Network

Metro Expo Line

Metro Crenshaw LAX Line

Both local and Rapid Metro bus routes travel along the two main streets within the study area: Crenshaw Blvd. and Jefferson Blvd. Metro's Rapid Line 740 connects south past the Green Line, through Inglewood, Lennox, Lawndale, and to Redondo Beach. The 710 Rapid travels up to Wilshire/Western and down to Redondo Beach as well. This bus follows a similar route to the 210 Local, however this bus also extends up past Wilshire/Western to Hollywood/Vine. The 35/28 travels east/west from the area near USC to La Cienega/Jefferson and Culver City. Most bus stops in the area are missing simple amenities like benches and shelters for people waiting.

Safety

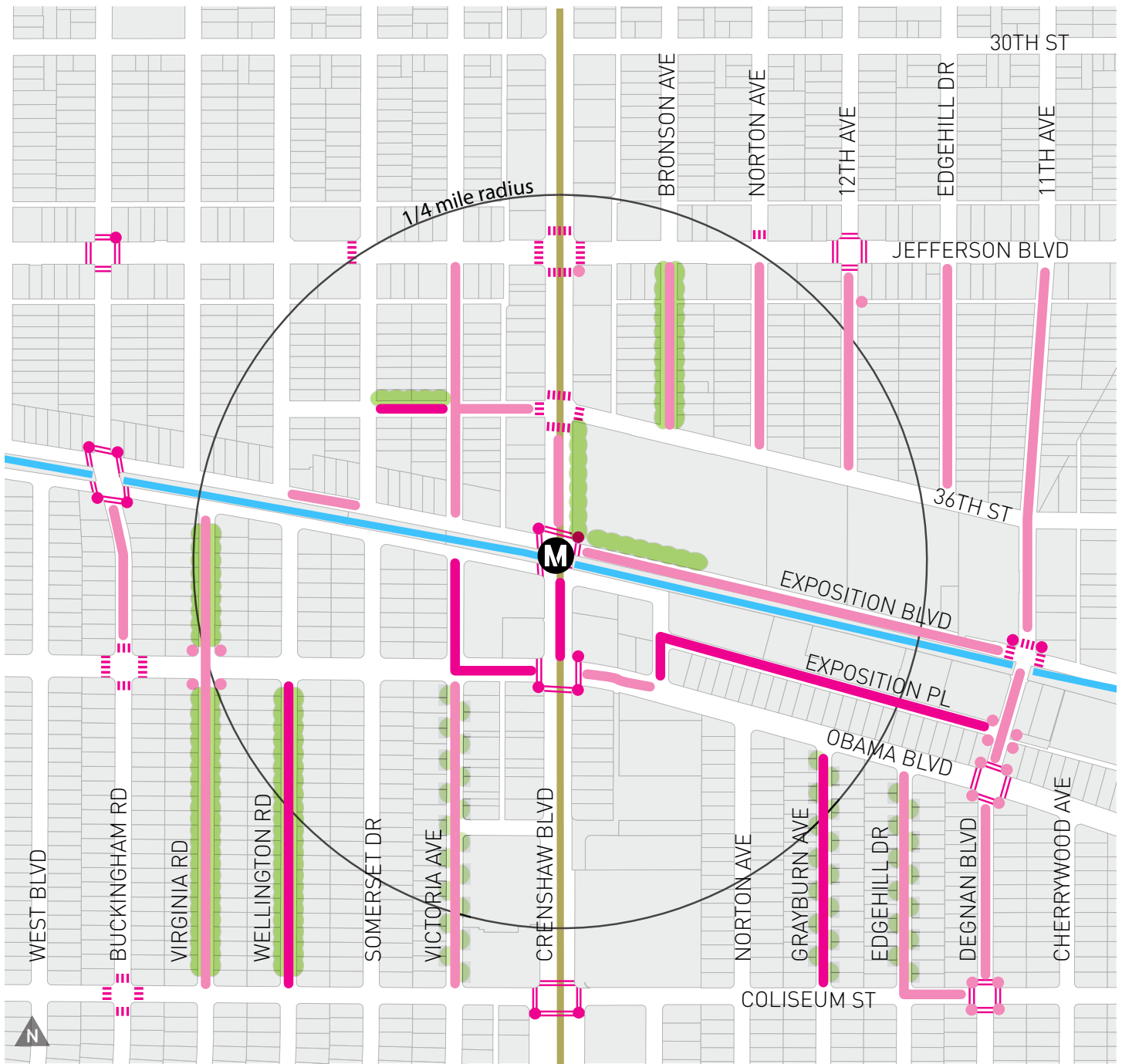


- City of LA High Injury Network
- Pedestrian Fatality (2012-2016)
- 11-25 Collisions (2012-2016)
- 5-10 Collisions (2012-2016)
- 2-4 Collisions (2012-2016)
- 1 Collision (2012-2016)
- Crenshaw Blvd Safety Improvement Project
- Baldwin Hills Senior Zone Project
- Metro Expo Line
- Metro Crenshaw LAX Line

The majority of collisions in the area between 2012-2016 were located on Jefferson Blvd. and Crenshaw Blvd., with the two most dangerous intersections being Jefferson/ Crenshaw (25 collisions) and Crenshaw/Obama (13 collisions). As expected, collisions are more prevalent in locations where there are higher posted speed limits.

<i>Crenshaw Blvd</i>	<i>35 mph</i>	<i>Obama Blvd</i>	<i>40 mph</i>
<i>Jefferson Blvd</i>	<i>35 mph</i>	<i>Coliseum St</i>	<i>30 mph</i>
<i>Exposition Blvd</i>	<i>35 mph</i>		

Pedestrian Amenities



The pedestrian conditions surrounding the station are average to poor. Long blocks are accompanied by little to no tree cover. Sidewalks are in various states of repair; many of the blocks that offer shade also have sidewalks that suffer from root intrusion. Standard curb ramps exist at the majority of intersections. In some instances ramps may be missing, or they have been enhanced to bi-directional ramps. Crosswalks are infrequent, particularly along Coliseum St. and Obama Blvd., and restrict NS movement.

Curb Ramps

Unless noted, standard curb ramps exist at all other intersections.

- Missing or damaged
- Bi-directional ramps

Crosswalks

- Standard crosswalk
- ||||| Continental crosswalk

Other

- Metro Crenshaw LAX Line
- Metro Expo Line

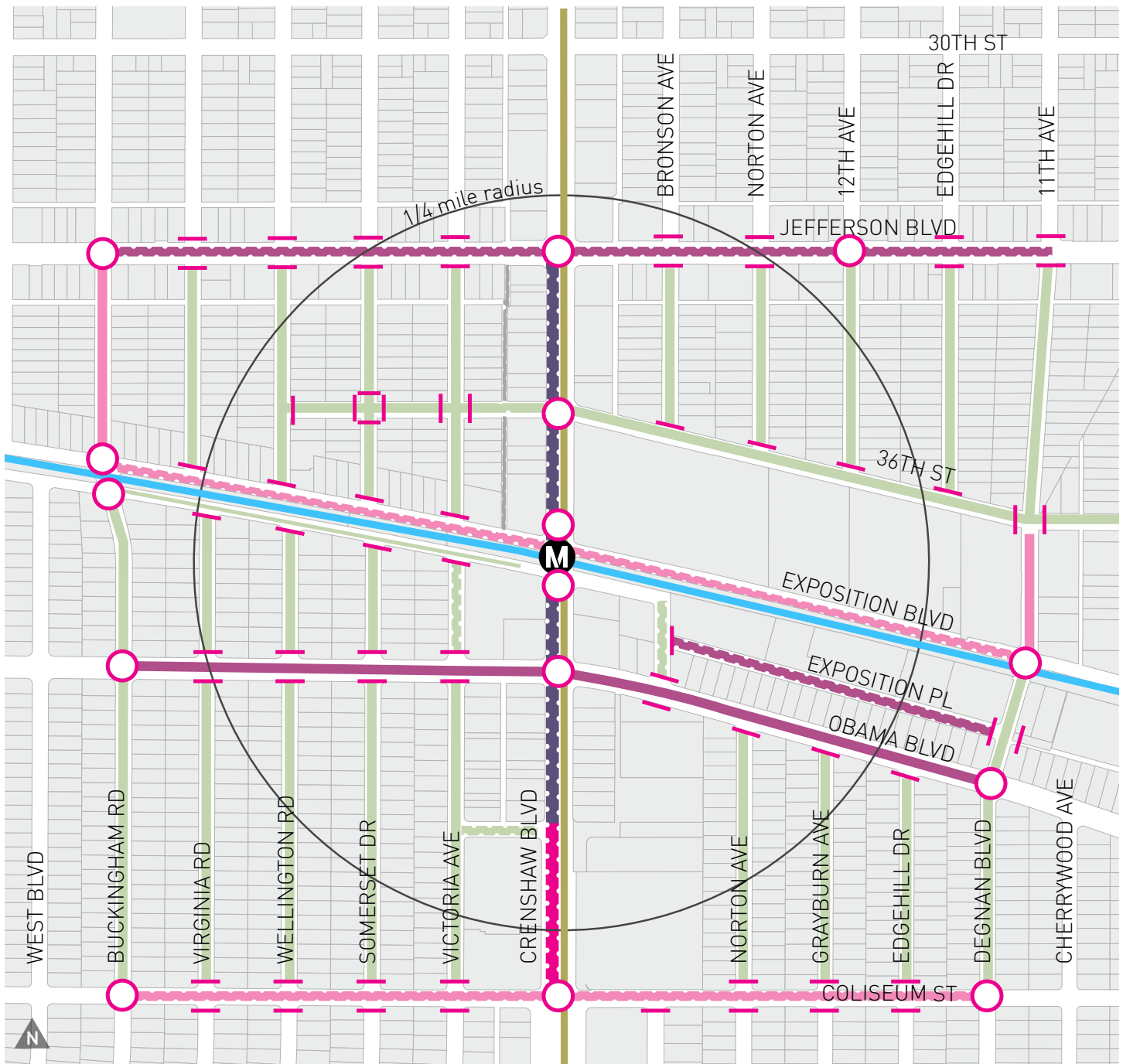
Sidewalk Quality

- Poor (lifted slabs, cracked)
- Extremely poor (severe root intrusion, difficult to navigate)

Tree Cover

- Dense tree cover
- Sporadic tree cover

Street Conditions



The street network in the area prioritizes east-west movement. All east-west streets are 40' and above, except for 36th St. Stop controls are also mainly north-south, further facilitating east-west movement. Because of the at-grade Expo Light Rail Line, Exposition Blvd. acts as a physical barrier for north-south movements. North-south crossings on Exposition Blvd. occur at Buckingham Rd., Crenshaw Blvd., and Degnan Blvd. Crenshaw Blvd. is the widest street at 70'-75' and increases to 95' south of Rodeo Pl. The major thoroughfares near the station have poor roadway quality with visible cracks and rough texture. Alleys also have observed poor roadway conditions.

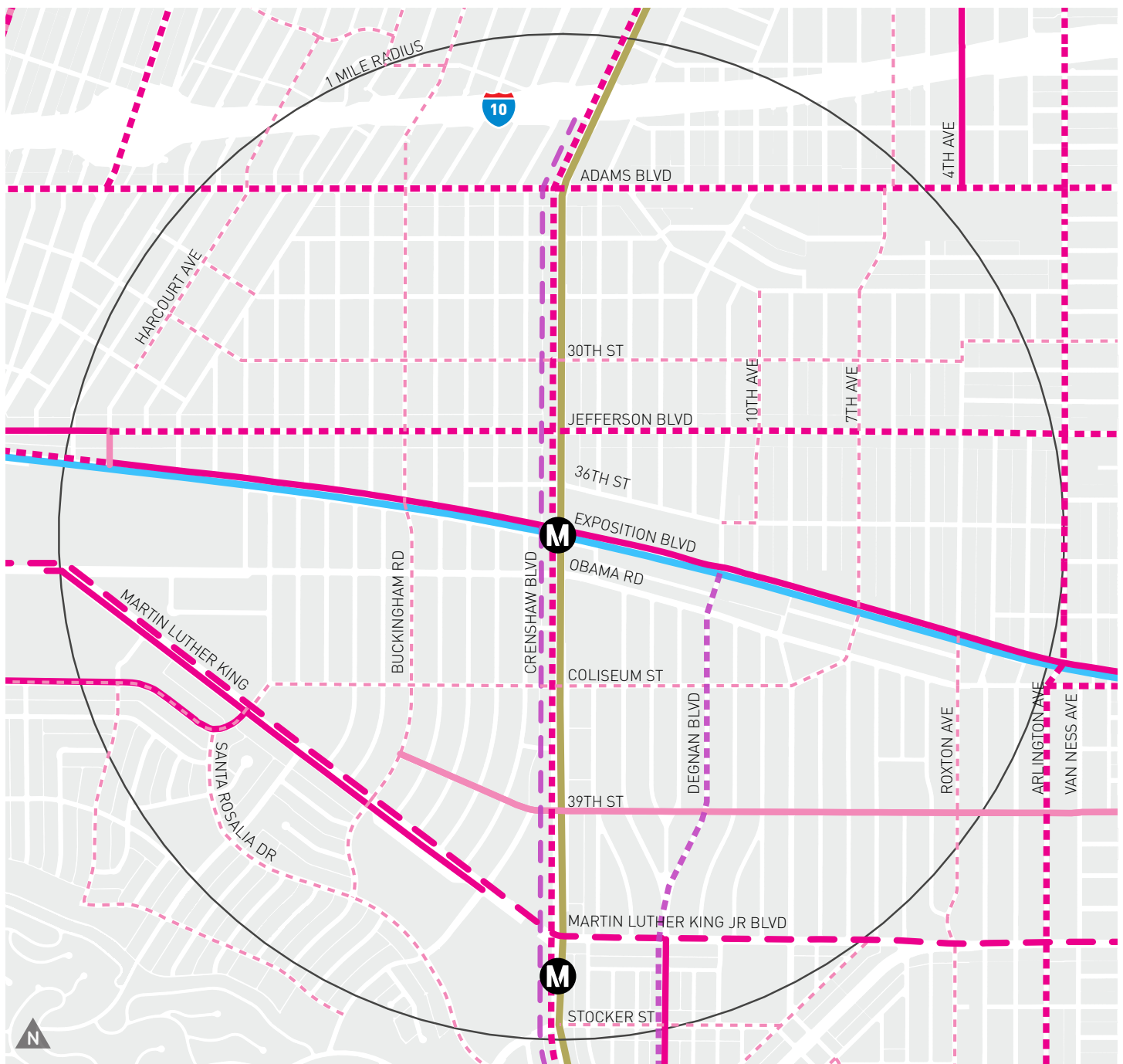
Intersection Stop Control

- Signalized intersection
- Four way stop
- North/south stop signs
- East/west stop signs
- Metro Expo Line
- Metro Crenshaw LAX Line

Roadway Width

- 30'-35'
- 40'
- 55'
- 70'-75'
- 95'
- Poor roadway quality

Bicycle Network



Existing bike lanes on Exposition Blvd. are narrow (4 ft), placed along the curb edge, and immediately adjacent to vehicular lanes (without a buffer). The lanes are located partially in the concrete gutter, creating a less-than-friendly experience for people riding bikes. City-proposed bike facilities include a bike lane along Crenshaw Blvd. and Jefferson Blvd. Coliseum St. and 30th St are city proposed bike-friendly streets. The Crenshaw Blvd. Streetscape Plan proposed an Aspirational protected bicycle lane on Crenshaw Blvd., with an Interim Bike Lane on Degnan Blvd.

Proposed Bike Facilities

LA City Mobility Plan

- Class II Bike Lane
- Class III Bike Blvd
- Class IV Protected

Crenshaw Blvd Streetscape Plan

- Interim Bike Lane
- Aspirational Protected Bicycle Lane

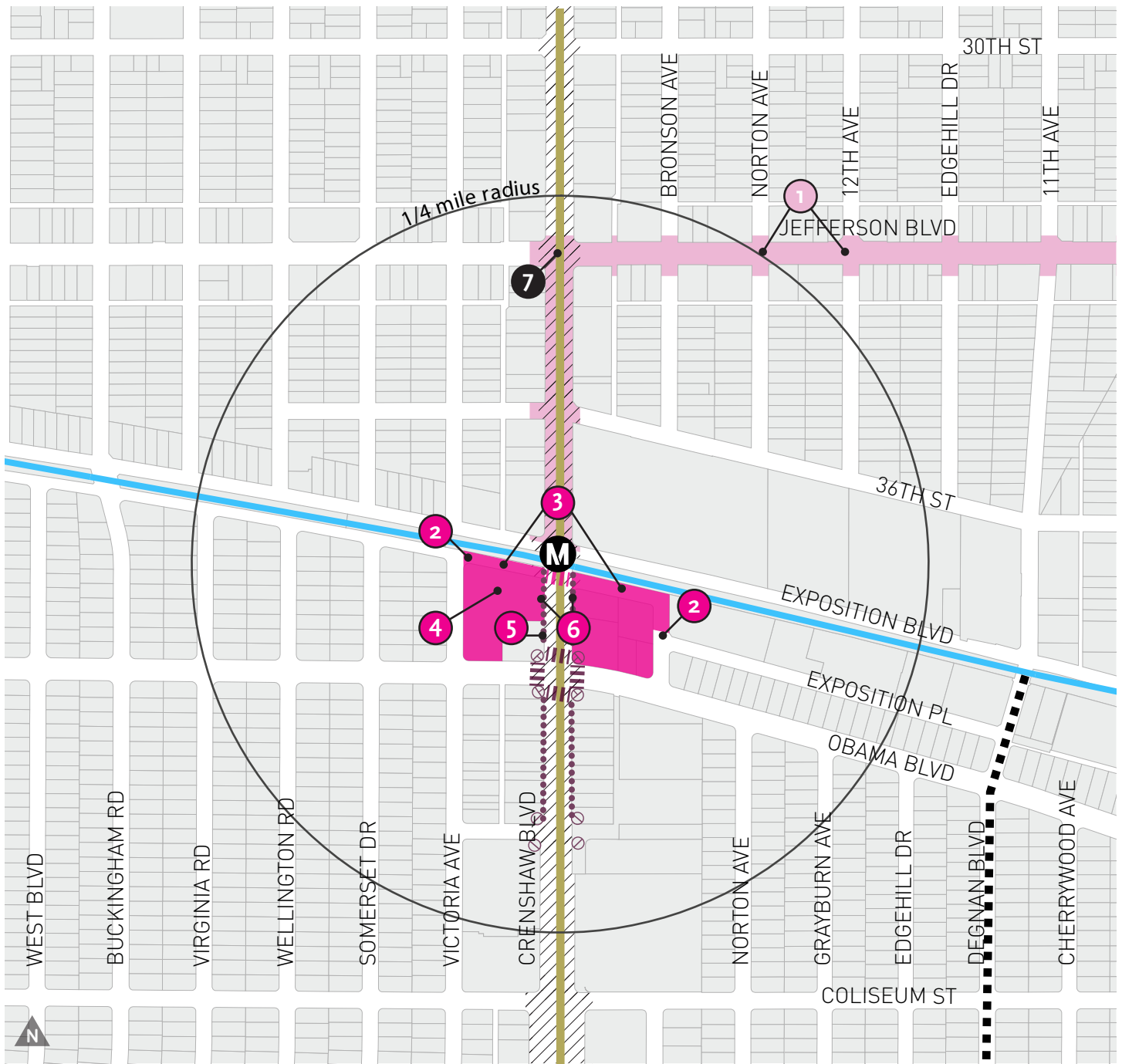
Existing Bike Facilities

- Class II Bike Lane
- Class III Sharrow

Other

- Metro Expo Line
- Metro Crenshaw LAX Line

Ongoing Plans/Projects Proposed Improvements



Improvements (by project)

Metro JD Project

Improvements include bike racks, electric vehicle charging stations and ADA parking stalls.

Continental crosswalk

2 Vehicle drop-off zone

3 Street vacation

4 Bike hub

5 Knock out panel

6 Bus turnouts

Crenshaw/LAX Transit Project

Continental crosswalk

Street trees, landscaping, street lighting

○ Curb ramp ○ Dual curb ramp

Prop 1C Improvements

Improvements include infill street trees, pedestrian lighting, sidewalk repairs and updated curb ramps.

1 Continental crosswalks

Crenshaw Streetscape Plan

Improvements include infill street trees, pedestrian and cobrahead lights, updated curb ramps and updated bus shelters.

..... Degnan Blvd. Temporary Bike Lane (Crenshaw Blvd Streetscape Plan)

7 Protected left turn signal (Crenshaw Blvd Safety Project)

— Metro Expo Line

— Metro Crenshaw LAX Line

Community Voices EXPO/CRENSHAW STAKEHOLDER MEETINGS SUMMARY

Overview



28
**COMMUNITY
MEMBERS**

12
**YOUTH GROUP
MEMBERS**

7
**NEIGHBORHOOD
AFFILIATES**

9
**BIKE & PEDESTRIAN
ADVOCATES**



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CONTEXT

As part of the Expo/Crenshaw First/Last Mile Strategic Plan, 28 community members participated in three small-group conversations with the design and planning team, during the winter of 2019. All three meetings were held within the study area and included conversations with:

- A local Youth Group (held on November 14, 2019, at the West Angeles Youth Center, 3010 Crenshaw Blvd)
- Neighborhood Representatives from local Neighborhood Councils and an HOA (December 9, 2019, Crenshaw/LAX Project Office, 3699 Crenshaw Blvd)
- Bicycle and pedestrian advocates (December 17, 2019, Crenshaw/LAX Project Office)

The goals of the meetings were to introduce the First/Last Mile visioning project to community members and gather feedback about issue areas, priorities, and ideas for public realm improvement within the study area, which includes a 1/4 mile around the new Expo/Crenshaw station.

CONVERSATION STRUCTURE

Each meeting began with a brief presentation about the project. The design and planning team defined the 'First/Last Mile' and provided examples of issues and opportunities for First/Last Mile improvement, as food for thought. Following the presentation, the group

gathered around large format maps to discuss their thoughts. Key feedback from these conversations is summarized in the next section and individual comments received are illustrated on the two maps that follow.

KEY FEEDBACK

Conversations focused almost exclusively on ways to improve the walking and bicycling environment around the station. The need to preserve parking was only mentioned twice during the three meetings and none of the comments recorded included ideas for widening vehicular lanes or increasing vehicular access (beside drop off areas and car share at the station), although several participants did note the traffic congestion that exists in the areas, especially during rush hour. Several participants urged the design and planning team to 'think big' and consider street improvements that would drastically improve conditions for people walking and biking, for example adding cycle tracks, transforming streets into Complete Streets, and adding consistent landscaping and an undulating planted parkway along entire stretches of streets.

The large majority of people emphasized the need for more pleasant and human-friendly streets, especially in terms of

KEY FEEDBACK

1 Think big! In general, prioritize the safety and comfort of people walking and biking.

2 Crenshaw and Expo are the streets most in need of an overhaul for people walking and biking.

3 Shade, lighting, enhanced crossings, and improved bicycle facilities are some of the biggest needs study area-wide.

more trees and shade, sidewalk lighting for pedestrian safety at night, calming speeding cars, and general beautification along the streets.

Many people suggested adding in bicycle lanes, especially those that are buffered or protected, noting the inadequate and unsafe conditions for people who are riding their bikes on many of the streets with the study area.

Generally speaking, wayfinding signage was recommended for the full study area, especially around key decision-making points, for example adjacent to the Metro parking garage or at the Crenshaw and Exposition intersection.

PROBLEM & IMPROVEMENT AREAS

Commentary focused on both identifying problem areas and areas where improvements should be located. Crenshaw Blvd, Exposition Blvd, & Obama Blvd rose to the top as “Problem Areas.” Conversely Crenshaw Blvd and Exposition Blvd were corridors where participants recommended the most improvements.

Crenshaw Blvd, especially the segment north of Exposition Blvd, was identified almost exclusively as the top improvement area. Recommendations along Crenshaw

Blvd included a full suite of changes: pedestrian lighting, a cycle track, landscaping and trees, enhanced crossings, traffic calming, bus stop enhancements (including real time signage, wifi, security call boxes, touch screen kiosks, and other technology), widened sidewalks, and cool pavement. Some people also recommended adding corner bulb-outs to make it easier to cross Crenshaw Blvd. Community members referenced the *Crenshaw Blvd Streetscape Plan* and would like to see the Plan’s recommendations implemented within the study area.

Exposition Blvd was also brought up in every group as a priority street for improvements, including new pedestrian lighting, widened sidewalks, enhanced crossings with Leading Pedestrian Intervals, and introduction of a cycle track. Many people noted the inadequate condition of the bike lane on Exposition Blvd because of its width, proximity to vehicles, and location partially within the gutter.

Obama Blvd was identified as needing traffic calming, corner bulb-outs, pedestrian lighting, and enhanced crossings. Many of the intersections on the street do not have marked crosswalks.

Key streets recommended for bicycle connections

included Crenshaw Blvd (protected facility), Exposition Blvd (protected facility), Jefferson Blvd (bike lane continuation), Coliseum St (bike lane), Norton Ave (Greenway), and Degnan Blvd (unspecified). As mentioned previously, safety for bicycles was a major topic of conversation. Some of the youth who regularly bicycle and ride their skateboards pointed out that it is much more pleasant to ride along side neighborhood streets, than along Crenshaw Blvd, Exposition Blvd, or Obama Blvd due to speeding traffic and noise. Coliseum St was generally preferred over Obama Blvd for an enhanced bicycle connection, due to the speed of traffic, character of the street, and regional connectivity.

Public art was brought up both in terms of its beautification potential and its potential to help calm traffic, when applied in crosswalks.

Amenities for seniors and children were also brought up; participants stressed the need to make the streets comfortable for all ages and abilities.

Several creative ideas were brought up that represented out of the box thinking, including:

- Transforming Exposition Pl into a Shared Street (or Woonerf) with permeable paving, new landscaping, seating areas, and bicycle-friendly conditions. The

Annenberg Paseo in South LA was brought up as a precedent for the street.

- Improvements to the Exposition Blvd bicycle lane, including introduction of a cycle track, one or two way, which could potentially use some of the landscaped portion of the Metro rail right-of-way
- Transformation of Exposition Blvd into a Complete Street
- Introduction of technology such as wifi-enabled bus stops and touch-screen kiosks to make the First/Last Mile experience more seamless
- Transforming unused space along streets (for example on Crenshaw Blvd) into parklets or mini parks
- Adding neighborhood-scaled traffic circles in residential areas, for example along Coliseum St.

DESCRIPTIVE MAPS



The next pages present comments received from the three meetings, including both problem areas and improvement ideas. Notes are included at the top, when further description is needed.

Problem Areas

Notes

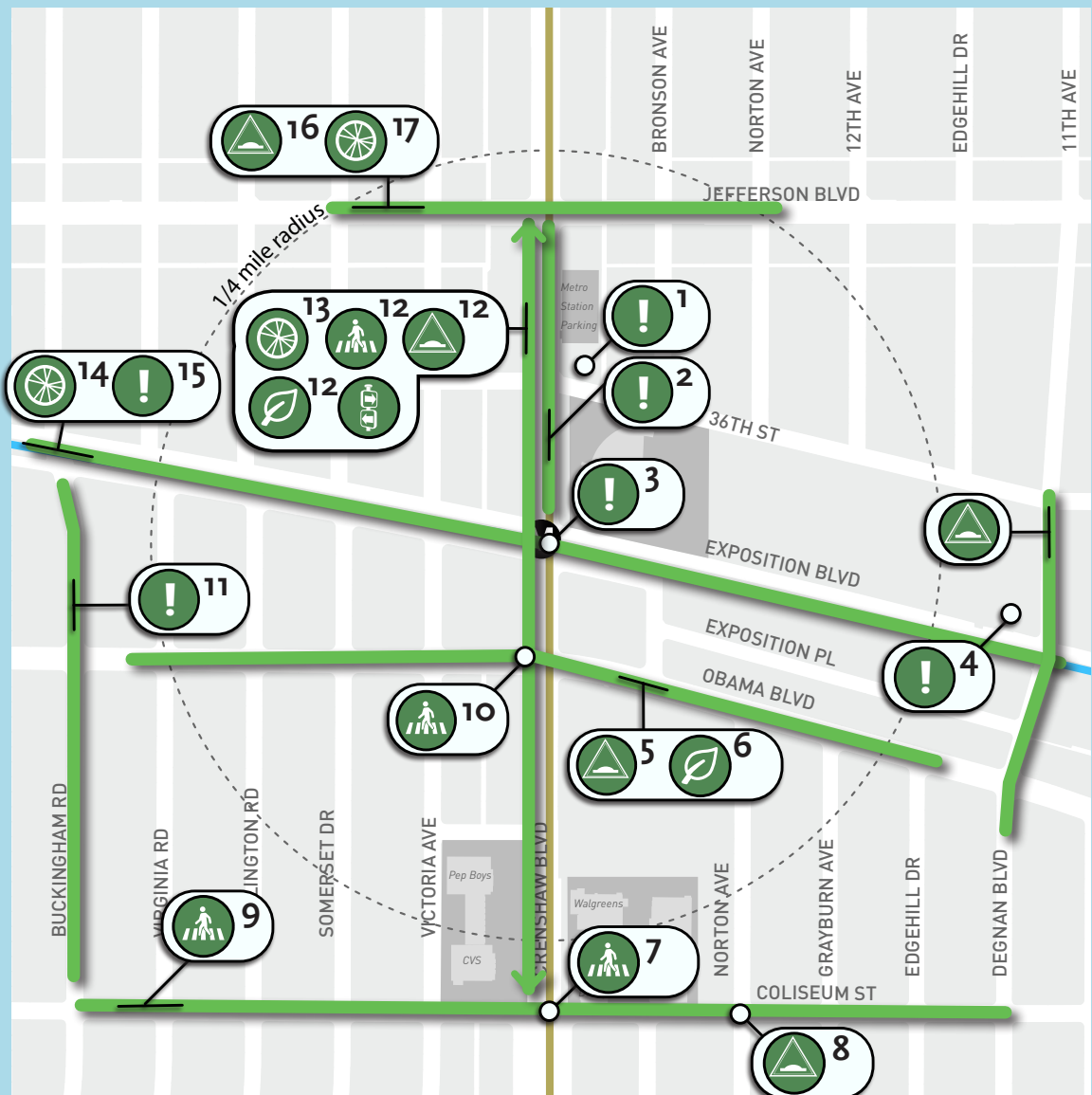
1. Blighted parcel can feel unsafe
2. Critical street segment in need of attention. Not pleasant to walk (or bike) here (Jefferson Blvd to Expo Blvd).
3. Traffic backups here often. In this area also consider pick up/drop off areas, car share access, and bus transfer ease and safety.
4. New development in the area will need connection to Metro stations
5. Lots of cut-through traffic
6. No shade
7. Difficult crossing
8. Many collisions occur here
9. Visibility is limited and therefore it is hard to cross the street
10. Problem intersection
11. Often congested
12. Generally busy, loud, lacking shade, and needs better crossings
13. Poor bike connectivity
14. Biking environment is not friendly (narrow lane, partly within the gutter, without buffer)
15. Crossing Exposition north/south is difficult and is an obstacle to pedestrian and bicycle movement
16. Traffic moves way too fast
17. Bike lane stops / does not continue

Safety Issues

-  Missing or Inadequate Crosswalk
-  Fast Traffic

Comfort Issues

-  No Shade or Greenery
-  Lacking Wayfinding
-  Lacking Appropriate Bicycle Facility
-  Other







Community-Identified Problem Area Map

Improvement Ideas

Notes

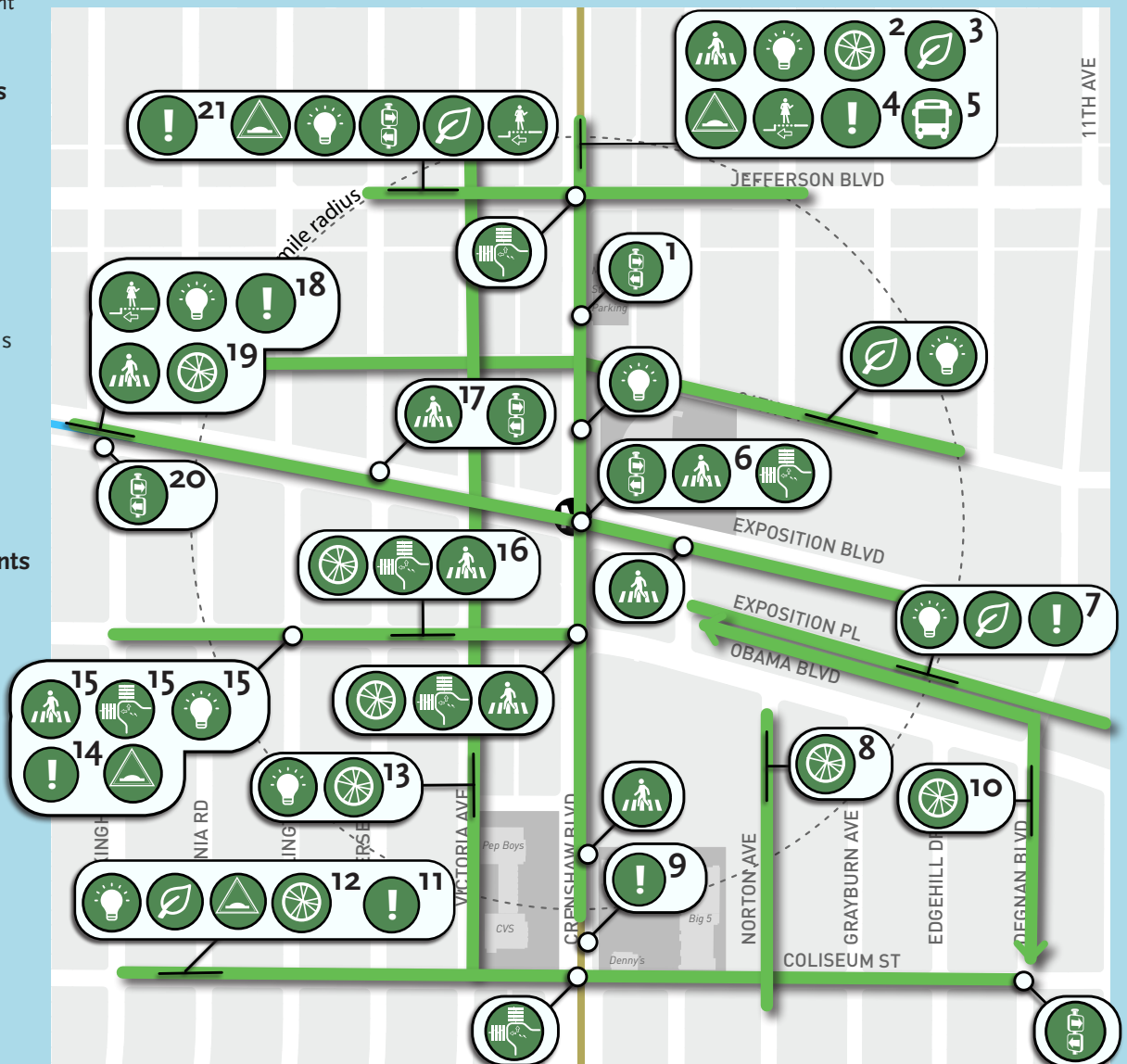
1. Add wayfinding - parking garage to station
2. Cycle track
3. Incorporate trees, landscaping, & bioswales
4. Be sure to coordinate with Destination Crenshaw. Also consider cool pavement.
5. Technology at bus stops (e.g. real time, etc.)
6. Scramble crosswalk
7. Permeably paved, shared-street (Woonerf) - See South LA Annenberg Paseo as referenced precedent
8. Sharrow
9. Unused space here could be used for parklets or public space
10. Good bike route option to and from station
11. Neighborhood-scaled traffic circles
12. Great potential regional bike connection (and better than Obama)
13. Greenway
14. Do not take away parking in residential areas
15. Crosswalk enhancements, corner bulb-outs, and pedestrian lighting on all residential streets
16. Enhance crosswalks adjacent to schools and big apartment buildings
17. Ability to cross tracks for pedestrians and bicyclists
18. Transform Exposition Blvd into a Complete Street. Consider Leading Pedestrian Intervals.
19. Buffered/protected bike lane. Can part of Metro setback area be used for bike lane? Some people also suggest a cycle track.
20. Add wayfinding and improve signal timing
21. Beautification generally needed

Safety Improvements

-  New or Improved Crosswalks
-  Traffic Calming
-  Curb Extensions (bulb-outs)
-  Widened or Enhanced Sidewalk

Comfort Improvements

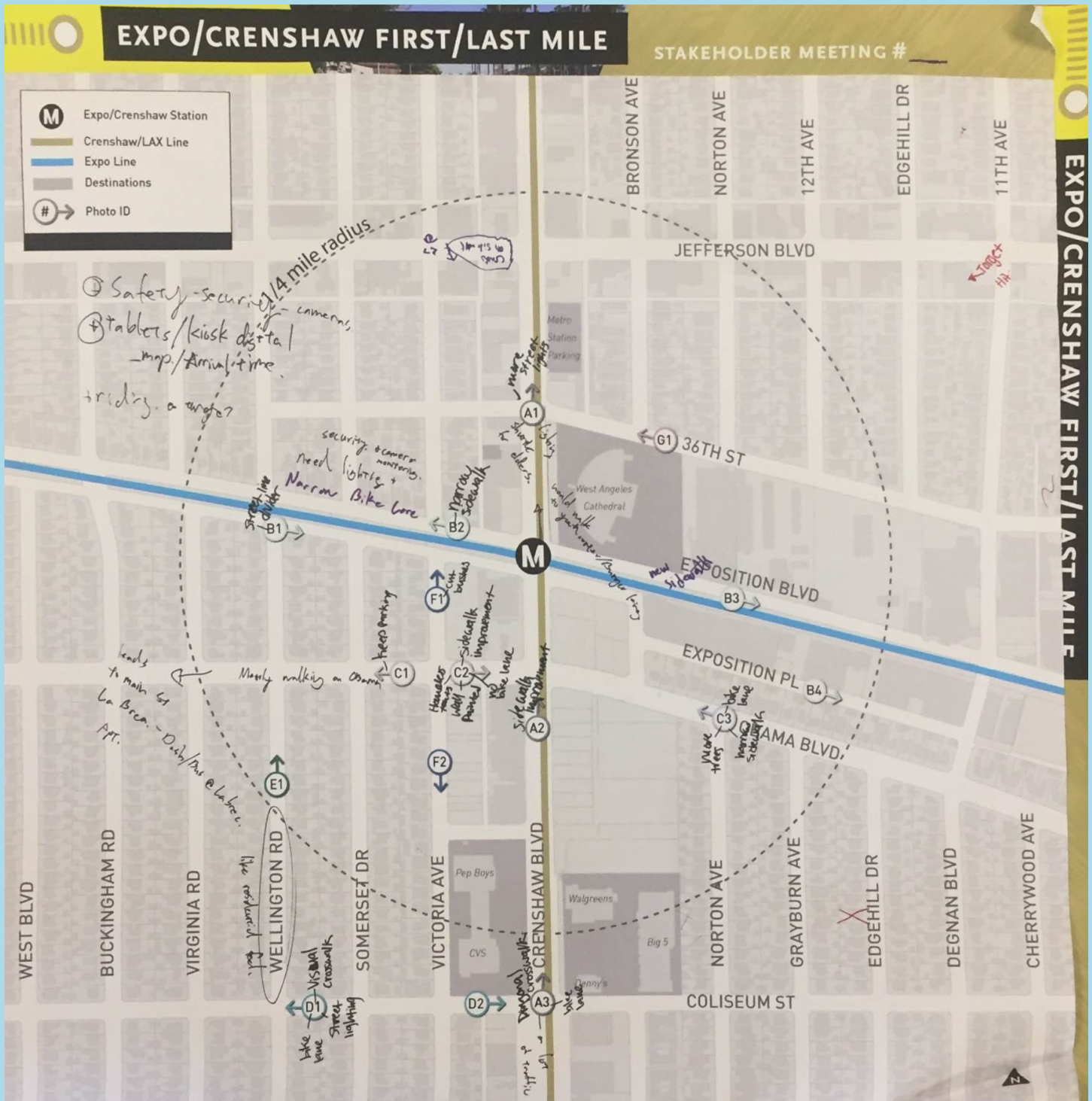
-  Landscaping & Shade
-  Wayfinding
-  Bus Stop Enhancements
-  Pedestrian Lighting
-  Bicycle Enhancement
-  Other



Community-Identified Improvement Idea Map

Youth Group Notes





Youth Group Notes

- LED lights.

- crenshaw = active but not good for pedestrians.

general: need wider bike lanes.

Crenshaw

- very busy
- very wide.
- enhanced crosswalks
- need bike lanes - cycle track
- technology... speed radar, touch screen wayfinding maps, next bus, next train signage.
- cool pavement
- ~~need~~ trees + landscaping.
- mid block crossings

Expo/Crenshaw First/Last Mile

G1 36TH ST

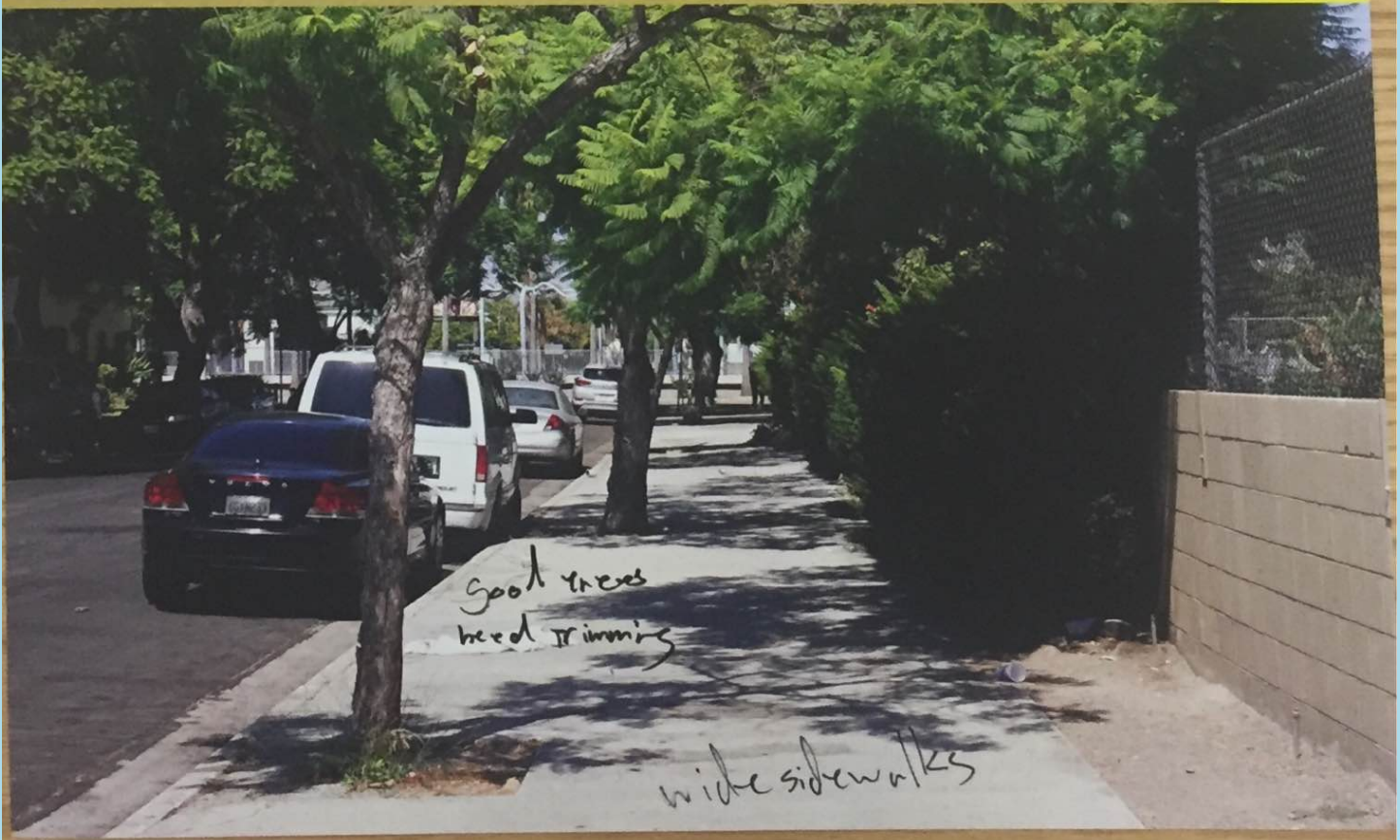
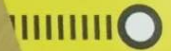


Youth Group Notes

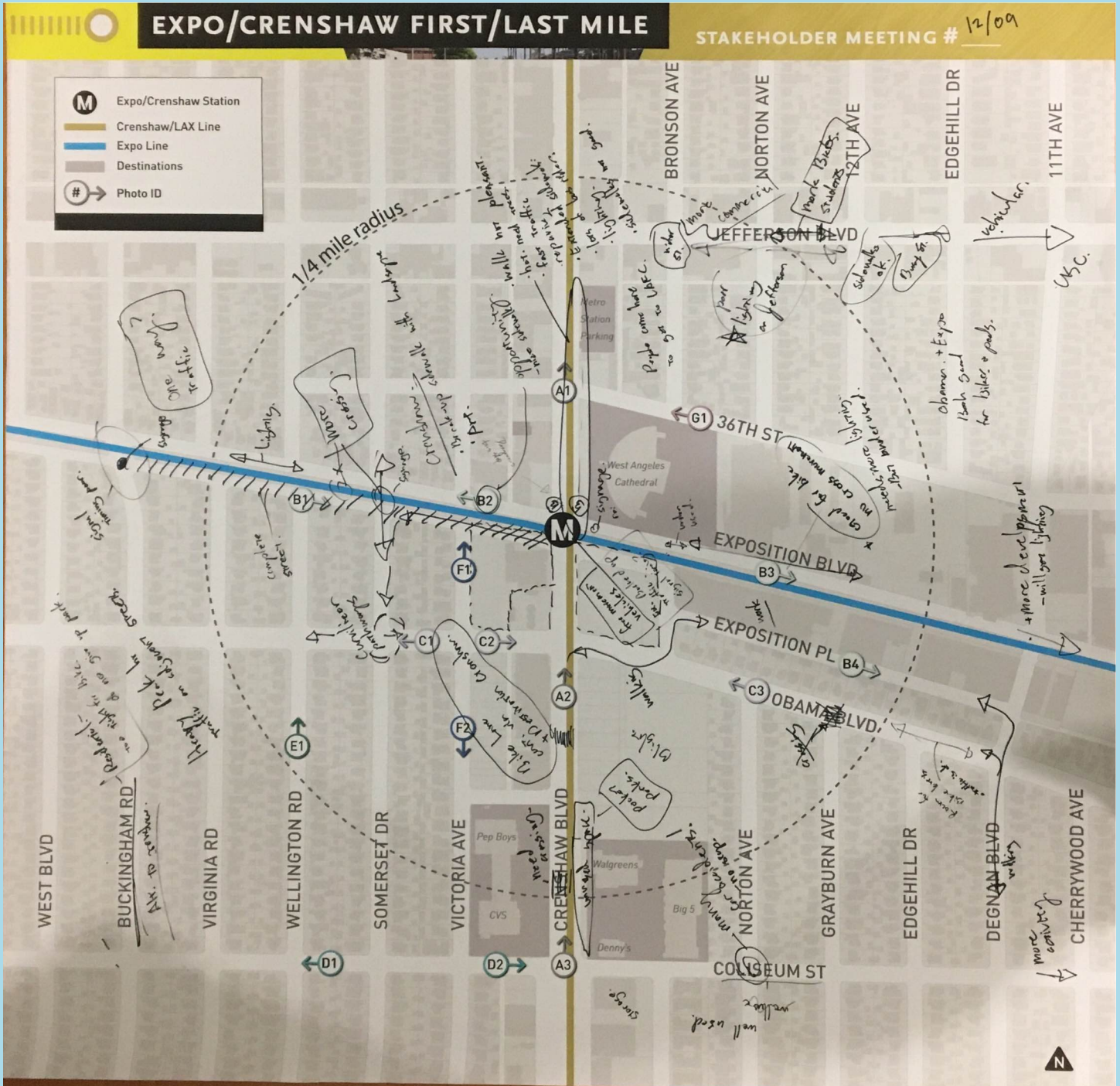


Expo/Crenshaw First/Last Mile

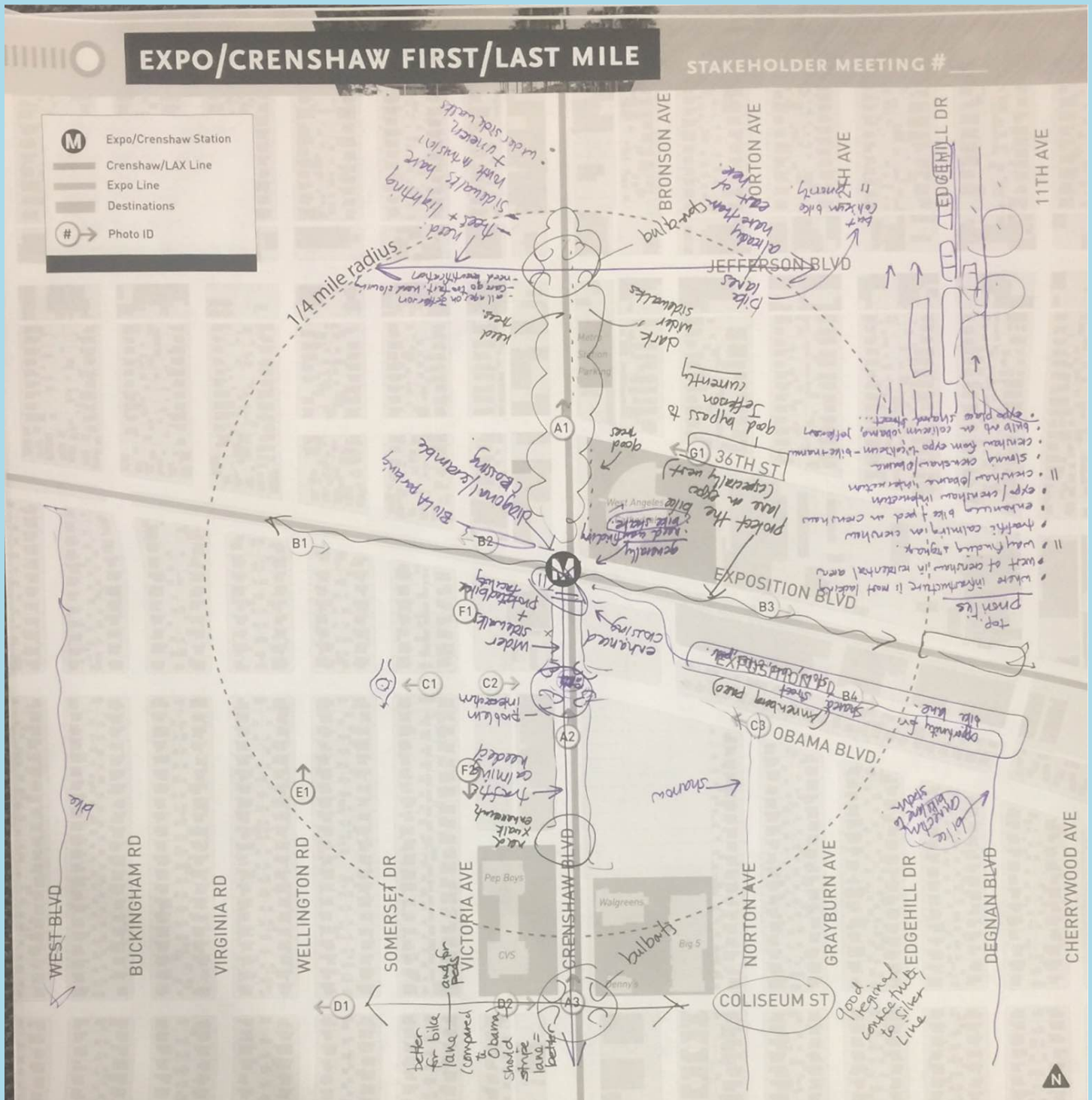
F1 VICTORIA AVE











Expo/Crenshaw First/Last Mile

WELCOME! PLEASE SIGN IN

NAME	AFFILIATION / AGENCY	EMAIL	SIGN ME UP FOR E-MAIL UPDATES
MARQUISE THOMAS			YES / NO
Tommy Hearnes			YES / NO
Malik Noxe			YES / NO
Robert Noguera			YES / NO
Tari Chabaz			YES / NO
Kyrael Ramsey			YES / NO
Scott Sanderlin			YES / NO
			YES / NO
			YES / NO
			YES / NO
			YES / NO
			YES / NO
			YES / NO
			YES / NO
			YES / NO

Youth Group
Sign In

Community Voices EXPO/CRENSHAW POP-UP SUMMARY

Overview

CONTEXT

As part of the Expo/Crenshaw First/Last Mile (FLM) Plan, Metro held a pop-up community event to gather feedback on desired FLM improvements. The event was held at the Crenshaw Farmers Market on Saturday, February 29, 2020.

The goals of the pop-up were to introduce the FLM project to community stakeholders and gather feedback to prioritize FLM improvements within the 1/4 mile around the new Expo/Crenshaw station.

HOW THE ACTIVITY WORKS

To incite passerby curiosity and reduce barriers to engagement, the activity created a playful atmosphere, using oversized “Connect 4” game boards as the feedback mechanism. To begin, participants were given a brief primer on the scope and goals of the project, and the principles and objectives of FLM planning. They were then shown a menu of potential FLM improvements and instructed to choose the three streets they felt needed the most improvements. Finally, participants placed a feedback chip with their desired improvement on their selected street. Participants could also suggest improvements by writing their idea on a blank feedback chip. When feedback on a street filled the Connect-4 boards, the chips were recorded and then emptied. Participants were offered a free day pass TAP card and other Metro giveaways for their participation. Over 20 people participated in the pop-up.



Images from the pop-up workshop



Metro

April 3, 2020

POP-UP RESULTS

141 improvements
were suggested during the pop-up

Number of comments by street

Crenshaw Blvd - 49
Obama Blvd - 25
Jefferson Blvd - 18
Exposition Blvd - 14
Coliseum St - 10
Exposition Pl - 5
Buckingham Rd - 2
General Area - 18

Number of comments by improvement

Landscaping/Shade - 18
New or Improved Crosswalks - 14
Pedestrian & Bicycle Lighting - 14
Bike Facilities - 13
Bus Stop Improvements - 12
New or Improved Sidewalks - 11
Street Furniture - 9
Wayfinding Signs - 8
Bulbouts at Corners - 7
ADA Access Ramps - 7
Traffic Calming - 6

KEY FEEDBACK

Crenshaw Blvd was the clear focus of participants' feedback, the majority of which focused on the need for pedestrian improvements. Improvements to crosswalks, sidewalks, and landscaping/shade were noticeably sought after. Participants also indicated support for other safety and comfort improvements such as bulbouts, street furniture, wayfinding, lighting, and bus stop improvements. Finally, there was support for a bike facility on Crenshaw Blvd that would create a much-needed north-south bike connection to the rail station.

Obama Blvd was the second-most commented-upon street. Its feedback pointed to both its current needs and future potential. Participants indicated this street as a possibility for an east-west bike connection. They also envisioned a more pedestrian-friendly street by supporting new crosswalks for increased crossing opportunities and traffic calming measures for reduced vehicle speeds. Other pedestrian amenities were prioritized, namely landscaping/shade, street furniture, improved sidewalks, improved ADA access ramps and pedestrian & bicycle lighting.

Jefferson Blvd was the third-most commented-upon street. Participants identified that the street needs pedestrian amenities to serve a high volume of transit users. Improvements to landscaping/shade, pedestrian & bike lighting, bus stop amenities, and wayfinding signage were requested to aid this population. Additionally, participants saw an opportunity for a safe east-west bike connection.

Exposition Blvd was seen as needing improved pedestrian amenities. Pedestrian & bike lighting, wayfinding signs, landscaping/shade, and improved sidewalks were the focal improvement categories.

Coliseum St was indicated as needing ADA access ramps, as ramps are not present at certain intersections. Participants also identified bulbouts as another intersection treatment to improve this street.

Exposition Pl received single comments in the traffic calming, landscaping/shade, street furniture, wayfinding, and lighting categories but offered no clear consensus on a recommendation for the street.

Buckingham Rd was indicated as needing traffic calming measure to reduce vehicle speeds.



Write-in comments from participants

Participants added comments that could be applied to the entire study area or that were outside of FLM planning's purview. Participants indicated a desire for:

- Auditory walk signals
- Flashing crosswalk beacons
- Speed bumps are too low and not effective
- Bike share throughout the area
- Sidewalk improvement on residential streets, not just arterial streets
- FLM planning that incorporated the needs of seniors
- To bring back places to sit at existing bus stops
- Driver education that puts a priority on pedestrian and bicyclist safety
- More security officers

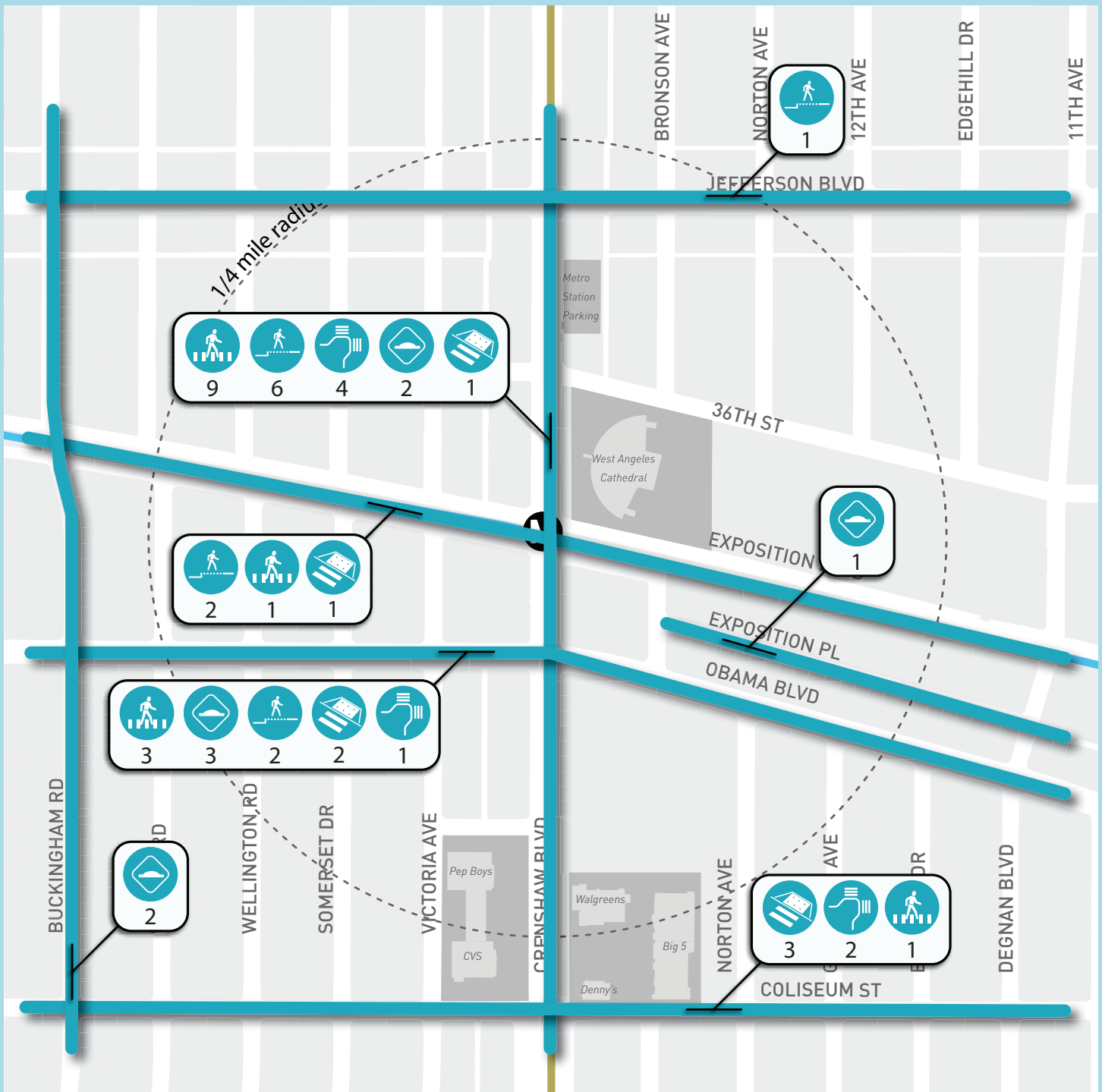
Participants shared comments pertaining to areas outside of the study area as well. Participants let us know that:

- Scramble crosswalks should be utilized at major intersections near the MLK Jr., Hyde Park, Downtown Inglewood, LAX and Leimert Park stations
- Adams Blvd needs improved sidewalks and crosswalks
- Marlton Ave needs trees and benches
- La Cienega Blvd needs lighting near the station and on the street
- Stocker St needs benches and trees

FEEDBACK MAPS

The next pages display maps showing the improvements divided into two categories, one addressing Safety, the other addressing Comfort. There are callouts on the maps showing the number of feedback chips a street received for a particular improvement.

Safety Improvements



LEGEND



New or Improved Crosswalks



Bulbouts (curb extensions)



ADA Access Ramps



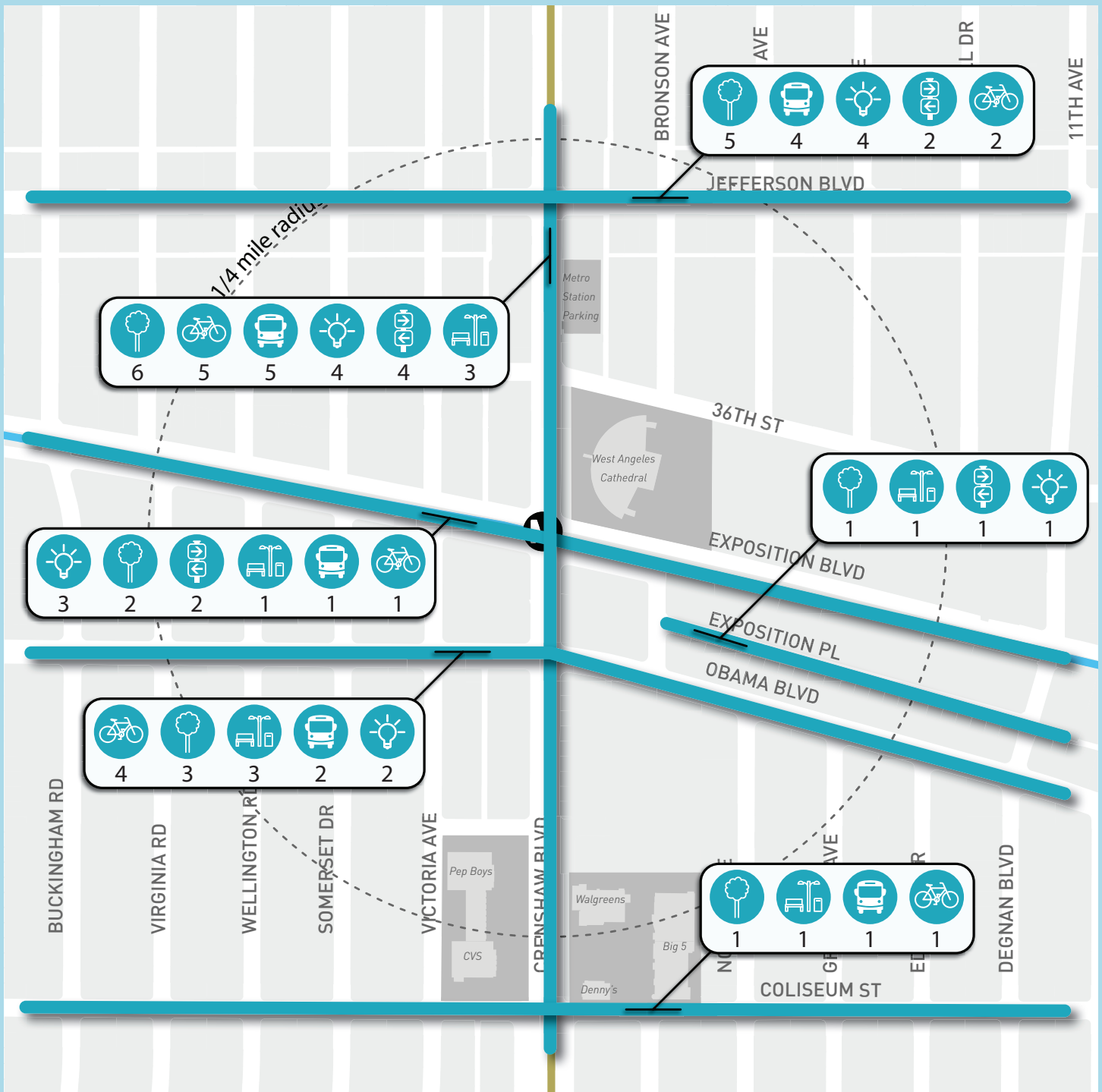
New or Improved Sidewalks



Traffic Calming

Number-# of feedback chips

Comfort Improvements



LEGEND



Street Furniture



Bus Stop Improvements



Bike Lane, Route, or Facility

Number-#offeedbackchips



Landscaping & Shade



Wayfinding Signs



Pedestrian & Bike Lighting

Images



Coliseum St & Crenshaw Blvd (1/3)



Coliseum St & Crenshaw Blvd (2/3)



Coliseum St & Crenshaw Blvd (3/3)



Exposition Blvd & Jefferson Blvd (1/1)



Obama Blvd & Exposition Pl (1/2)



Obama Blvd & Exposition Pl (2/2)











Survey Summary

130 Survey Entries

Top 3 streets that need improvements:

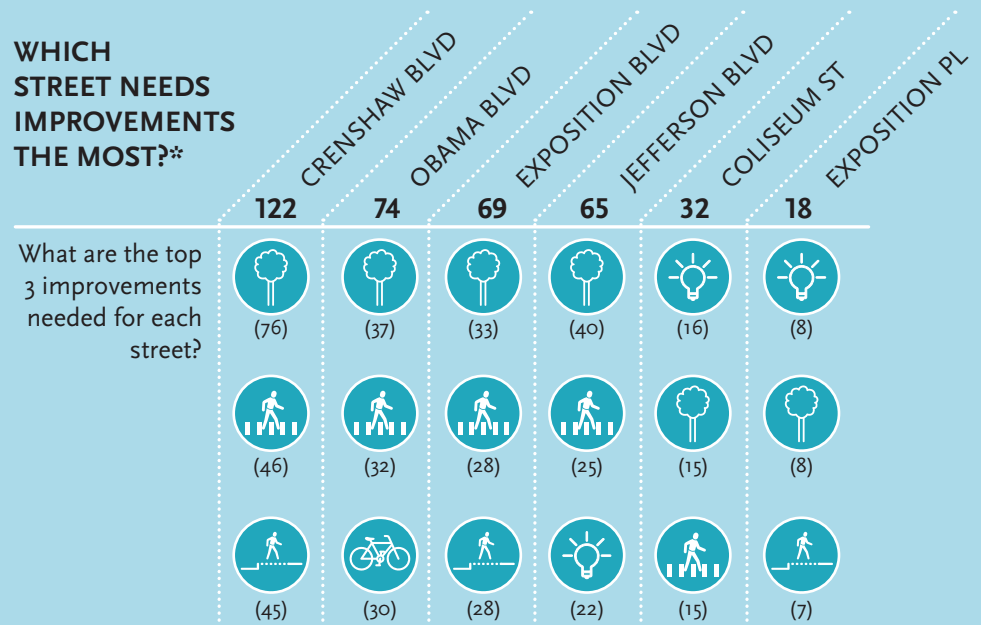
- Crenshaw Blvd
- Obama Blvd
- Exposition Blvd

WHAT ARE THE TOP IMPROVEMENTS NEEDED IN THE STUDY AREA?*

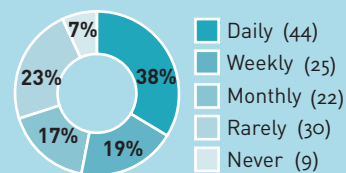
- (209)  Landscaping & Shade
- (153)  New or improved crosswalks
- (137)  Pedestrian & Bike Lighting
- (133)  Bike lane, route, or facility
- (129)  New or widened sidewalks
- (72)  Bus stop improvements
- (55)  ADA access ramps
- (45)  Street furniture
- (44)  Corner curb extensions
- (37)  Wayfinding signs

The purpose of the online survey was to allow additional community members to have a chance to share their thoughts regarding improvements needed around the Expo/Crenshaw station. The survey aligns with the questions asked during the pop up; gathering feedback to help prioritize FLM improvements within the 1/4 mile around the Expo/Crenshaw station. The survey, which was online for 3 weeks, was distributed via Metro social media, listserves, and through community members and organizations who had previously participated in stakeholder roundtable meetings. Respondents submitted 130 survey entries. 72% of respondents reported that they live within the study area. Key takeaways from the survey are summarized below.

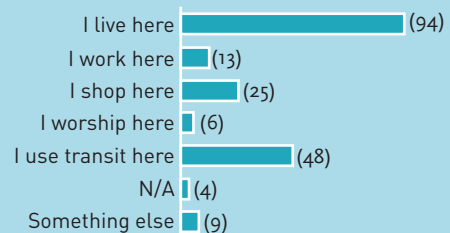
WHICH STREET NEEDS IMPROVEMENTS THE MOST?*



HOW OFTEN DO PEOPLE USE THE BUS OR RAIL SYSTEM?



WHAT DRAWS PEOPLE TO THE STUDY AREA? (Participants could select more than one answer)



*Participants chose the top three streets that need improvement, and chose the top three improvements for their top three streets. Numbers show total entries for each street and improvement.

The First/Last Mile (FLM) Plan (Plan) for Expo/Crenshaw Station proposes walking, biking, and other rolling mode improvements to the light rail transit station on the E Line (Expo) Line and under-construction Crenshaw/LAX Transit Project. Upon the completion of the latter, the station will function as a key station for riders transferring between the two lines and traveling to and from LAX International Airport, Inglewood, and other major regional destinations. A Metro joint development project, Crenshaw Crossing, will also be located at the station, and will include a mix of housing, commercial, and community uses.¹

The Plan identifies pedestrian- and wheel-focused (including bicycles, scooters, skateboards, and other rolling modes) projects that enhance the safety, comfort, and accessibility of riders going to and from the station. These improvements are also intended to support access to the adjacent joint development project through enhancements to the surrounding streets. The full Plan is available [here](#).

The core products of this FLM Plan and supporting documents are:

- Expo/Crenshaw First/Last Mile Plan
- Cost Detail and Estimates
- Relevant Plans and Projects Memo
- Stakeholder Engagement Summary

Key Findings

Upon completion, Expo/Crenshaw Station will function as a key transfer point and destination for Metro riders traveling both regionally and in the surrounding neighborhoods. In FLM planning, the Pathway Network concept targets specific routes that are important to transit riders going to and from the station. Improvements recommended in the Plan are located on these routes. Key findings for several Primary and Collector Pathways segments revealed through the first/last mile analysis are:

- Crenshaw Blvd: A major transportation and commercial corridor, Crenshaw Blvd features heavy vehicle traffic and uncomfortable walking and biking conditions. The street provides access to the West Angeles Church, northwest of the station, as well as nearby commercial areas at Obama and Jefferson Blvds. The Plan recommends tree canopy and pedestrian lighting, enhanced crosswalks and bulb-outs at intersections, as well as a protected bike lane. Bus stop amenities, such as boarding islands and shelters, would also serve the several Metro bus routes that serve the corridor.
- Exposition Blvd: Exposition Blvd runs east-west, carries the E Line (Expo) right-of-way to the south, and directly serves Expo/Crenshaw Station. The street features newly planted trees and sidewalk in good condition, as well as a class II striped bike lane. The Plan recommends upgrading the bike lane to a two-way class IV protected lane to provide a consistently comfortable route for riders, and proposes crosswalk and bulb-out improvements for pedestrians.
- Obama Blvd: An east-west street serving the residential south of the station, Obama Blvd often carries fast-moving cut-through traffic. Traffic calming elements, such as bulb-outs, are proposed, as well as new crosswalks to make reaching the station to the north safer and more comfortable. A class II striped bike lane is also recommended for Obama Blvd.

¹ The joint development process is a Metro program through which the agency collaborates with a private developer to build transit-oriented developments on Metro-owned sites. Crenshaw Crossing will occupy parcels owned by Metro and Los Angeles County.

First/Last Mile Process

The FLM Methodology is documented in Metro's First/Last Mile Strategic Plan (2014). This Plan followed a modified version of the established methodology to focus more closely on the area immediately proximate to the station and the joint development project: considering a quarter-mile radius for walking projects, and a mile radius for wheels projects. As the Crenshaw Blvd Corridor has been the site of significant prior planning work, including the 2016 Crenshaw Blvd Streetscape Plan, this Plan builds upon the previously identified priorities for the area. For a detailed summary of these plans, see Appendix C, Relevant Plans and Projects.

The Plan also adapted a shorter outreach period to fit the focused scope, incorporating stakeholder roundtable meetings, a pop-up event, and an online survey. Outreach process and a summary of community responses is located in the Stakeholder, Pop-Up, and Survey Summary supporting document.

What's in the Plan?

The Plan is composed of the following core and supporting documents. For the purposes of this project, many elements are grouped by Pathway in the body of the Plan.

Expo/Crenshaw First/Last Mile Plan

- **Pathway Maps:** The two pathway maps – one for pedestrian projects, and one for wheeled-mode projects – show which streets function as key access pathways for riders traveling to and from the station (Pathway Strategy, pages 14-16). They also provide a high-level view of wheels improvements types across the station area.
- **Plan and Axonometric Designs:** Recommended projects are illustrated in a plan view to demonstrate how a typical block and intersection would look upon implementation (Project Specifics, pages 19-70). Projects are also labeled to show their origin, such as through community engagement. Axonometric illustrations identify the specific locations within the station area that recommended projects will be located.
- **Project Lists:** These lists detail the specific improvements recommended for each pathway, and provide a cost estimation of the total pedestrian and wheels projects for each (Project Specifics, pages 19-70). Detailed cost assumptions for projects are provided separately in a supporting document.
- **Project Prioritization:** Each pathway is prioritized, considering the specific suite of recommended improvements, safety conditions, and input from community engagement (Project Prioritization, pages 71-75). The resulting list demonstrates where first/last mile improvements are most-needed and desired. Wheels and pedestrian projects are scored separately.

Supporting Documents

- **Cost Detail:** This document provides detailed unit cost assumptions for the recommended projects, a rough order of magnitude estimates for engineering and construction.
- **Relevant Plans and Projects:** The memo summarizes the preceding and ongoing planning work, such as the Crenshaw Blvd Streetscape Plan, relevant to the Expo/Crenshaw Station area and to first/last mile projects.
- **Stakeholder, Pop-Up, and Survey Summary:** The Plan was developed through a multi-step process that engaged community members in the Crenshaw Blvd area. The memo describes the activities in that process and documents specific feedback stakeholders provided on current conditions and desired improvements.

Supplement to the Expo/Crenshaw First/Last Mile Plan

June 2021

The Expo/Crenshaw First/Last Mile Plan (Plan) recommends walking and biking streetscape improvements in the area around Expo/Crenshaw Station in Los Angeles. The recommendations focus on enhancing pedestrian comfort and safety predominately through new street lighting, shade trees, and crosswalk improvements focusing on the blocks within a quarter mile of the station. Recommendations for bicyclist safety include new and upgrades bike lanes and traffic calming and cover a mile radius from the station.

Engagement Process

At the March 25, 2021, meeting of the Metro Board of Directors, the Board instructed staff to conduct additional engagement for the Plan. Those engagement events took place on May 20th and May 25th in the form of virtual open house workshops conducted over a Zoom meeting.

This outreach added upon the recommendations informed by the Plan's original outreach process, which took place between

November 2019 and February 2020. That process was designed to engage a wide array of community members, including transit riders, residents, and local youth. Three roundtables took place in November 2019, one each involving local community group representatives, youth group members, and bicycle and pedestrian advocates. These discussions provided essential input on existing conditions and barriers for reaching the station based on attendees' daily experiences.

A pop-up event took place in February 2020 at the Crenshaw Farmer's Market, during which community members were asked to select their most-desired improvement types and pathway locations. An online survey was also distributed, receiving 130 entries. Together, these inputs informed the prioritization of project types and locations.

The additional May 2021 outreach, directed on a short timeframe, was prompted by community groups in the Expo/Crenshaw station area who had not felt heard in the Plan's initial outreach process. As a result, and while the events were broadly publicized, the participants are primarily homeowners and members of local

homeowner associations and community groups.

The May 2021 open houses were promoted through social media and email lists to residents and community members in the area and those who had expressed interest in the Plan or the Expo Crossing Joint Development project. Paper flyers were also distributed to residents living in the Expo/Crenshaw station area. Additionally, community partners in local community groups and at Council District 10 assisted in sharing information about the open houses. In total, more than 80 people attended the two open houses.

Each open house was structured to share details about the plans background, process, and projects, and to collect detailed feedback from attendees. After an overview of the plan contents and open house objectives, the workshop was split into breakout groups, wherein facilitators described recommendations for the four major pathways in the station area: Crenshaw, Exposition, Obama, and Jefferson Boulevards.

Participants were encouraged to share feedback and ask questions about improvements for each corridor: which they liked, which they disliked, which they were unsure, and any further ideas or opportunities they saw. Notetakers in each breakout room recorded these comments and observations. Additionally, for each corridor, participants completed a survey question through which they ranked that corridor's improvements from most- to least-desired. Breakout discussion attendees who participated via the survey exercise submitted 69 discrete survey entries. Nearly all who submitted a survey said they lived in the area, and a third said they rode transit near or through the station area. Lastly, attendees were encouraged to submit any further comments via email, which six community members did.

The feedback from the May 2021 open houses should be considered within the context of the Plan's original recommendations, and the

recommendations of this Supplement seek to add this additional nuance in order to identify early action projects with broad-base support.

Findings

Community feedback collected throughout and after the open house events has informed the development of three categories of projects identified within the Expo/Crenshaw First/Last Mile Plan. Green projects are those with broad-based community support, which should be considered for an early action implementation plan and positioned for near-term funding opportunities. Blue projects are those improvement types that did not rank highly as a priority for a pathway corridor based on ranking choices, but which also did not present any major concern for attendees. Yellow projects are those that garnered substantial concern from some community members, and which should be subject to additional study and outreach prior to any further design, seeking funding, or implementation.

The open house events presented projects associated with the two primary pathways to the station (Exposition and Crenshaw Boulevards), as well as projects located on two other major collector pathways (Obama and Jefferson Boulevards).

The below tables display the results of the ranking survey exercise conducted during open house breakouts, during which attendees were asked to rank improvements on a corridor from most desired to least. A total of 69 votes were collected, representing most of the attendees who joined the open houses. Other input mechanisms (discussion notes and submitted emails) are included as appendices.

Crenshaw Blvd

Participants expressed broad support for improvements centered on enhancing comfort and walkability along Crenshaw Blvd. Nearly half of survey respondents (46%) ranked sidewalk improvements as their highest priority, while a similar number ranked crosswalks and intersection enhancements as their second choice. 45% of respondents opposed the protected bike lane and travel lane reconfigurations, while 21% placed that improvement in the top two ranks.

- The following green projects are broadly supported:
 - Sidewalk improvements: Improved sidewalk quality, special paving
 - Crosswalks and intersection improvements: Continental crosswalks, directional curb ramps
 - Street trees: New shade canopy in tree wells

- The following blue projects scored lower than others but are of limited concern:
 - Wayfinding signage
 - Bus stop improvements
- The following yellow projects have substantial concern:
 - Protected bike lane and travel lane reconfiguration: Reduction of two travel lanes on the east side and one on the west, installation of a 5-foot protected bike lane on both sides with 4-foot buffer and bus islands

	Votes						
Improvement type	First choice	Second	Third	Fourth	Fifth	Sixth	Seventh
Sidewalk Improvements	32	13	10	9	4	1	0
Crosswalks and Intersection Improvements	8	31	13	8	7	2	0
Street Trees	7	9	25	16	10	2	0
Protected Bike Lane (includes lane reduction)	8	7	2	13	5	3	31
Wayfinding	1	2	2	6	27	19	12
Pedestrian Lighting	11	5	16	10	7	16	4
Bus Stop Improvements	2	2	1	7	9	26	22

Table 1. Distribution of open house ranking votes by improvement type, Crenshaw Blvd

Exposition Blvd

More than half of attendees ranked curb extensions on Exposition Blvd as one of the top two most-needed improvement type, while a similar number (62%) ranked crosswalks in the same two highest spots. Attendees were split on the conversion of the striped bike lane to a protected two-way bike lane, with equal numbers ranking it as most- and least-desired.

Improvement type	Votes					
	First Choice	Second	Third	Fourth	Fifth	Sixth
Curb Extensions	19	10	11	12	14	3
Crosswalks	11	32	10	15	1	0
Street Trees	12	9	27	12	8	1
Protected Bike Lane + Other Bike Amenities	17	5	5	16	7	19
Pedestrian Lighting	10	11	13	7	25	3
Wayfinding	0	2	3	7	14	43

More than 60% of attendees placed wayfinding signage as the least-needed improvement along Exposition Blvd, but comments from the breakout group did not surface signage as a major issue.

■ Green projects:

- Curb extensions: Bulb-outs at corners with directional curb ramps
- Crosswalks: Continental crosswalks at all intersections
- Street trees: Additional shade canopy on the north side of the street

■ Blue projects:

- Protected bike lane and other amenities: Consolidation of existing striped bike lanes into a two-way protected bike lane, removal of a parking lane, striped bike crossings at intersections
- Wayfinding signage

Table 2. Distribution of ranking votes by improvement type, Exposition Blvd

Obama Blvd

As with Crenshaw Blvd, attendees prioritized walkability and comfort improvements to make crossing and walking along Obama Blvd more enjoyable and safe. Crosswalks received nearly half of all first-ranked votes, and street trees and pedestrian lighting also received higher-need ranked votes.

Participants were split on the addition of a bike lane and travel lane reconfiguration, with some ranking it high and 40% ranking it last, and comments from breakouts made clear the improvement should involve additional outreach and study.

■ Green projects:

- Crosswalks: Continental crosswalks at all intersections
- Street trees: New shade canopy on both sides of the street

■ Blue projects:

- Curb extensions: Bulb-outs at corners with directional ramps

■ Yellow projects:

- Bike lane: Striped bike lane, removal of one travel lane in each direction and the introduction of a center turn lane

Improvement type	Votes				
	First	Second	Third	Fourth	Fifth
Crosswalks	31	13	12	11	2
Bike Lane (includes lane reduction)	16	13	6	6	28
Street Trees	7	18	28	10	6
Curb Extensions	3	11	7	22	26
Pedestrian Lighting	12	14	16	20	7

Table 3. Distribution of ranking votes by improvement type, Obama Blvd

Jefferson Blvd

Crosswalks and pedestrian lighting received the highest rankings overall, with about 60% of participants ranking them as either the first or second most-needed choice. Some participants noted in breakouts that the corridor would feel more comfortable to walk at night with additional lighting. Street trees were also broadly recommended.

Wayfinding signage was consistently ranked as the least-needed improvement, but comments did not show the improvement type to be controversial along Jefferson Blvd. The addition of a striped bike lane and reduction in travel lanes received 38% of the votes for the least-desired improvement, and cited concerns about traffic impacts and spillover effects, but some participants (16%) ranked it as their most-desired.

■ Green projects:

- Crosswalks: Continental striping at all intersections

- Pedestrian lighting
- Street trees: New shade canopy in tree wells

■ Blue projects:

- Wayfinding signage

■ Yellow projects:

- Bike lane: Installation of striped bike lane, conversion of one travel lane in each direction into a center turn lane

Improvement type	Votes						
	First Choice	Second	Third	Fourth	Fifth	Sixth	Seventh
Crosswalks	31	11	5	17	4	0	1
Pedestrian Lighting	9	32	16	5	7	0	0
Street Trees	10	12	20	15	8	4	0
Bike Lane (includes lane reduction)	11	1	5	14	9	3	26
Sidewalk Improvements / Curb Extensions	5	8	13	8	6	12	17
Bus Stop Improvements	3	5	8	7	26	18	2
Wayfinding	0	0	2	3	9	32	23

Table 4 Distribution of ranking votes by improvement type, Jefferson Blvd

Stipulations

In order to capture and respond accordingly to community feedback heard during the open house events, this report spells out several additional and ongoing steps for the further development of yellow projects, as identified above. Community members can expect ongoing opportunities to share their priorities and shape those projects and their implementation.

For projects involving the traffic lane reconfigurations, the City of Los Angeles has existing requirements for outreach depending on the vehicle throughput of that corridor. This includes, depending on the volumes, notification of elected offices and other stakeholders, a web portal, open houses, and distribution of fact sheets. The below stipulations should build upon these requirements and be integrated into the established processes.

Community engagement. The City of Los Angeles should conduct additional outreach with community members living in and traveling through the Expo/Crenshaw station area to hear concerns, ideas, and feedback. Engagement should be thoughtful and inclusive, seek to hear and respond to needs of people walking, biking, and riding transit in the area through multiple avenues and activity types, and should put projects into the broader transportation context to meet additional identified needs. It may include a community-based organization to assist in guiding outreach. The outreach process should continue throughout the project development process and should communicate the findings of the below two issue areas.

Design alternatives. Right-of-way reconfigurations within identified blue projects involve trade-offs in the allocation of public space, and as such should be critically examined as part of the engagement process. These trade-offs must meet the needs

of all users in the station area. Community members should have an opportunity to discuss and provide feedback on additional design alternatives that may be raised through the outreach and design stages.

Impact studies. The impacts of travel lane reconfigurations on surrounding traffic and safety should be investigated and surfaced through community engagement. This should include effects such as travel times through the station area, traffic safety, and traffic spillover effects. Where alternative designs remove curbside parking, parking impacts should be studied as well.

Lessons Learned

The process of conducting additional outreach to the Crenshaw corridor community provided staff with several lessons from the earlier planning and outreach efforts that informed the Plan.

Several community members observed that the messaging of prior outreach efforts, conducted in Winter 2019/2020, lack clarity regarding the exact nature of first/last mile improvements. In particular, the exact types of improvements that would be considered within a first/last mile plan, such as significant street reconfigurations, was often not clearly communicated in outreach material. Additionally, the planning area for the Plan, which includes not only the commercial areas along Crenshaw and Jefferson but also the residential streets adjacent to the station, was not identified explicitly. As the City of Los Angeles had completed the Crenshaw Boulevard Streetscape Plan in 2016, some residents observed they had believed that the first/last mile plan would be similar in area (Crenshaw Boulevard) and scope (streetscape elements such as street trees). Lastly, trade-offs inherent to some more transformative

improvement types, such as the reduction of travel lanes to accommodate protected bike lanes, were not communicated clearly in outreach activities.

Therefore, future first/last mile messaging should seek to better communicate the geography and scope of improvements under consideration when soliciting participation and feedback from the community. These lessons were heard and integrated into the outreach language for the May open houses, so as to clearly alert community members which streets would be discussed and what the potential impacts of some first/last mile improvements may be.

Next Steps

Metro First/Last Mile Planning staff will continue to coordinate with the City of Los Angeles on project recommendations within the Expo/Crenshaw FLM Plan, including the project categorization detailed above. Metro staff will also work with the City to identify possible funding sources for implementation of priority projects from the Plan.

Appendices

Appendix A – Survey Results and Narrative

Appendix B – Discussion Notes and Other Public Comment

Appendix A: Survey Results and Narrative

During the May 2021 open house events, participants completed a ranking survey exercise, through which they ranked proposed improvements for each corridor from most- to least-desired. The results and distribution of top choices are summarized below.

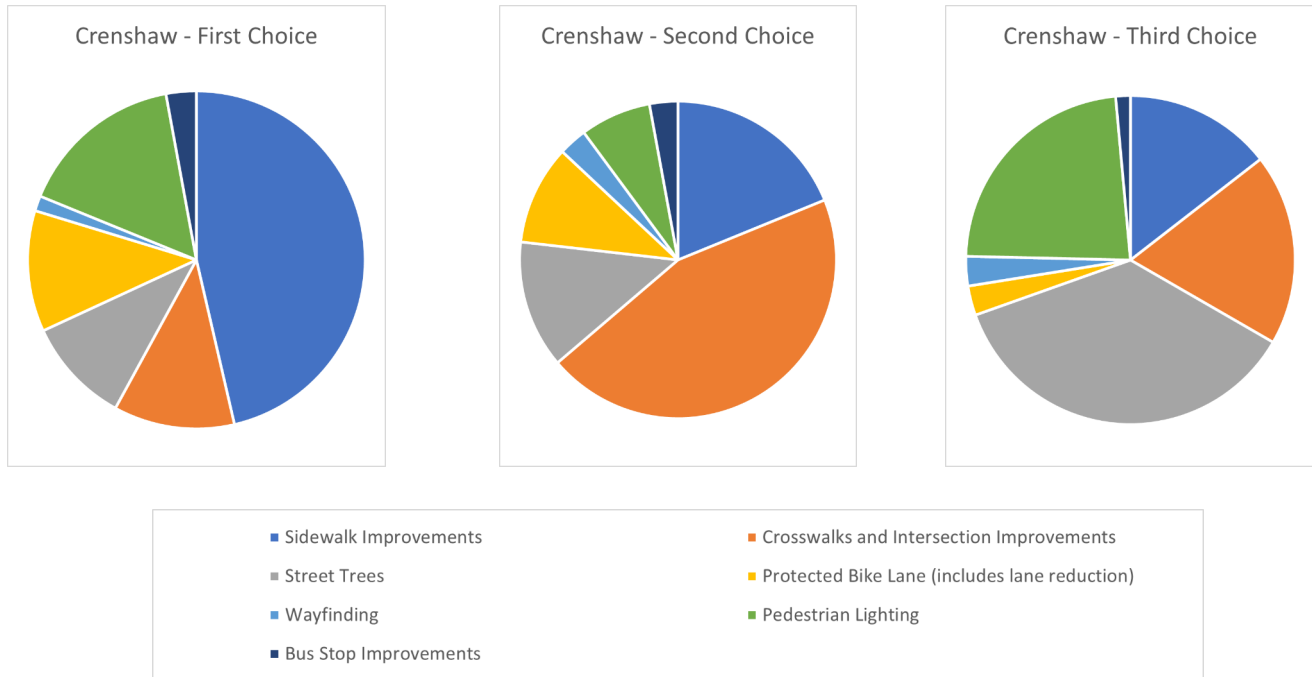
Crenshaw Blvd

Of the seven major first/last mile improvements presented for Crenshaw Blvd, nearly half of attendees listed sidewalk improvements as their highest priority. Nearly as many also listed crosswalks and intersection improvements as their second-ranked improvement. The improvement most-frequently listed in third was street trees.

Bus stop improvements ranked low for respondents, with more than half either ranking it as either seventh or sixth. The protected bike lane and associated lane reconfiguration was also ranked as a less-desired improvement by nearly half of respondents. Many respondents also ranked wayfinding improvements as a low priority.

Improvement type	Votes						
	First choice	Second	Third	Fourth	Fifth	Sixth	Seventh
Sidewalk Improvements	32	13	10	9	4	1	0
Crosswalks and Intersection Improvements	8	31	13	8	7	2	0
Street Trees	7	9	25	16	10	2	0
Protected Bike Lane (includes lane reduction)	8	7	2	13	5	3	31
Wayfinding	1	2	2	6	27	19	12
Pedestrian Lighting	11	5	16	10	7	16	4
Bus Stop Improvements	2	2	1	7	9	26	22

Distribution of ranking votes by improvement type, Crenshaw Blvd



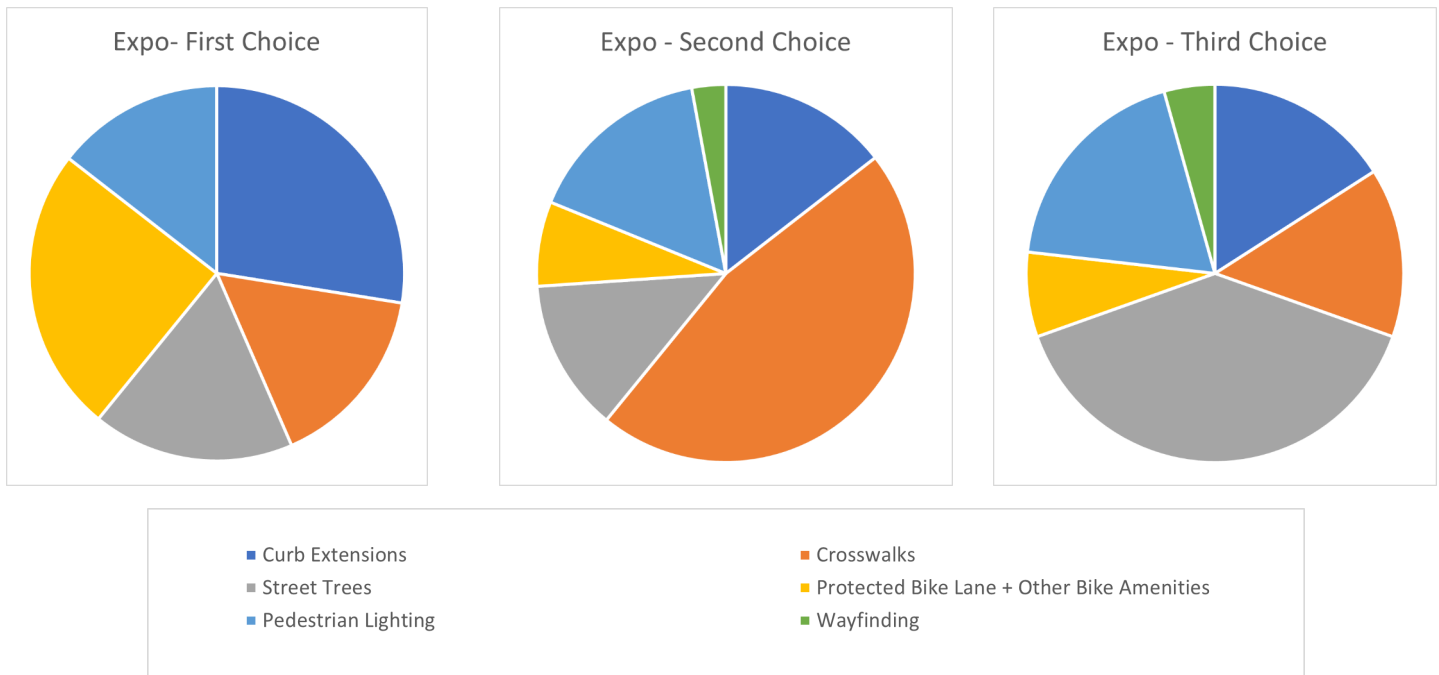
Exposition Blvd

For Exposition Blvd, the most common choices for highest-priority improvement were curb extensions and the protected bike lane. For the second- and third- ranked priorities, a plurality chose crosswalks and street trees, respectively.

More than half of respondents said wayfinding was the least-needed improvement for Exposition Blvd. A number also ranked pedestrian lighting and the protected bike lane as less-needed street changes. The conversion of the existing bike lane to a protected bike lane drew some low-ranking votes, but feedback was split overall.

	Votes					
Improvement type	First Choice	Second	Third	Fourth	Fifth	Sixth
Curb Extensions	19	10	11	12	14	3
Crosswalks	11	32	10	15	1	0
Street Trees	12	9	27	12	8	1
Protected Bike Lane + Other Bike Amenities	17	5	5	16	7	19
Pedestrian Lighting	10	11	13	7	25	3
Wayfinding	0	2	3	7	14	43

Distribution of ranking votes by improvement type, Exposition Blvd



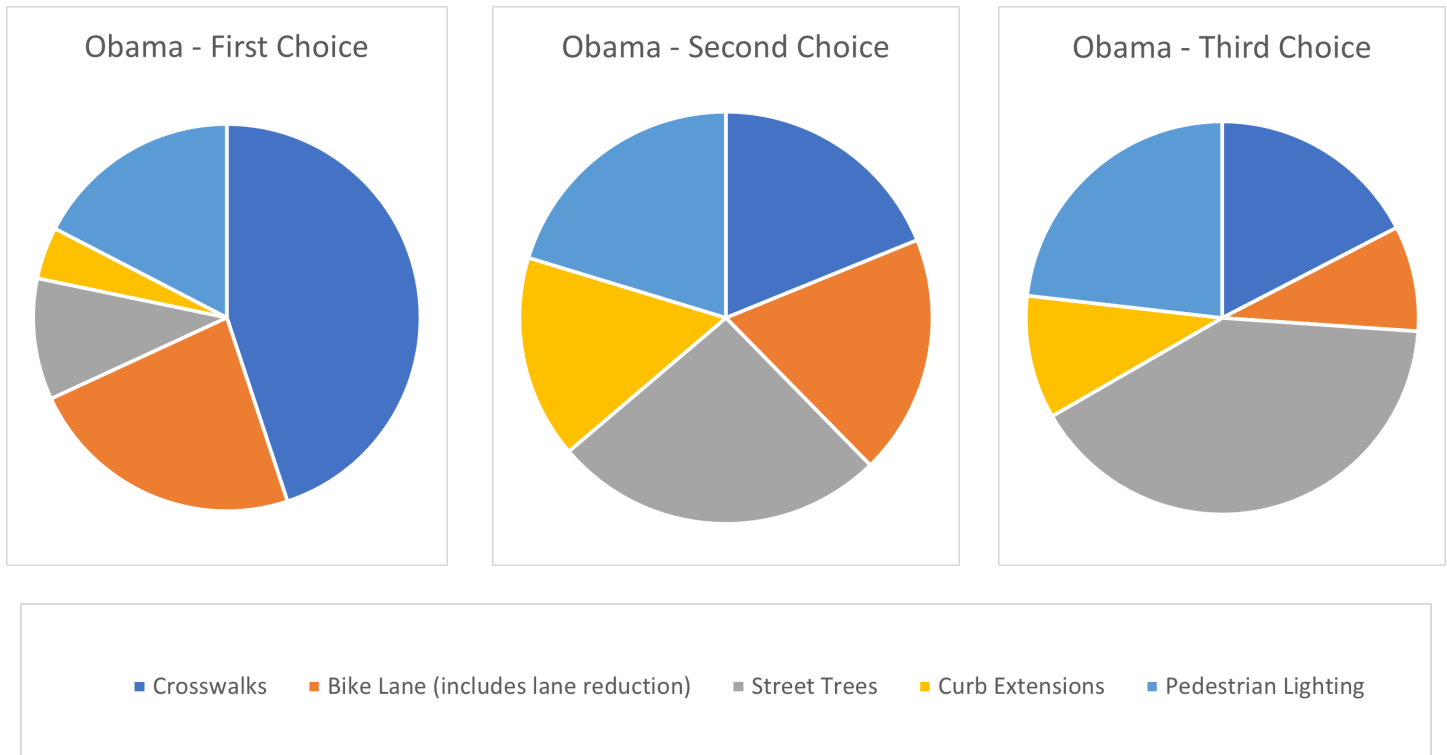
Obama Blvd

On Obama Blvd, respondents' most-desired improvement type was crosswalks, with the improvement receiving almost half the choices for the first rank. The bike lane and street reconfiguration also received a number of votes for first and second place, and street trees received a plurality of votes for the second-place ranking. Pedestrian lighting also consistently received many votes in the top three spaces.

The bike lane and curb extensions received approximately the same number of last-place rankings, making them most common choices in the least-desired slot. Overall, reactions to the bike lane and street reconfiguration were split, with about even numbers ranking it in first or second as did in last place.

Improvement type	Votes				
	First	Second	Third	Fourth	Fifth
Crosswalks	31	13	12	11	2
Bike Lane (includes lane reduction)	16	13	6	6	28
Street Trees	7	18	28	10	6
Curb Extensions	3	11	7	22	26
Pedestrian Lighting	12	14	16	20	7

Distribution of ranking votes by improvement type, Obama Blvd



Jefferson Blvd

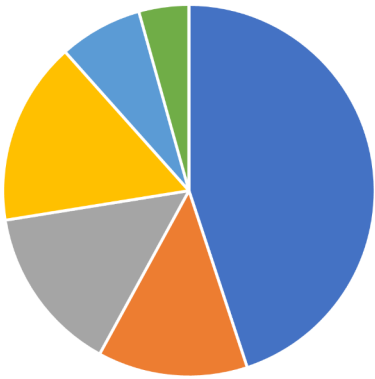
Attendees ranked crosswalks as the most-desired improvement by a far margin. Pedestrian lighting was consistently ranked second, followed by street trees in third.

The bike lane and associated lane reconfiguration was the lowest-ranking improvement, followed by wayfinding improvements. Many attendees also ranked sidewalk improvements/curb extensions as a lower priority than others.

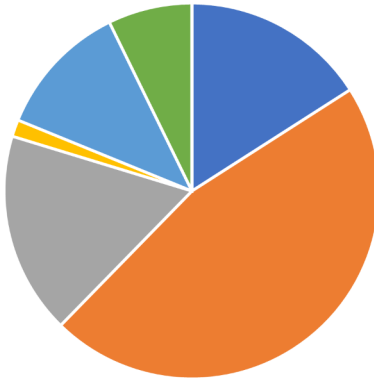
Improvement type	Votes						
	First Choice	Second	Third	Fourth	Fifth	Sixth	Seventh
Crosswalks	31	11	5	17	4	0	1
Pedestrian Lighting	9	32	16	5	7	0	0
Street Trees	10	12	20	15	8	4	0
Bike Lane (includes lane reduction)	11	1	5	14	9	3	26
Sidewalk Improvements / Curb Extensions	5	8	13	8	6	12	17
Bus Stop Improvements	3	5	8	7	26	18	2
Wayfinding	0	0	2	3	9	32	23

Distribution of ranking votes by improvement type, Jefferson Blvd

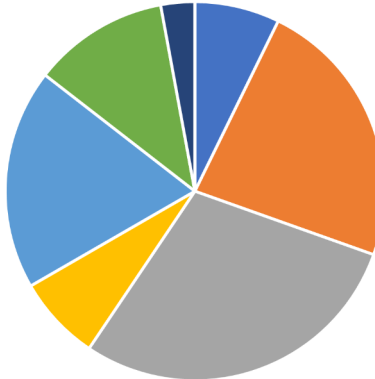
Jefferson - First Choice



Jefferson - Second Choice



Jefferson - Third Choice



- Crosswalks
- Street Trees
- Sidewalk Improvements / Curb Extensions
- Wayfinding
- Pedestrian Lighting
- Bike Lane (includes lane reduction)
- Bus Stop Improvements

Appendix B: Discussion Notes and Other Public Comment

The below notes were collected through breakout discussions during the May 2021 open house events. Participants were asked to observe which proposed improvements along the four main pathway corridors they liked, disliked, and found confusing, as well as any new ideas and opportunities they saw. Also captured below are open comments submitted anonymously through the survey exercise that also took place during the open houses, as well as email comments submitted separately.

Crenshaw Blvd

Likes

- Plan looks great
- Street trees
- Sidewalk improvements
- Pedestrian lighting
- Wheelchair access
- Protected bike lanes
- Trees, landscaping is beneficial
- Protected bike lanes
- Street trees/beautification
- Added safety for walking
- Cleaner bus stops/facilities
- Possibility of roundabouts in area
- Bike lanes for existing riders
- Directional ramps/curb ramps (pedestrians)
- Likes the plan (bike protection)
- Likes bus stops, crosswalks, street furniture, lighting
- Shade needs to be improved
- Bike lane near the transit stop
- Lane reduction could calm traffic, reduce speeding
- Support for making street walkable, bike friendly
- General support for reducing travel lanes, but too aggressive to go down to 1
- Support beautification, trees
- Proposed improvements help make the street be more human-scale and safer
- Lighting and trees are much needed along this corridor
- Enhanced bus stops

- Beautification efforts
- Better crosswalks
- Better lighting
- Walkability of sidewalks

Dislikes

- "travel lane" terminology- recommend "car-only lane"
- Increased traffic in residential areas as a result of removal of car-only lane
- Removal of car-only lane may increase traffic generally; there are safety concerns.
- Travel lane reduction (loss of even one travel lane)
- Discontinuity of bike lanes (inadvertently creates safety concerns)
- Don't reduce from 4 lanes to 3 to accommodate bike lane
- Concerns about traffic getting backed up, esp. In the morning
- Especially turning from Obama onto Crenshaw
- Impact of reducing lanes on traffic
- Removal of travel lanes, possibility of spillover traffic into neighborhood. Based on experience from rail construction.
- Not currently a lot of bike traffic in the area
- Potential traffic flow issues
- Cutting down traffic lane would add more bikers to area + harmful for peds
- Concern with people coming down residential/ side streets if lane is removed (traffic getting worse); people speeding down residential/side streets
- Asks plan not be approved in isolation without seeing the bigger picture
- Impact of reducing traffic lanes on Crenshaw,

- major thoroughfare – seems drastic.
- Parking near transit station unnecessary, should be metered
- Reducing lanes for bike/skateboard lanes – adds traffic on neighborhoods, side streets
- Too much traffic already, dangerous for walking
- Not human-friendly
- Current traffic speeds are fast; not pedestrian-friendly
- Removal of vehicular travel lanes
- Security concerns with bus stop enhancements
- Maintenance of the streets
- Opposed to Bikeway because of existing congestion
- Removing lanes

Confusing

- Implementation schedule
- Continuous/network of bike lanes
- First time hearing about proposal to reduce from 4 to 3 lanes
- Explain Study on how people get to/from Metro stations
- How will improvements be maintained?
- Where else have all the improvements been implemented?
- Has traffic study been done? If one has been done, why does lane need to be removed?
- Why was curbside parking retained? Businesses on this extent typically have their own parking lots
- Is there bicycling demand for a bike lane?
- Is Crenshaw for pedestrians? Maybe the design could change as you move down Crenshaw towards more residential areas.
- Impact on emergency vehicles of the lane reduction?
- Is there an example of a similar kind of lane reduction in LA? Did it work
- Has a traffic study been conducted?
- How will traffic be impacted by proposed improvements?
- Implementation schedule for proposed improvements
- Unclear about traffic impacts of travel lane removals
- Not sure if light rail transit will create positive impacts for the community

Ideas / Wishes / “What If?”

- Speed bumps or stop signs or traffic calming measures to slow traffic are suggested
- Able to put in bike lane and leave 2 travel lanes in each direction?

- More trash cans
- More parking near station
- Concerns of safety on transit
- Speed bumps for traffic calming in residential areas
- Roundabouts to deter high speeds, as seen in Hollywood
- Mid-block crossings
- Helpful to have traffic lights sync (green arrows)
- Maybe only keep curbside parking on one side?
- There could be a one-lane reduction
- Prefer keeping 2 lanes each way
- Don't need on-street parking; consider time of day restrictions
- Improving other side streets, river pathways instead
- Reduce islands
- Main room chat: Cities should consider incentives to move from multi-car households to one-car households
- Main room chat: Crenshaw generally has high traffic speeds; cars don't comply with posted speed limits. Traffic calming measures are very needed
- Can there a traffic study be done for Crenshaw analyzing traffic impacts for travel lane removals?
- Repair of pavement on Crenshaw
- Repair potholes
- Walkability and more street lighting
- Do not disregard cars
- Fareless transit to attract more riders
- Concern of traffic going through neighboring streets

Exposition Blvd

Likes

- Beautification
- More protection for bike lanes
- Enhance crosswalks
- Not as busy as Obama; Expo Bl can have room for two-way bike connection
- Bike lane improvements
- Street trees
- Pedestrian lighting
- Protected bike lane sounds great. Existing bike lane is not protected and not usable because it is often blocked
- Doesn't look disruptive to the current configuration – removing parking lane is ok west of Crenshaw

- Likes the protected bike lanes along Exposition
- Two-way cycletrack

Dislikes

- Not remove parking lane
- Driveways and parking on expo, backing up into traffic (can't get out of driveway)
- Car traffic running next to sidewalk
- Loss of residential parking lane for residents on Expo
- Where does spillover parking go? Would LA assist?
- How was this considered in plan development?
- Safety concern: potential for accidents given traffic adjacent to sidewalk
- Lack of ped space on south side of Expo
- Widening bike lane
- Impacts due to additional activity from station
- Lots of concern from widening sidewalk – homelessness attractor?
- Connections to bike lanes should be prioritized, make the bike lane longer to expand bicycle infrastructure network
- Impact of parking lane removal on multifamily housing?
- Bottleneck at train crossing
- Access: Current pedestrian conditions are good, but it's difficult to access (some people use Obama instead)

Confusing

- Bidirectional bike lane (is there a sidewalk, planters?)
- Get rid of the parking lane for bike lane; not eliminate parking lane
- How might reducing lanes improve pedestrian safety?
- Not sure how removal of on-street parking will impact surrounding area (many nearby multi-family residential buildings)
- Reference image for existing conditions (Slide 10)
- How would losing parking lane work if new, higher-density housing is added near the station?
- Scooters in the bike lanes or just on the sidewalk?
- Proposed changes on both sides of the tracks?
- FLM plans for south side of Expo tracks
- Not clear if bicyclists use Exposition Blvd now
- Bikeway going south

Ideas/Wishes/What If?

- Traffic study to be done
- Is it possible to make a walking & biking lane for the protected bike lane?
- Travel on Buckingham: turning left off Expo, any congestion relief efforts?
- How to address homelessness on street furniture and under trees?
- Timing of the traffic signals
- Traffic signal synchronization
- Extend the bike lane
- Need to add space to the bike lane, currently too narrow
- If Expo were more bike friendly, people could take it to SC
- Use as alternate route for Obama to reduce traffic
- More lighting

Obama Blvd

Likes

- Supportive of the intersection (e.g. walk down somerset and cross at obama)
- Likes removing lane, curb extensions, and bike lanes
- Any traffic calming measures. Drivers go too fast, feels unsafe to reach transit currently. Happy to reduce lanes (2) to calm traffic.
- Would use bike lanes if they were on Obama
- In favor of reducing lanes, too fast
- Protected bike lanes
- Curb extensions - support
- Trees – add shade trees
- Lighting
- Bike lanes
- Corner curb extensions
- Traffic calming
- Street trees
- Pedestrian lighting
- Intersection enhancements
- Likes bike lanes. Likes curb improvements for walking – could be used by newer development residents to encourage walking
- Likes lane reduction for calming traffic
- Likes bulb-outs, big help for calming
- Supportive of Obama proposals
- Safer bicycling and walking facilities
- Walkability, crosswalks on major streets

Dislikes

- Reducing lane on Obama will have a negative impact
- Not eliminate traffic lane because people will go down residential streets
- Spillover traffic concerns. Dislikes reduction of lanes. Trouble backing out of driveway
- Bike lanes removing traffic
- Curb extensions
- Don't reduce lanes: major thoroughfare. High concern, too much congestion. Hard for Obama Bl residents to exit onto street
- Leave palm trees in place: historic to the area
- Travel lane reduction
- Traffic diversion/congestion impacts
- Removal of car-only lane: safety concerns; will create/increase congestion
- No protection for the bike lane
- Parking not necessary here on curbside
- Traffic in residential streets
- Taking away parking lanes
- Cut through traffic from Crenshaw if lanes reduced
- Existing condition traffic speeds are very fast during non-peak and it is very congested during peak
- Lane reduction is not advised because Obama is often used as a cut-through
- Removal of two vehicular travel lanes
- Potential cut-through traffic/traffic dispersion to other streets
- Potential slower time to destination
- Removing a traffic/parking lanes for bike lanes
- Enhancements are barriers when driving

Confusing

- Why would traffic circle work (not opposed, but would want more data around that)
- What was the factor that made team to decide the design features at the intersection?
- Expo and Obama seem redundant. Obama needs the calming more than Expo.
- What are the safety benefits of curb extensions? Could we lengthen crosswalk time as well?
- What is a protected vs. unprotected bike lane?
- Unsure about downstream effects of lane reduction/bike lanes on Obama
- Last version of this plan went to Buckingham, this version stops at a different street
- Will the bike lanes be used?
- Where are the lanes being reduced?
- Targeted outreach to transit riders (Is this occurring and how?)
- Removal of two vehicular travel lanes for such a

short segment doesn't seem to make sense

Ideas / Wishes / What If?

- Ramps on the corners of the sidewalk (e.g. Jefferson Blvd); slowing down traffic to allow people walk across
- Need a way for people to slow down; need more trees; bike lane but not in lieu of rerouting traffic to another street
- Traffic circle at the intersection of Obama
- Design features to make it visible for cars to see pedestrians walking
- More crosswalks (and flashing crosswalk light)
- Full-fledged lights, or stop lights
- Are we removing palm trees if other trees are being planted?
- Both Obama and Expo have traffic that's too fast
- Speed bumps to minimize spillover, strongly requested
- What's the extent of the Obama Bl lane proposal?
- Keep 2 lanes of traffic but take out parking? This is preferable. Not as much demand for parking
- Will there be bike lanes on King? Confirm with City
- Exposition bike lanes are a better alternative than bike lanes on Obama
- More stoplights on Obama rather than reduce a lane
- More crosswalks
- More mechanisms to slow traffic rather than reduce a lane
- Why split bike lane on both sides? Could they be consolidated onto one side, a two-way?
- Maybe safer to keep the bike lanes separated?
- Buckingham/Jefferson lights should be considered, traffic builds up
- Resources to help people get/ride bikes – education, economic help
- Traffic calming treatments are needed to slow speeds
- Four-way stops can be an option to slow speeds
- Converting the parking lane to a bicycle lane is another option
- Explore options that do not remove travel lanes
- [Removal of] traffic lanes are the most controversial [improvement]
- Is it possible to remove the on-street parking lanes instead of vehicular travel lanes? Preference for this type of reconfiguration
- Is a bike lane on Obama necessary if there a bike lane on Exposition?
- Opposed to removing parking

Jefferson Blvd

Likes

- Crosswalk, sidewalk improvements
- All suggestions are wonderful (bike lane to comfortably bike around, and not on sidewalk)
- Likes the recommendations. Jefferson is also dangerous, needs calming.
- Hard to walk on, dangerous to walk to the commercial areas
- New streetlights
- Beautification
- Lane reduction will slow cars down. Existing speeds are very fast; lane reduction will make folks go the speed limit
- Likes lighting—currently very dark, not safe walking
- Could complement new housing near station, add walkability
- Likes bulb-outs, trees, crosswalks – needs to be made more walkable and safer to walk
- Pedestrian improvements are welcome
- Bike lane projects if there were not reduction in travel lanes
- First/last mile improvements would encourage transit use
- Trees for shade

Dislikes

- Removing lanes (I)
- Bike lanes reducing traffic lanes
- Don't reduce lanes from 4 to 3 to add in bike lane
- Concern that the bike lanes will be blocked and not be usable
- Same lane comments – worried about impacts of reduction
- Don't see lane reductions helping improve traffic
- Increased congestion due to travel lane reduction – similar to the issue on Obama Blvd
- Bike lane project (seems impractical)
- Maintenance of trees

Confusing

- Don't know why adding bike lane when there are no bikers
- Do we need bike lanes on all streets? Would one or two work?
- Will reduced lanes on major streets divert traffic to residential streets?
- Why is there no parking reduction?

- What's the extent of bike lane on Jefferson? Limited to 3 blocks east/west of Crenshaw?
- Can we switch the parking lane and bike lanes configuration?
- Funding concerns
- Street tree planting – number of trees, schedule of planting, re-planting/replacing older trees
- Details about the features at the enhanced bus stops
- What has been the increase in non-driving transpo? Would like to see numbers to necessitate new bike lanes

Ideas/Wishes/What If?

- Flashing ped signal that would slow down traffic
- How to stop/slow down cars with or without lane reduction
- Not much bike activity on Jefferson now, is there a need for a bike lane?
- Switching the bike lane and parking lane position
- Traffic speeds should be slowed down to support businesses
- Lighting should be included at bus stops
- Be mindful of new construction on Crenshaw Corridor, of the impacts
- Think about flexible lanes, that switch directions based on time of day (e.g. Connecticut Ave in DC)
- Remove street parking
- Use Exposition as alternative to reduce traffic on Obama
- Outreach to businesses as Jefferson is a commercial corridor
- More preference for keeping on-street parking on Jefferson, than Obama
- Beautification of Jefferson (especially the business district)
- More trashcans
- Keeping sidewalks clean
- More community outreach for future projects especially bikeway projects

Survey and Email Comments

- Living off of Obama Blvd., I am not in favor of the lane reduction for a bike lane due to the negative impact it will have on traffic on Obama Blvd. Traffic is already slowed during rush hour, so reducing the lanes on that street would slow things even more, and redirect more traffic onto the side residential streets.
- I look forward to improvements that make the pedestrian experience better through more shade, easier street crossings, and in ways that are sustainable (such as by using native plants)
- I'm wholly opposed to eliminating lanes. I love the pedestrian improvements, especially the crosswalks and sidewalks. It's extremely needed for what will soon be a highly walkable neighborhood. I would love to see the addition of flashing crosswalk lights to add safety to those crosswalks and add peace of mind to our pedestrians. Thank you for all of your hard work!
- No way should there be a reduction of lanes and there should be better train & light signal sync'ing.
- Overall the taking of traffic lanes for bicycles will be a disaster and cause horrible traffic bottlenecks, particularly on all three streets. Metro is once again catering to a minority of people who commute by bicycle at the expense of those who don't or worse, can't, who are elderly or handicapped.
- Please, keep the people that live in area first over the people riding the metro. We love our neighbor & don't want to move because of the changes you want to make on Obama.
- Great opportunity to share input for future street improvements to our community. Good job by Metro in reaching out to gather inputs from a variety of stakeholders.
- Although I'm in favor of lane reductions on Crenshaw, you have plenty of space to keep at least 2 travel lanes, by just removing the parking from your proposal. No need for street parking on Crenshaw. Use that space for the bike lanes. Street parking doesn't exist now on Crenshaw. Plenty of underutilized off-street parking at the Walgreens/Starbucks and CVS corners.
- Please prioritize bike lanes to incentivize people to ride bikes and scooters without fear of being run over by motor vehicles!
- "Some of the street that you are attempting to reduce drivable lanes are highly traveled streets for automobiles. Limiting available automobile lanes shifts drivers into residential areas which impacts quiet residential lifestyles
- do not reduce traffic lanes!
- Thanks for the presentation. When will we find out final plans?
- "I think the crenshaw corridor should provide plenty of lighting, beautiful trees and shrubs, and proper signage."
- Please dont forget about providing handicap access. Also, please allow for Uber and Lyft parking areas"
- Crenshaw and Obama are too wide with fast cars to be safe for pedestrian and bicycle access to transit. Please consider all options to slow cars down on these streets. Lane reductions on Obama to increase safety and access to transit should be strongly considered and transit riders input should be weighed against input from people who only ever drive in the project area.
- "I think this a worthwhile plan with a long term implementation delayed until the project is fully developed, homes and retail are up and the community transport system is truly reflects a transi/commuter populaiton envisioned by Metro.
- I think removing parking lane on Obama and converting to
- I live in North Leimert Park and drive to work everyday. I work at a school and I will not/can not use public transportation. I use Obama Blvd. on my way to work. It is busy. Do not take away a lane of traffic. It would cause so much hard to navigate traffic.
- I support all efforts to improve pedestrian safety and encourage usage of public transit. I disagree with my neighbors who cannot think about a life without a car. It's absolutely possible for people of all ages but change is hard for people. I welcome this change!!
- Can Metro design parking structures to get cars off the street?
- I oppose reducing vehicular lanes for bike lanes. I agree with the beautification efforts.
- Our community is not a biking community and the reduction in street lanes to accommodate

the very few who bike is not a solution that works for us.

- We cannot accommodate losing lanes of traffic. It would have a severely negative effect on our quality of life and push traffic into residential streets making it unsafe for families.
- I'm wondering if transitional options have been explored for some of the discussed improvements, so that it does not necessarily have to be a zero-sum game (e.g., peak-only bus lanes or shared bus and bike lanes on Crenshaw)
- Please do not reduce the number of traffic lanes. It will create a huge bottleneck in that direction.
- I encourage you to also use your Next Door accounts to get feed back with surveys or posts
- focus bike facilities on 2 streets vs all three east-west streets. exposition blvd should absolutely get protected bike lanes. choose obama or jefferson. obama looks best. must do street trees and sidewalks and crosswalks
- "Do not reduce traffic lanes, especially on Obama and Crenshaw. There is WAY too much traffic on these roads to add two way bike lanes.
- Also do not remove palm trees. Add shade trees and lighting in between palm trees
- All for the beatification of Jefferson. That street is a dump and eyesore."
- I appreciate having had the meeting however, I am concerned if our comments will be considered
- Reducing a lane on Crenshaw Bl. would be disastrous. Any lane reductions on the major thoroughfares in the Crenshaw area would result in traffic congestion for stakeholders and drivers thru the neighborhood.
- The proposal to reduce lanes on major thruway is not something I want to see on Crenshaw, Obama, or Jefferson due to traffic congestion. Sidewalk improvements, adding trees, and lighting is a win-win. No reduction of lanes on Obama, add bike lanes and make the street no parking.
- Asphalt.
- I fully support this and transit development
- "As far as Crenshaw/Jefferson As far as lane reduction it would make the traffic congestion increase. And would make drivers take smaller neighborhood street. Maybe more off Main Street bumps to slow traffic in the off streets.
- You should take note of the German bike ways that are integrated into the wide sidewalks. Specifically in Berlin.
- Bicycle facilities seems to be a great way to get your bike stolen. It will also be a feeding ground for any local homeless to just hang out.
- Mainly people diverting from the main thoroughfare roads to cause more traffic.
- It also feels that the main sell on this plan is to reduce traffic lanes. Which will have more effect.
- But adding street lights and tree is something that can be done immediately for cheap monies.
- I'm opposed to the lost of lanes of traffic. Maybe do a study of bus lane on wilshire would give some inside where a lane can be shared by different types of commuters.
- My hope is that Metro would practice more transparency when presenting to the community about its intentions and plans.
- Metro needs to have more open and transparent conversations with the residents that live along the identified corridors and that will be MOST impacted by the improvements/ changes.
- Losing traffic lanes on Obama or Crenshaw will have a horribly negative impact to those who live near those streets and drive cars. Vehicles that use those streets now WILL NOT go away but will simply start to use our neighborhood as a past thru. This proposed lane reduction will only benefit your planned/hoped for ridership, but will cause harm to the existing neighborhood.
- Perhaps the parking and bicycling lanes could be swapped to avoid reducing lanes of traffic in business areas. I don't feel we need bike lanes on both Obama and Exposition- this seems redundant. I would choose Exposition for bike lanes. Please look at the timing of the traffic lights as they cross over the train lines- the timing is tough when turning north/south.
- "I agree with comments regarding removal of lanes negatively impacting traffic flow in the neighborhood & community. The comment on traffic light scheduling improvements is definitely an issue that needs to be addressed. Sidewalk & lighting safety should be a priority. Beautification with tree would be great .
- I love everything that was presented and I appreciate you engaging with the community. I

support any reduction of car lanes to support more pedestrians and bikes near transit. Also, let's build more housing in the area and upzone everywhere near the transit stations. Thanks!

- I really appreciate the renderings of improved sidewalks, lighting, etc. However, I am completely oppose to lane reductions.
- Please consider any innovative and flexible enhancements/improvements that might be adjusted/modified easily over time as needs adjust. (E.g. Wash D.C. has traffic lanes whose directions switch depending on the time of day. The middle lane of Connecticut Ave may be for Northbound traffic during the day, but for Southbound traffic in the evening). Also, we of course have to balance the needs of many. Who are these improvements mostly for (current residents along these streets, future residents/ stakeholders along these streets, all persons in L.A. that might use these streets, bicyclists, car owners, pedestrians)? How do we weigh and balance what might be competing interests?
- Bike lanes are not very useful if they are not protected. They simply become dedicated to drop-offs, double parking, trash, etc.
- Well, this is me being a broken record. Improvements on both Crenshaw and Jefferson exactly like the ones you presented in this plan have been discussed and approved previously, and were to be funded with a specific, multi-million-dollar Prop 1C grant. Where did that money go? It seems to have simply disappeared. None of the approved improvements appear to have been made. We need to install that tree canopy as soon as possible, and light the way along Crenshaw from the station north to Jefferson ASAP to make people more comfortable walking from the train to the retail.
- Reducing traffic lanes in this area and surrounding neighborhoods is a terrible idea. The idea of bike lanes is wonderful, however with the additional residences and people will increase CAR traffic. It's a congested area and adding people and cars while reducing lanes creates a larger carbon footprint as cars sit in traffic. There needs to be measures taken to AVOID cars going through the neighborhood and creating more problems. Cars speed in the neighborhood creating unsafe spaces for the many children that live here.
- **Email:** I'm a local resident from Baldwin Hills and I wanted to thank you for holding the recent open house sessions. I attended the one last

Thursday and am very supportive of the plans to make our streets safer and more pedestrian/ bicyclist-friendly. I've lived in New York & San Francisco, as well as traveled extensively across Europe and Asia, and seen first hand how much better life can be when we can get cars off the road. I've happily lived car-free in other cities but know that it is almost impossible in LA right now. I live within healthy walking distance to the Expo station and the planned Crenshaw stations, but don't feel safe walking to them given the current vehicular traffic situation. I would LOVE for all the proposed improvements to be made along with more high-density housing near all stops to encourage more transit usage, more people around for safety reasons, and generally a more healthy approach to city planning. I know Baldwin Hills Estates HOA members frequently join these meetings and are often very vocal in their opposition of these types of plans, but please understand that our HOA is a voluntary opt-in system with no fee requirements and is essentially an organizing mechanism to oppose all local development to protect their property values. In a nutshell, the Baldwin Hills Estates HOA only represents the same small group of residents who continually oppose these plans and don't represent a significant portion of the neighborhood (most of us choose to opt out of the HOA regardless of what they may tell you).

- **Email:** Thank you for holding the community engagement session today on the Expo/ Crenshaw First and Last mile plan. I really appreciated being able to show support for the plan in the survey and the breakout rooms. I live in Baldwin Hills Estates and want to reiterate my support for the plan. These are exactly the types of changes we need in the area. I live a little over a mile from the Expo stops and the upcoming Crenshaw line stops. The only thing that would hold me back from walking to the stations are the currently unsafe-for-pedestrian areas around Obama, Crenshaw, Expo, and Jefferson. Making those streets safer to cross is a must, and the reduced traffic lanes should hopefully calm speeds nearby. These changes will save lives. There was also a comment today about presenting these ideas to local neighborhoods' councils and HOAs. While I think more community engagement is always better, I also want to stress that these groups are often a vocal minority of homeowners who organize to oppose any changes that inconvenience them, and are not truly representative of the wider community (as

represented by polling and surveys). We need an all-of-the-above approach to increasing biking, walking, and transit usage, along with building more housing near transit and jobs, to end our car culture and sprawl. I just want to make sure people like me who agree continue to be vocal to support these changes and provide you with any support you need.

- **Email:** I just wanted to voice my strong support for the First/Last Mile Expo/Crenshaw plan as presented. I live at [redacted]- about a half-a-block from Obama Blvd. and in pre-pandemic times rode the train to work downtown almost every day. My family also has two cars and we drive quite a bit as well. I have a young family - a 4-year-old and a 2-month-old. We like to walk and ride bikes but are extremely limited in what we can by the safety issues on Obama. Cars travel down Obama Blvd. at highway speeds and the road as currently set up creates an enormous and unsafe barrier to us accessing anything north of Obama, including the train station, businesses on Jefferson, etc. It is simply unsafe to walk and bike around here. I also want to point out that just down Obama Blvd to the west is Rancho Cienega Rec Center which is undergoing extensive and expensive renovations. It is a huge (but relatively unexplored) community asset and will be an even bigger one once the renovations are done. But, it is impossible to access by foot or bike. Despite it being easy walking and biking distance from my house, my family (and literally anybody else as it is not walkable or bikable safely from any residential area) and I have to get in a car and drive over there to use the rec center. There should be bike lanes and pedestrian improvements going West on Obama all the way to the rec center as well. To put it simply, it would be irresponsible and negligent for the City/Metro to add all of these walkable and bikable amenities as well as new high density developments and then allow these streets to remain unsafe for walking and biking as they are. And small changes and tweaks like some trees and a few light-up cross walks are not going to do the trick. There have already been safety incidents on Obama and Crenshaw in recent years and that is only going to get worse as more and more people seek to access these great community assets. I know a very vocal few have voiced concerns about the reduction in traffic lanes, but I believe the reduction is warranted. Obama, Crenshaw, and Jefferson should not be highways through our city like they are now. Particularly when one of

the biggest rail hubs in Southern California is located here and people are going to want to walk and bike to these community amenities. I don't think the concerns about lane reductions are shared by the majority of the community and they have not been shared by the majority of people I've spoken with about it. Even if there was broad-based antipathy to lane reductions, safety and accessibility have to outweigh traffic concerns here given the fact that the Expo/Crenshaw station is right here, the rec center is here, lots of new businesses are going in on Crenshaw and Jefferson, and Simply put, driving/traffic should not be the priority in this area. And we certainly should not be prioritizing people who use these streets as a thoroughfare to cut across the city. There were recently two posts about the open house in Nextdoor (one by me and one by another citizen who appeared to not be in favor of the plan). The comments and "likes" appear to reflect much greater support for the plan than criticism of it, so I wanted to share links to those below. https://nextdoor.com/p/8yDWMfn9cb9zx?utm_source=share&extras=MTI2Mjg0NTk%3D https://nextdoor.com/p/Hg4_pTT9rL5j?utm_source=share&extras=MTI2Mjg0NTk%3D Please let me know if there is anything else I can do to make my voice heard regarding this matter. I thought the open house was really well done. It was well organized and everybody had an opportunity to be heard. The surveys were a nice touch to make sure everybody felt their backgrounds, opinions, and priorities were recorded. I'm sure you primarily receive negativity on these things, so I just wanted to mention that.

- **Email:** Hi. Based on some of the comment chains on Nextdoor, there seems to be a lot of push-back against your First/Last mile plans around the Crenshaw/Expo station. As a resident of this area, I'm in full support and excited about the plans in place. Couple questions: 1. Is this project in any danger of being delayed/scrapped because of resident opposition? 2. How can I most effectively leverage my support for this project?
- **Email:** Good Day! We were not able to attend your outreach sessions. As a car driving family of Leimert Park we support Metro's First Mile / Last Mile proposals to bring more bike and pedestrian friendly changes to our streets. Traffic speeds on our streets have increased significantly throughout the neighborhood. At the same time driver attention has decreased. Stop signs, red lights and right of way laws are

being ignored. Cars are increasing in size, power and weight further diminishing a pedestrians or cyclist's chance of survival in an accident. Riding a bike or scooter on our roads has come to be equal to a suicide (sic) mission and we refuse to put our lives at risk. We encourage Metro to take bold action to make our roads safer for all: Stop outdated traffic engineering practices that put motor vehicle driving safety above everybody else's safety. Our roads should not be safe for highway speeds. Aggressively reduce lane widths to encourage reduced speeds. Consider pavement changes to encourage driver attention Four-way stops at intersections in the neighborhood should be the default. At intersections, rather than forcing pedestrians to ramp down, raise the intersection so cars have to ramp up. This adds engineering challenges but should be contemplated whenever physical improvements are made. Experiment with pedestrian scramble intersections It appears that many of our fellow neighbors do not understand the potential benefit of your proposals yet. We urge you to improve community outreach. It is vitally important for any of these proposed measures to be successful. We hope you are already working with Go Human.

- **Email:** Hi I live near Crenshaw and Expo and I just want to say I support adding in any bike lanes, pedestrian improvements for safety and removing car lanes.



Next stop: access to opportunity.

Expo/Crenshaw First/Last Mile Plan
Planning & Programming Committee
July 14, 2021
File ID 2021-0235



Recommendations

CONSIDER:

**Adopting the
First/Last Mile Plan
for Expo/Crenshaw
Station**



Background and Process

- Smaller-scale FLM plan, coordinated with other TOC efforts in the area
- Key transfer station
- Builds upon recent planning work in Crenshaw area
- Outreach conducted in November 2019 – February 2020
 - Stakeholder roundtables
 - Pop-up event
 - Online survey



*Pop-up event at Crenshaw
Farmers' Market*

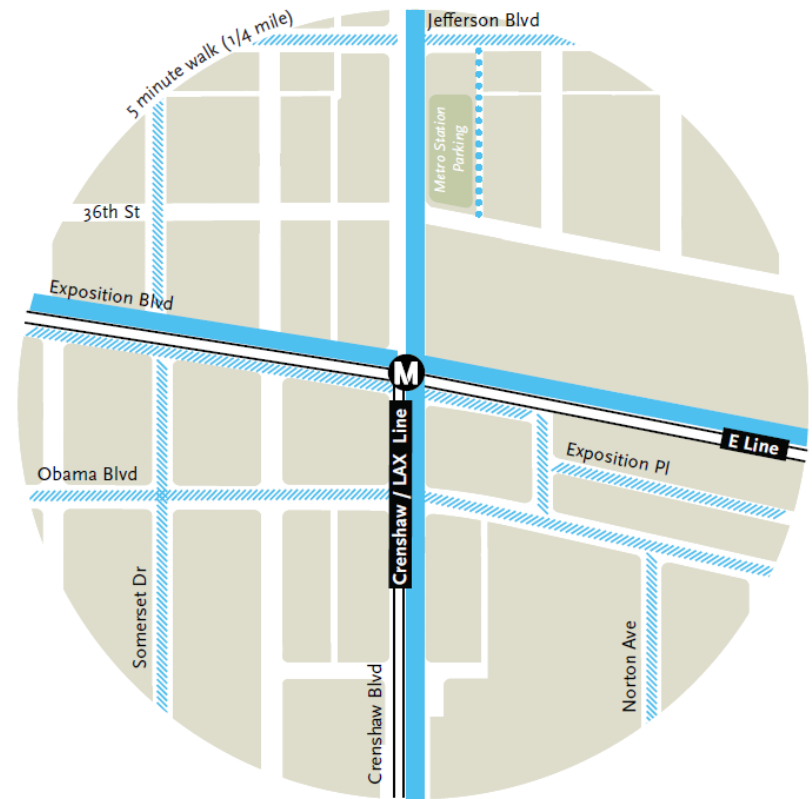
Major Projects

Key recommended improvement types:

- Enhanced crosswalks
- New and upgraded bike facilities
- Pedestrian lighting
- Street trees and landscaping
- Corner extensions/bulb-outs

Priority access pathways:

- Crenshaw Blvd
- Exposition Blvd
- Obama Blvd
- Jefferson Blvd



Pedestrian Pathways to Station

Additional Outreach and Next Steps

- Two virtual open house events in May 2021
 - Widely publicized in the community
 - Over 80 attendees
 - Solicited feedback via discussion groups, survey exercise, and email
- Supplement identifies:
 - Early action, priority projects with broad support
 - Projects requiring further outreach, study
- Next steps focus on City of Los Angeles coordination



Board Report

File #: 2021-0370, File Type: Program

Agenda Number: 11.

PLANNING AND PROGRAMMING COMMITTEE JULY 14, 2021

SUBJECT: LONE HILL TO WHITE DOUBLE TRACK FINAL DESIGN, PLANS SPECIFICATIONS & ESTIMATES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. REPROGRAM \$769,688 in project savings from Lone Hill to White (LHW) Preliminary Engineering to LHW Final Design and establish Life of Project Final Design budget of \$8,269,688 inclusive of all third-party and design-related costs;
- B. AWARD and EXECUTE a firm fixed price Contract No. AE73891000 with Moffatt and Nichol, for engineering services for the LHW Final Design Plans, Specifications and Estimates (PS&E) project, in an amount of \$6,498,899 subject to resolution of protest(s), if any; and
- C. ENTER INTO and EXECUTE all contracts, task orders and agreements within the Life of Project budget including third party agreements necessary to complete the LHW Final Design project.

ISSUE

In December 2019, the Metro Board programmed funds for Lone Hill to White (LHW) Final Design (see Attachment A). Staff is returning to the Board to seek approval of the life of project budget for the LHW final design and award the engineering services final design plans, specifications and estimates to Moffatt and Nichol. Additionally, the staff recommended actions includes reprogramming project savings from the LHW Preliminary Engineering phase to the Final Design phase.

BACKGROUND

The LHW double track project consists of adding 4 miles of a second main line track along the Metro-owned San Gabriel subdivision located in the cities of San Dimas and La Verne that serves Metrolink San Bernardino Line (see Attachment B). Approximately 70% of the San Bernardino Line is single track. Single track limits capacity and makes it challenging for trains to recover from operational

delays. LHW will ultimately add four miles of double track to provide more capacity and make it easier for Metrolink trains to maintain schedule reliability and on-time performance. The Metrolink San Bernardino Line is a Metrolink commuter rail line which travels 58 miles from downtown Los Angeles to San Bernardino, serving 14 stations, plus a planned extension to Redlands. Pre-COVID, the San Bernardino Line was the highest Metrolink ridership line, averaging over 10,000 boardings per weekday. The San Bernardino Line/San Gabriel subdivision right-of-way in Los Angeles County is owned by LA Metro.

DISCUSSION

This item is coming before the Metro Board now because a series of actions have advanced the LHW project to where it is now ready to go into Final Design. In 2014, Metro completed a San Bernardino Line Infrastructure Improvement Strategic Study which identified LHW as a key project to add capacity and improve operational efficiency on the Metrolink San Bernardino Line. In 2016, the Metro Board awarded an Architecture and Engineering contract to complete LHW preliminary engineering and environmental clearance. Preliminary engineering and environmental studies were completed in 2017. In June 2019 the Metro Board determined that LHW is statutorily exempt from the California Environmental Quality Act (CEQA), and the CEQA Statutory Exemption was filed with the Los Angeles County Clerk. In late 2019 the Metro Board programmed \$7,500,000 in Measure R funds to complete LHW Final Design. Due to budget constraints due to COVID, the procurement for LHW Final Design was temporarily deferred in March 2020. Since then, the procurement for LHW Final Design Request for Proposals (RFP) was released in January 2021.

Final Design

In coordination with Southern California Regional Rail Authority (SCRRA), Union Pacific Railroad (UPRR), Burlington North Santa Fe (BNSF), Federal Railroad Administration (FRA), California Public Utilities Commission (CPUC), Gold Line Foothill Authority and cities of San Dimas, La Verne, the LHW Final Design includes adding 4 miles of a second main line in the Metro owned right-of-way in the San Gabriel Subdivisions located in the cities of La Verne and San Dimas including twelve (12) at-grade crossings to be modified with Quiet Zone ready improvements.

Quiet Zone Opportunity

A Quiet Zone is a crossing where the train engineer is not required to sound their horn except in case of an emergency. The Quiet Zone ready improvements required by the Federal Railroad Administration (FRA) and California Public Utilities Commission (CPUC) are additional supplemental safety measures at the at-grade crossings in lieu of the sounding of the train horns. The final design work will include Quiet Zone ready improvements at twelve (12) existing at-grade street crossings that will significantly reduce the train horn noise, improve quality of life for residents of San Dimas and La Verne, and meet the future service operational enhancement to support late night and more frequent service on the Metrolink San Bernardino Line. The cities of San Dimas and La Verne have jurisdictional authority over these twelve at-grade crossings and would be the responsible parties to file the Notice of Intent (NOI) for Quiet Zone with the FRA.

During LHW Preliminary Engineering, the cities of San Dimas and La Verne and other stakeholders were supportive of Quiet Zones and provided letters of support for LHW advancing to Final Design (see Attachment C).

Metrolink SCORE and 2028 Olympics

In 2018 SCRRA received \$876 million in funding from the State for the first phase of its Southern California Optimized Rail Expansion (SCORE) program, a major capacity expansion program which will lead to 30-minute bi-directional service on most of its lines by 2028. In SCRRA's application to the State for SCORE funding, the LHW Double Track Project was identified as a key prerequisite project, to provide reliability and capacity, leading to 30-minute bi-directional service along the San Bernardino Line.

Staff anticipates an increase of Metrolink San Bernardino Line service for the 2028 Olympics as mountain biking events will be hosted in San Dimas near the Metrolink Pomona station. Additionally, the San Bernardino Line will be an important feeder line to enable people in the San Gabriel Valley to easily get to Los Angeles Union Station quickly and easily to access the many Olympic venues in the greater Los Angeles area.

DETERMINATION OF SAFETY IMPACT

Once constructed, four miles of additional double track will reduce the risk of train-on-train collisions. Quiet Zone ready improvements such as flashing lights, quad gates, center medians, etc., will enhance vehicular and pedestrian safety at the at-grade crossings.

FINANCIAL IMPACT

In March 2016, the Metro Board approved \$3,000,000 for LHW Preliminary Engineering Design and the work was completed for a total cost of \$2,230,312 which resulted in project savings of \$769,688. The Metro Board also approved programming \$7.5 million in Measure R 3% for LHW final design in December 2019 (Refer to Attachment A). Applying the cost savings from the preliminary engineering design work in the amount of \$769,688 to the programmed funds of \$7.5 million, the staff recommended approvals establishes a Life of Project budget for LHW Final Design in the amount of \$8,269,688 to address the increase in market costs resulting from COVID19 pandemic.

LONE HILL TO WHITE			
Description of Work	Amount	Amount	Amount
Planning & Preliminary Engineering	2,230,312	2,230,312	2,230,312
Final Design	7,500,000	7,500,000	7,500,000
			769,688

LONE HILL TO WHITE FINAL DESIGN LIFE OF PROJECT	
Civil/Engineering	\$ 6,500,000
Contingency/Project Reserve (10%)	\$ 650,000
Third Party	\$ 1,119,680
Life of Project Budget	\$ 8,269,680

Impact to Budget

There is no impact to the budget with the staff recommended approvals. The Board approved the FY 2021-22 Budget in May with \$374,800 for LHW Final Design. If additional funds are required in FY22, the project team will work with staff to identify additional budget resources. This is a multi-year project, and the Project Manager, Cost Center Manager and Chief Program Management Officer is responsible for budgeting in future fiscal years.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

LHW Final Design is consistent with the following Metro Vision 2028 Goals and Objectives:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling
- Goal 2: Deliver outstanding trip experiences for all users of the transportation system
- Goal 3: Enhance communities and lives through mobility and access to opportunity
- Goal 4: Transform LA County through regional collaboration and national leadership

METRO EQUITY PLATFORM FRAMEWORK

A Rapid Equity Assessment was completed and is summarized as follows:

LHW will improve schedule reliability, running times, and lead to more frequent Metrolink commuter rail service. More frequent service will create better transit options as the Metrolink SCORE program will lead to 30-minute bi-directional service throughout the day and evening. LHW will give riders more choices and make it easier for riders to get to jobs, housing, appointments and access the public transportation system.

LHW will also improve equity outcomes because the San Bernardino Line is more ethnically diverse than the Metrolink system as a whole. For example, the San Bernardino Line has the highest percent of Hispanic riders (41%). The San Bernardino Line has the second lowest percent of Caucasian riders (27%). Overall, 73% of Metrolink San Bernardino Line riders are non-Caucasian, vs. 66% systemwide.

Request for Proposals (RFP) No. AE73891 was solicited as an open solicitation and included both a Small Business Enterprise (SBE) goal of 21% and a Disabled Veteran Business Enterprise (DVBE)

goal of 3%. The solicitation was posted on Metro's Vendor Portal from January 20, 2021 through February 22, 2021 and was advertised in five publications - LA Daily News, LA Sentinel, LA Opinion, Engineering News Record and Rafu Shimpō. A virtual pre-proposal conference was made available to the public and was held on February 2, 2021 and was attended by 101 participants. A copy of the plan holders list was posted on Metro's Vendor Portal to facilitate outreach and networking opportunities amongst interested vendors. Additionally, an email blast was sent to all SBE and DVBE firms identified under the applicable NAICS (560 firms) & UNSPSC codes (231 firms). The recommended firm exceeded the established DEOD goals by making a 27.19% SBE commitment and a 3.18% DVBE commitment.

ALTERNATIVES CONSIDERED

The alternative would be to not advance the LHW Double Track project to Final Design. This is not recommended since Preliminary Engineering and environmental clearance have been completed and the LHW Double Track project has seen broad support from SCRRA and the cities of San Dimas and La Verne (Refer to Attachment C). The LHW Final Design will make the project shovel-ready and be in a strong position to compete for local, State and Federal grants and if funded, be completed in time for the 2028 Olympics.

NEXT STEPS

With approval of the recommended Board actions, staff will execute Contract No. AE73891000 and third-party agreements with various stakeholders. The LHW Final Design is anticipated to be completed in early 2023.

ATTACHMENTS

Attachment A - December 2019 Board Report Program funds for Final Design

Attachment B - Project Location

Attachment C - Letters of Support

Attachment D - Procurement Summary

Attachment E - DEOD Summary

Prepared by: Jay Fuhrman, Manager, Transportation Planning, (213) 418-3179

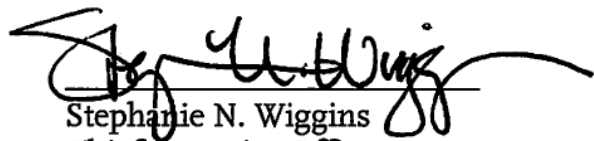
Vincent Chio, Senior Director, Capital Projects (213) 418-3178

Jeanet Owens, Senior Executive Officer, Program Management, Regional Rail,
(213) 418-3189

Reviewed by: Bryan Pennington, Chief Program Management Officer Interim, (213) 922-7449

Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051

Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Stephanie N. Wiggins
Chief Executive Officer



Board Report

File #: 2019-0519, File Type: Program

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 20, 2019

SUBJECT: LONE HILL TO WHITE DOUBLE TRACK

ACTION: APPROVE PROGRAMMING OF FUNDS FOR FINAL DESIGN

RECOMMENDATION

CONSIDER:

- A. APPROVING the programming of \$7.5 million in Measure R 3% commuter rail funds for final design including third party costs of the Lone Hill to White (LHW) Double Track Project; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute all agreements for the LHW final design.

ISSUE

In June 2019, the Metro Board approved staff to file the Notice of Exemption (NOE) with the Los Angeles County Clerk for the Lone Hill to White (LHW) Double Track Project. The CEQA environmental process is complete and was certified on July 29, 2019. The Southern California Regional Rail Authority (also known as Metrolink) and the cities of San Dimas and La Verne have requested that the LHW Double Track Project proceed to final design. Staff is requesting programming authority of \$7.5 million for final design including third party costs for the LHW Double Track Project.

DISCUSSION

The LHW Double Track Project is located along the Metrolink San Bernardino Line (MSBL), in the cities of San Dimas and La Verne (Attachment A). The MSBL is the busiest Metrolink commuter rail line with approximately a total of 11,000 passengers on 38 weekday trains. The existing rail infrastructure on the MSBL is 67 percent single track, which creates a bottleneck and significant operational challenges. In order to improve reliability and on-time performance, more of the MSBL needs to be double tracked.

Completion of the LHW Double Track Project will provide an additional 3.9 miles of continuous double track to further reduce the single track bottleneck on the MSBL, minimize delays due to trains waiting on a siding for another train to pass, and provide operational flexibility to recover from delays.

Preliminary Engineering Phase

In June 2017, environmental studies and 30% preliminary engineering design was completed for the LHW Double Track Project. The main components of the project include the following:

1. New 3.9 miles of second mainline track between Lone Hill Avenue and Control Point (CP) White.
2. Extension of the existing platform at the Pomona Fairgrounds Station to provide more platform capacity for seasonal and special event service.
3. Ten new railroad turnouts and relocation of one industrial track and modification to one industrial track.
4. New control point at Lone Hill Avenue with a new train control signal and communication infrastructure to support the LHW Double Track Project configuration.
5. Twelve at-grade crossings to be modified with Quiet Zone ready improvements.

Quiet Zone Opportunity

As part of the LHW Double Track Project, twelve existing at-grade street crossings, five in the City of San Dimas and seven in the City of La Verne, will be designed for Quiet Zone ready improvements. Quiet Zone ready improvements are additional supplemental safety measures (SSM) that mitigate the need for trains to sound their horns. These SSMs include improvements such as flashing lights, quad gates, center medians, etc., to enhance vehicular and pedestrian safety at the crossing.

Once the SSMs are constructed, trains passing through these 12 at-grade street crossings would no longer be required to blow their horns. A Quiet Zone in the LHW corridor would significantly improve quality of life for residents of San Dimas and La Verne since there is more service on the MSBL, including late night service, than any other line.

During the preliminary engineering design phase, diagnostic meetings were held with California Public Utilities Commission (CPUC) staff and SSMs were identified that will meet the Federal Railroad Administration's (FRA) approval of future Quiet Zones at these at-grade crossings, should the cities of San Dimas and La Verne wish to file the Notice of Intent (NOI) for Quiet Zones. The cities of San Dimas and La Verne have jurisdictional authority over these twelve at-grade crossings.

Community Meetings

During the 30% preliminary engineering phase, community meetings were held with the cities of San Dimas and La Verne in November 2016 and May 2017. Approximately 200 people attended the four combined meetings. The LHW Double Track Project was generally well received, with 64 neutral or positive comments towards the project and 13 expressing concerns having to do with noise and vibration or their desire to implement Quiet Zones. In July 2019, staff presented to the city councils of both the City of San Dimas and the City of La Verne. Both cities provided letters of support for the LHW Double Track Project advancing to final design (See Attachment B and C).

Metrolink SCORE

In 2018 SCRRRA received \$876 million in funding from the State for the first phase of its Southern California Optimized Rail Expansion (SCORE) program. When fully built out, the \$10 billion SCORE program will provide 15 to 30 minute bi-directional service and a major expansion of service by 2028.

In SCRRA's application to the State for SCORE funding, the LHW Double Track Project was identified as a key early completion project, to provide reliability and capacity, leading to 30 minute bi-directional service along the MSBL.

Staff anticipates heavy utilization of the MSBL for the 2028 Olympics. Mountain biking events will be hosted in San Dimas near the MSBL station in Pomona. Additionally, the MSBL will be an important feeder line to enable people in the San Gabriel Valley to easily get to downtown Los Angeles to access the many Olympic venues in the greater Los Angeles area. Staff's recommended approval of the final design for LHW Double Track Project will make the project shovel ready to increase the opportunity for other local, State and Federal grants.

DETERMINATION OF SAFETY IMPACT

Once constructed, the LHW Double Track Project will reduce the risk of train-on-train collisions. SSMs at the 12 crossings with Quiet Zone ready improvements will benefit cars, trucks, pedestrians and the surrounding communities of San Dimas and La Verne.

FINANCIAL IMPACT

The anticipated cash flow of Measure R 3% commuter rail funds for final design and third party costs is as follows:

MEASURE R 3% FUNDS FOR LONE HILL TO WHITE FINAL DESIGN & 3RD PARTY COSTS			
FY 20	FY 21	FY 22	FY 23
\$500,000	\$2,500,000	\$3,000,000	\$1,500,000

There is no impact to the FY 2019-20 Metro Budget as \$500,000 is budgeted for the LHW Double Track Final Design in department 2415, Regional Rail, project number 460068. Since this is a multi-year project, the Senior Executive Officer, Regional Rail, will be responsible for budgeting project costs in future fiscal years.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff's recommendations A and B support strategic plan goals 1, 3 and 4. These actions support Metro's partnership with other rail operators to improve service reliability and mobility, provide better transit connections throughout the network and serves to implement the following specific strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan.

ALTERNATIVES CONSIDERED

The alternative would be for the Board to not advance the LHW Double Track Project to final design. This is not recommended since environmental review and preliminary engineering have been completed and the LHW Double Track Project has received broad support from the Cities of San Dimas and La Verne.

NEXT STEPS

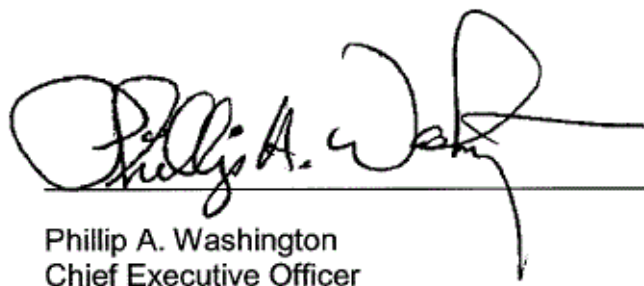
With Board approval of the staff recommendations, staff will issue a task order using the Regional Rail on-call services for the LHW final design. During the final design process, staff will work with the local cities, the San Gabriel Valley Council of Governments (SGVCOG), elected officials, and SCRRA to seek Federal and State grant funds for construction.

ATTACHMENTS

Attachment A - Map of LHW Double Track Project Corridor
Attachment B - Letter of Support from City of San Dimas
Attachment C - Letter of Support from City of La Verne

Prepared by: Jay Fuhrman, Manager, Transportation Planning, Regional Rail, (213) 418-3179
Jeanet Owens, Senior Executive Officer, Regional Rail (213) 418-3189

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


Phillip A. Washington
Chief Executive Officer

LONE HILL TO WHITE DOUBLE TRACK PROJECT LOCATION



City Council
CURTIS W. MORRIS, Mayor
RYAN A. VIENNA, Mayor Pro Tem
EMMETT BADAR
DENIS BERTONE
JOHN EBINER

City Manager
KENNETH J. DURAN



Assistant City Manager of
Community Development
LAWRENCE STEVENS

Director of Public Works
KRISHNA PATEL

Director of Parks and
Recreation
HECTOR M. KISTEMANN

City Attorney
JEFF M. MALAWY

June 11, 2019

Phillip A Washington
Chief Executive Officer LA Metro
1 Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Washington:

The City of San Dimas appreciates the Metro initiated Lone Hill to White Double Track Project. We would like to reiterate our support in advancing this project to final design because we see the potential positives to lessen train noise and improve crossing safety. If the project advances to final design, we look forward to continued participation in the review of this project to explore further noise analysis measures and mitigations as part of the final design for this project.

During final design we look forward to further discussions regarding the following concerns our Community has specifically:

- The final design phase of the project will involve further detailed noise analysis. We look forward to reviewing that analysis. We encourage the installation of sound mitigations beyond the minimum FRA requirements when those additional mitigations can provide a significant difference to an adjacent resident or neighborhood along the alignment in terms of quality of life and well-being.
- We also request further risk management review of the transfer of liability associated with the sponsorship of a Quiet Zone Crossing. The operator currently bears the liability associated with the existing crossings - the new Quiet Zone crossings will be much safer and present a lower liability risk. We desire to explore these issues further because we believe there is an opportunity for an effective approach to the transfer of liability issue.

We continue to support advancing the Lone Hill to White Double Track Project into final design. The quiet zone and additional noise mitigation improvements represent a means to address some issues of significant community concern. We look forward to continued participation in the final design process.

Sincerely,

Curt Morris
Mayor
City of San Dimas



CITY OF LA VERNE CITY HALL

3660 "D" Street, La Verne, California 91750-3599
www.ci.la-verne.ca.us

June 13, 2019

Metro
Attn: Phillip A. Washington
One Gateway Plaza
Los Angeles, CA 90012

RE: Confirmation of Support for Double Track and Quiet Zone Project to Fulton Road

Dear Mr. Washington,

I have been made aware that the Metro Board will be considering moving the Double Track and Quiet Zone Project through San Dimas and La Verne on the Metrolink San Bernardino line forward to receive funding for the final design. I would like to reiterate the City of La Verne's support for that effort.

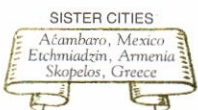
In September of 2017 the City provided a letter supporting the Lone Hill Avenue to Fulton Road Double Track Project. I have attached a copy of the letter signed by Mayor Don Kendrick as the City's support still remains unchanged as previously stated.

We want to thank you and the LA Metro Board in advance for consideration of prioritizing the funding for this project and look forward to our continued work with the metro staff through any aspects of the final design.

Sincerely,

Bob Russi
City Manager

Attachment: Support Letter from La Verne 9/2017



General Administration 909/596-8726 • Water Customer Service 909/596-8744 • Parks & Community Services 909/596-8700
Public Works 909/596-8741 • Finance 909/596-8716 • Community Development 909/596-8706 • Building 909/596-8713
Police Department 909/596-1913 • Fire Department 909/596-5991 • General Fax 909/596-8737

LONE HILL TO WHITE DOUBLE TRACK PROJECT LOCATION



ATTACHMENT C



CITY OF LA VERNE CITY HALL

3660 "D" Street, La Verne, California 91750-3599

www.ci.la-verne.ca.us

Receive

SEP 29 2017

Metro

Attn: Phillip A. Washington
One Gateway Plaza
Los Angeles, CA 90012

Office of the CEO

Dear Mr. Washington,

The City of La Verne appreciates the Metro initiated project to explore a Double Track and Quiet Zone Project through San Dimas and La Verne on the Metrolink San Bernardino line. We see the potential positives of this project and we are interested in the further review and consideration of this project.

On behalf of the City of La Verne, I would like to provide City Council support for the Lone Hill Avenue to White Avenue Double Track Project and hope to see it receive funding and advance soon into the final design phase.

This project includes additional tracks to reduce train idling and noise for communities, ensure fewer delays for riders and provides "Quiet Zone Ready" improvements along the corridor. The City of La Verne specifically strongly supports the additions of "Quiet Zone Ready" crossing within our City to improve the quality of life for our residents.

The City of La Verne supports the addition of a 3.9-mile second track from Lone Hill Avenue in San Dimas to White Avenue in La Verne to improve Metrolink service for riders and the addition of safety features on tracks at 12 at-grade crossings.

In addition to our support, the City Council would also request that Metro address the following as part of the final design:

- Once the VISSIM study and other traffic analysis have been completed, work with our staff to determine whether the accumulative effects of all projects along the rail line warrant a grade separation at White Avenue.

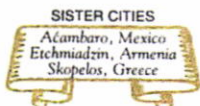
- The project be extended to Fulton Road and to construct the Fulton crossing to be made "Quiet Zone Ready". It is our understanding that the Gold Line has included this crossing as part of their project, but that will not be complete until 2027. If the Double Track is completed before this, La Verne would like to see the crossing "Quiet Zone Ready" at that time.

- Work to explore the transfer of liability associated with the sponsorship of a Quiet Zone crossing. We encourage that an analysis be done to explore alternatives and approaches that may be effective in responding to the "costs" associated with the transfer of liability with Quiet Zone sponsorship.

While answers to the above are of importance to the City, we do support MTA's efforts to move this project forward into funding the final design phase. Lastly, we would like to acknowledge the MTA Board and staff efforts to conduct a thorough public engagement process as part of these efforts.

Sincerely,

City of La Verne Mayor Don Kendrick



General Administration 909/596-8726 • Water Customer Service 909/596-8744 • Parks & Community Services 909/596-8700
Public Works 909/596-8741 • Finance 909/596-8716 • Community Development 909/596-8706 • Building 909/596-8713
Police Department 909/596-1913 • Fire Department 909/596-5991 • General Fax 909/596-8737

City Council
CURTIS W. MORRIS, Mayor
RYAN A. VIENNA, Mayor Pro Tem
EMMETT BADAR
DENIS BERTONE
JOHN EBINER

City Manager
KENNETH J. DURAN



Assistant City Manager of
Community Development
LAWRENCE STEVENS

Director of Public Works
KRISHNA PATEL

Director of Parks and
Recreation
HECTOR M. KISTEMANN

City Attorney
JEFF M. MALAWY

June 11, 2019

Phillip A Washington
Chief Executive Officer LA Metro
1 Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Washington:

The City of San Dimas appreciates the Metro initiated Lone Hill to White Double Track Project. We would like to reiterate our support in advancing this project to final design because we see the potential positives to lessen train noise and improve crossing safety. If the project advances to final design, we look forward to continued participation in the review of this project to explore further noise analysis measures and mitigations as part of the final design for this project.

During final design we look forward to further discussions regarding the following concerns our Community has specifically:

- The final design phase of the project will involve further detailed noise analysis. We look forward to reviewing that analysis. We encourage the installation of sound mitigations beyond the minimum FRA requirements when those additional mitigations can provide a significant difference to an adjacent resident or neighborhood along the alignment in terms of quality of life and well-being.
- We also request further risk management review of the transfer of liability associated with the sponsorship of a Quiet Zone Crossing. The operator currently bears the liability associated with the existing crossings - the new Quiet Zone crossings will be much safer and present a lower liability risk. We desire to explore these issues further because we believe there is an opportunity for an effective approach to the transfer of liability issue.

We continue to support advancing the Lone Hill to White Double Track Project into final design. The quiet zone and additional noise mitigation improvements represent a means to address some issues of significant community concern. We look forward to continued participation in the final design process.

Sincerely,

Curt Morris
Mayor
City of San Dimas



BOARD OF DIRECTORS

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Coca-Cola North America

Vice Chair

Tina Javid
So Cal Gas Company

Secretary

Reyna Del Haro
Kaiser Permanente

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Lupe Valdez
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Darrell George
City of Duarte

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Foothill Transit

Past Chair

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Attorney At Law

President & CEO

Jeff Allred
SGV Economic Partnership

George Basye
Aera Energy LLC

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Rose Hills Memorial Park

Michael Curley
Southern California Edison

Cliff Daniels
Methodist Hospital

Vincent DeRosa
Picasso's Cafe

Gang Ding
BDK Capital, LLC

Alex Eng
Bank of America Merrill Lynch

Anthony Fellow
Upper SGV MWD

Nic Fetter
Samuelson & Fetter LLC

Donovan Green
AT&T

Peter Hidalgo
Time Warner Cable

Sean Hughes
City National Bank

Fran Inman
Majestic Realty Co.

Bob Kuhn
San Gabriel Basin WQA

Julie Lappin
Cal Poly Pomona

Thomas Lenz
Atkinson Andelson Loya
Ruud & Romo

Wayne Ratkovich
The Ratkovich Company

Dwight Richards
FAIRPLEX

Sharlene Risdon-Jackson
University of La Verne

Michael Rodgers
Lucas Horsfall Accountants +
Advisors

Dr. William Scroggins
Mt. SAC

Susan Stel
LAEDC

Anthony Tang
Cathay Bank

October 9, 2017

Mr. Jay Fuhrman
Transportation Planning Manager - Regional Rail
Los Angeles County Metro
One Gateway Plaza
Mail Stop 99-18-2
Los Angeles, CA 90012-2952

RE: LONE HILL TO WHITE DOUBLE TRACK STUDY PROJECT

Dear Mr. Fuhrman,

On behalf of the San Gabriel Valley Economic Partnership, I write in support of the Lone Hill to White Project which will provide track and crossing safety improvements along Metrolink's San Bernardino Line. Residents in the San Gabriel Valley will greatly benefit from this important project which improves service reliability while upgrading safety in the rail corridor.

The Lone Hill to White Project includes the addition of a 3.9-mile second track along the San Bernardino Line to reduce train idling, noise and will help prevent delays for passengers. We appreciate Metro's commitment to improving regional mobility by including millions in safety enhancements on tracks and at twelve at-grade crossings in the region. Paying 90 percent of the cost for Quiet Zones reaffirms Metro's commitment to plan and deliver an efficient and effective transportation system for Los Angeles County.

The Project will allow for eastbound and westbound trains to have their own track instead of sharing one, thereby reducing delays and providing an alternate route if a train is stopped. These improvements have reciprocal benefits to all cities along the San Bernardino Line by improving on-time performance and adding operational efficiencies that do not currently exist. The addition of a second track is part of a regional solution to easing congestion and improving air quality throughout the corridor.

We understand the importance of the Lone Hill to White Project for Metrolink to continue to provide dependable service for residents of the San Gabriel Valley. We look forward to future endeavors with Metro to provide corridor improvements along the San Bernardino Line.

Sincerely,

Jeff Allred
President & CEO



October 3, 2017

Mr. Jay Fuhrman
Manager, Transportation Planning Regional Rail
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop: 99-18-2
Los Angeles, CA 90012-2952

Dear Mr. Fuhrman:

Fairplex would like to express its support for the Metrolink Lone Hill to White Double Track Project, which will add a 3.9 mile second track, improving both safety and service for region's highest ridership line. Safety enhancements at the 12 existing at-grade crossings coupled with "Quiet Zone Ready" improvements will significantly reduce the impacts to our local community. The Project will also allow trains to run more efficiently, reducing delays and providing alternate routes for stopped or disabled trains.

Perhaps most encouraging, of the nearly 3 million guests which visit Fairplex annually, the inclusion of an expanded platform will allow greater access and will encourage many more of our guest to choose Metrolink as their transportation mode. Additionally, we are excited about the possibility of the platform becoming a full working station to support our expanded events and proposed future developments.

We'd like to express our appreciation to Metro and Metrolink for providing several community briefings and recognizing input from the resident community and stakeholders.

We look forward to the advancement of this Project.

Sincerely,

Miguel A. Santana
President & CEO

FAIRPLEX.COM

1101 W. MCKINLEY AVE., POMONA, CA 91768 • P: 909.623.3111 • F: 909.865.3602

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0048
(916) 319-2048
FAX (916) 319-2148

DISTRICT OFFICE
100 NORTH BARRANCA STREET, SUITE 895
WEST COVINA, CA 91791
(626) 960-4457
FAX: (626) 960-1310



September 22, 2017

Mr. Jay Fuhrman
LA Metro
Transportation Planning Manager
Regional Rail

SUBJECT: LONE HILL TO WHITE DOUBLE TRACK PROJECT

Dear Mr. Fuhrman,

On behalf of the residents in the 48th Assembly District, I'd like to express my support for additional track and safety improvements along Metrolink's San Bernardino Line. Residents in the communities of Covina and Baldwin Park would benefit greatly from projects like the Lone Hill to White Double Track Study. These improvements and safety enhancements are critical for the district.

The Lone Hill to White Project includes the addition of a 3.9 mile second track along the San Bernardino Line to reduce train idling, noise and will help prevent delays for passengers. I appreciate Metro's commitment to improving regional mobility and supporting the community by including millions in safety enhancements on tracks and at 12 at-grade crossings. Covering 90 percent of the cost for Quiet Zones reaffirms Metro's commitment to envision, plan and deliver an efficient and effective transportation system for Los Angeles County.

I appreciate the opportunity to discuss improvements along the corridor. The project would allow for eastbound and westbound trains to have their own track instead of sharing one, reducing delays and providing an alternate route if a train is stopped. These improvements have reciprocal benefits to all cities along the San Bernardino Line by improving on-time performance and adding operational efficiencies that do not currently exist. The addition of a second track is part of a regional solution to easing congestion and improving air quality throughout the corridor.

Local residents need a safe, convenient and preferred public transportation system. We understand the importance of the Lone Hill to White project for Metrolink to continue to provide dependable service for our local communities; and look forward to further discussions with Metro regarding corridor improvements along the San Bernardino Line.

Sincerely,

BLANCA E. RUBIO
Assemblymember
48th Assembly District



André Quintero
Mayor

CITY OF EL MONTE

CITY COUNCIL'S OFFICE

September 18, 2017

Mr. Jay Fuhrman
LA Metro
Transportation Planning Manager
Regional Rail

SUBJECT: LONE HILL TO WHITE DOUBLE TRACK PROJECT

Dear Mr. Fuhrman,

On behalf of the city of El Monte I'd like to express my support for additional track and safety improvements along Metrolink's San Bernardino Line. Residents in the communities of El Monte would benefit greatly from projects like the Lone Hill to White Double Track Study. These improvements and safety enhancements are critical for the region.

The Lone Hill to White Project includes the addition of a 3.9 mile second track along the San Bernardino Line to reduce train idling, noise and will help prevent delays for passengers. I appreciate Metro's commitment to improving regional mobility and supporting the community by including millions in safety enhancements on tracks and at 12 at-grade crossings. Covering 90 percent of the cost for Quiet Zones reaffirms Metro's commitment to envision, plan and deliver an efficient and effective transportation system for Los Angeles County.

I appreciate the opportunity to discuss improvements along the corridor. The project would allow for eastbound and westbound trains to have their own track instead of sharing one, reducing delays and providing an alternate route if a train is stopped. These improvements have reciprocal benefits to all cities along the San Bernardino Line by improving on-time performance and adding operational efficiencies that do not currently exist. The addition of a second track is part of a regional solution to easing congestion and improving air quality throughout the corridor.

Local residents need a safe, convenient and preferred public transportation system. We understand the importance of the Lone Hill to White project for Metrolink to continue to provide dependable service for our local communities; and look forward to further discussions with Metro regarding corridor improvements along the San Bernardino Line.

Sincerely,

Andre Quintero, Mayor
City of El Monte



Samuel Gutierrez, Interim Director of Public Works

August 31, 2017

Mr. Jay Fuhrman
LA Metro
Transportation Planning Manager
Regional Rail

SUBJECT: LONE HILL TO WHITE DOUBLE TRACK PROJECT

Dear Mr. Fuhrman:

While the Lone Hill to White Double Track project is just outside the City limits of Baldwin Park, The City of Baldwin Park is in full support of this necessary safety improvement project. We believe that without the Double Track Project critical safety and noise reduction improvements will not be made.

The opportunity to add a 3.9-mile, second track from Lone Hill Avenue in San Dimas to White Avenue in La Verne will improve Metrolink service for riders and adds safety features on tracks and at the existing 12 at-grade crossings. The double track allows for eastbound and westbound trains to have their own track instead of sharing one, reducing delays and providing an alternate route if a train is stopped.

This 3.9 mile second track from Lone Hill Avenue in San Dimas to White Avenue in La Verne through the cities of San Dimas, La Verne and by extension the City of Pomona will allow train traffic to more safely, efficiently and quietly.

The "Quiet Zone Ready" improvements that will be created and funded by Metro along the corridor will allow the cities of San Dimas and La Verne to apply for a Quiet Zone from the Federal Railroad Administration (FRA) which will significantly reduce horn noise along the corridor.

The creation of the Double Track Project, which allows for the ability to move disabled trains off the train tracks more quickly and the creation of a Quiet Zone will significantly reduce the impacts we currently experience in the City of Baldwin Park.

While there are important questions still to be answered regarding the project, we appreciate the fact that there have been several community briefings and recognize the interest in the project.

We'd like to express our appreciation to Metro and Metrolink for considering this project and hope for support from the cities of City of La Verne and San Dimas for the Lone Hill to White Double Track Study.

With your support, I look forward to advancing this project.

Sincerely,

Sam Gutierrez
Interim Public Works Director

PROCUREMENT SUMMARY

**LONE HILL TO WHITE DOUBLE TRACK PROJECT FINAL DESIGN
PS&E/AE73891000**

1.	Contract Number: AE73891000	
2.	Recommended Vendor: Moffatt & Nichol	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: January 20, 2021	
	B. Advertised/Publicized: January 20, 2021	
	C. Pre-Proposal Conference: February 2, 2021	
	D. Proposals Due: February 22, 2021	
	E. Pre-Qualification Completed: June 16, 2021	
	F. Conflict of Interest Form Submitted to Ethics: February 22, 2021	
	G. Protest Period End Date: July 20, 2021	
5.	Solicitations Picked up/Downloaded: 145	Proposals Received: 7
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Jay Fuhrman	Telephone Number: (213) 418-3179

A. Procurement Background

This Board Action is to approve Contract No. AE73891000 for the Lone Hill to White Double Track Project Final Design Plans, Specifications and Estimates (PS&E) project to provide engineering services in support of the Lone Hill to White (LHW) Double Track Final Design project. Board approval of contract award is subject to resolution of all properly submitted protest(s).

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with an SBE goal of 21% and a 3% DVBE goal.

Two (2) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on January 29, 2021, revised LOI-04 Communication with LACMTA to change Contract Administrator.
- Amendment No. 2, issued on February 9, 2021, provided revisions related to the Submittal Requirements and General Condition (GC-24).

A virtual pre-proposal conference was held on February 2, 2021, attended by 101 participants. A total of 39 questions were asked and responses were released prior to the proposal due date.

A total of 145 firms downloaded the RFP and were included in the planholders list. A total of seven proposals were received on February 22, 2021 from the following firms:

- David Evans and Associates, Inc.
- Dewberry Engineers, Inc.
- Gannett Fleming, Inc.
- Jacobs Engineering Group, Inc. (Jacobs)
- Moffatt & Nichol
- RailPros
- Zephyr UAS, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Project Management department and Metrolink was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|------------------------------------|-----|
| • Skill and Experience of the Team | 35% |
| • Project Management Plan | 25% |
| • Project Understanding | 40% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architectural and Engineering (A&E) procurements. Several factors were considered when developing these weights, giving the greatest importance to project understanding. The PET evaluated the proposals according to the pre-established evaluation criteria.

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

During the period of February 22, 2021 to March 16, 2021, the PET members independently evaluated and scored the technical proposals. Three of the seven proposals received were determined to be within the competitive range and are listed below in alphabetical order.

- Gannett Fleming, Inc.
- Jacobs
- Moffatt & Nichol

Four firms were determined to be outside the competitive range and were not included for further consideration as proposals were not clear in addressing the requirements.

On March 16, 2021, the three mentioned firms were invited for oral presentations, which provided each firm the opportunity to present each team's qualifications and respond to PET's questions.

Following oral presentations, the PET finalized technical scores based on both written proposals and the responses from the oral presentations. On March 16, 2021, the PET agreed that the final ranking of proposals scored Moffatt & Nichol's proposal as the highest technically qualified. The PET concluded that Moffatt & Nichol's proposal presented the highest level of skills and demonstrated the best understanding of the project.

Qualifications Summary of Recommended Firm:

The Moffatt and Nichol team demonstrated relevant skill and experience on similar projects, including three double track projects. One of the three projects, Lilac to Rancho, is an almost identical project in the same rail corridor, with similar characteristics. The Moffatt and Nichol team also demonstrated experience with many additional Class 1 commuter, inter-city, and freight corridor projects in the Metrolink commuter rail territory and Southern California region. The Moffatt and Nichol team demonstrated previous experience in all the key double track final design disciplines, such as geotechnical, utilities, signal and communication, track, bridge and structures, station design, permitting and third-party coordination, etc.

The key personnel assigned to the project are qualified and have several years of relevant railroad experience. The key personnel are also experienced with inter-agency coordination, Metrolink, inter-city, freight, Gold Line, CPUC, FRA, etc.

The Moffatt and Nichol team demonstrated a detailed project understanding by laying out, task by task, how they will implement the scope of services. In particular, the discussion of survey and mapping, drainage, grade crossings, station design, signal and communications and interagency coordination is very detailed and shows a clear understanding of the project.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Moffatt & Nichol				
3	Skill and Experience of the Team	80.00	35.00%	28.00	
4	Project Management Plan	74.32	25.00%	18.58	
5	Project Understanding	81.40	40.00%	32.56	
6	Total		100.00%	79.14	1
7	Jacobs				
8	Skill and Experience of the Team	76.11	35.00%	26.64	
9	Project Management Plan	72.00	25.00%	18.00	
10	Project Understanding	81.88	40.00%	32.75	
11	Total		100.00%	77.39	2
12	Gannett Fleming, Inc				
13	Skill and Experience of the Team	63.34	35.00%	22.17	
14	Project Management Plan	71.32	25.00%	17.83	
15	Project Understanding	77.60	40.00%	31.04	
16	Total		100.00%	71.04	3

C. Cost Analysis

The recommended price of \$6,498,899 has been determined to be fair and reasonable based upon the independent cost estimate (ICE), the Project Manager's technical analysis, a cost analysis, fact finding, and negotiations. Staff successfully negotiated a savings of \$1,447,999.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	Moffatt & Nichol	\$7,946,898	\$5,348,000	\$6,498,899

The variance between the final negotiated price and Metro's ICE is due to the level of effort being underestimated for the following tasks: Task 1 – Project Management, Task 4- Utilities, Task 9 – Grade Crossings, Task 10 – Structures and Task 12 – Railroad Signal/Communications and Positive Train Control (PTC).

D. Background on Recommended Contractor

The recommended firm, Moffatt & Nichol is located in Long Beach and was founded in 1957. Moffatt & Nichol is an infrastructure advisor, specializing in the planning and design of facilities in the goods/freight movement industry. The areas of practice include ports and harbors, waterfronts and marinas, transportation, rail and goods movement.

Of the 5 subcontractors who are members of the proposed team, 3 are Metro certified SBEs and one is DVBE certified.

DEOD SUMMARY

**LONE HILL TO WHITE DOUBLE TRACK FINAL DESIGN, PLANS SPECIFICATIONS
& ESTIMATES / AE73891000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 21% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Moffatt & Nichol exceeded the goal by making a 27.19% SBE and 3.18% DVBE commitment.

Small Business Goal	21% SBE 3% DVBE	Small Business Commitment	27.19% SBE 3.18% DVBE
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	SBE Subcontractors	% Committed
1.	Wagner Engineering & Survey, Inc.	4.13%
2.	Rail Surveyors and Engineers, Inc.	6.13%
3.	Pacific Railway Enterprises, Inc.	16.93%
Total SBE Commitment		27.19%

	DVBE Subcontractors	% Committed
1.	MA Engineering	3.18%
Total DVBE Commitment		3.18%

B. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

C. Living Wage Service Contract Worker Retention Policy Applicability

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

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Board Report

File #: 2021-0471, File Type: Resolution

Agenda Number: 12.

PLANNING AND PROGRAMMING COMMITTEE JULY 14, 2021

SUBJECT: VMT MITIGATION PROGRAM GRANT AWARD RESOLUTION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) or her designee to execute Resolution in Attachment A and all Grant Agreements and any amendments thereto to claim funds awarded through the Fiscal Year (FY) 2021-22 California Department of Transportation (Caltrans) Sustainable Transportation Planning Grant Program; and
- B. PROGRAMMING \$90,692 in Proposition C (25%) Highway funds to meet the Sustainable Transportation Planning Grant Program local match requirements.

ISSUE

In February 2021, Metro staff applied to the Fiscal Year (FY) 2021-22 Caltrans Sustainable Transportation Planning Grant, Sustainable Communities Competitive (Technical) category for the development of a Vehicle Miles Traveled (VMT) Mitigation Program. Metro was notified in June 2021 of a conditional award of grant funds totaling \$700,000, the maximum under the Sustainable Communities Competitive Program. In order to satisfy the conditions of the grant award, a Restricted Grant Agreement must be executed with Caltrans by July 31, 2021 which must include an adopted Board resolution. Failure to satisfy these conditions will result in the forfeiture of grant funds. Therefore, staff is seeking Board approval of the resolution contained in Attachment A.

BACKGROUND

The Caltrans Sustainable Transportation Planning Grant Program is a competitive, statewide, call-for-applications program created to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The grant funding is intended to support and implement Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS) and to ultimately achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively. Eligible planning projects must have a transportation nexus, are expected to directly benefit the multi-modal transportation system, and will improve public

health, equity, environmental justice, the environment, and provide other important community benefits.

This FY 2021-22 round, the Sustainable Transportation Planning Grant Program included two categories:

- **Sustainable Communities Grants** to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.
- **Strategic Partnerships Grants** to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies.

Caltrans announced the release of the FY 2021-22 Sustainable Transportation Planning Grant Program Application Guide/call-for-applications in December 2020 with an application deadline of February 2021. Awards were announced in June 2021 and included in Attachment B. A statewide total of 169 grant applications were received with requests totaling approximately \$55 million for Sustainable Communities Competitive and Strategic Partnerships Grants. Of these applications, 59 were selected for grant awards, totaling approximately \$21.5 million. Metro was awarded the full grant funding amount requested (\$700,000) for the Metro VMT Mitigation Program.

DISCUSSION

Purpose

Using financial assistance provided by the Caltrans Sustainable Communities Grant Program, Metro's VMT Mitigation Program will develop a framework to mitigate VMT impacts resulting from highway projects on the State Highway System (SHS) in Los Angeles County, in compliance with Caltrans' California Environmental Quality Act (CEQA) transportation impact metric determination. Metro's VMT Mitigation Program would allow Metro to support the region's Senate Bill (SB) 32 and SB 375 goals by reducing the impacts of VMT and correlated GHG emissions, while simultaneously providing greater mobility options for the County's residents.

SB 743 represents a significant transformation in CEQA review of transportation projects, including those on the SHS. Consistent with SB 743, Caltrans has chosen to adopt VMT as the CEQA transportation metric for projects on the SHS, complimenting and bolstering state goals of reducing GHG emissions. In support of this change, Caltrans has released extensive guidance on the preferred approach for analyzing VMT attributable to proposed projects, including induced travel, and guidance in making CEQA significance determinations for transportation impacts on the SHS.

Need

The framework for assessing anticipated long term mitigation and monitoring strategies for VMT are not yet established. As a regional transportation agency engaged in funding, planning, designing, and constructing highway improvement projects in collaboration with Caltrans and local agencies, Metro is well situated to study, develop recommendations, and deploy and expand its existing programs as

VMT mitigation strategies for Metro VMT-inducing projects on the SHS. Additionally, Metro is positioned to partner with other municipal agencies to support and continue their ongoing VMT mitigation efforts. Metro will ensure that VMT-inducing projects on the SHS align with State policy, local transportation plans, and GHG reduction strategies, with the ultimate objective of establishing a framework for defensible, CEQA-based environmental review and mitigation.

Approach

Using the Caltrans Sustainable Communities Grant Program funding, Metro, along with a comprehensive list of regional and statewide stakeholders, will analyze and demonstrate the validity of various VMT quantification tools and mitigation options, including expanding its Transportation Demand Management (TDM) program. The effectiveness of VMT mitigation tied to site-specific, on- or off-system SHS projects would also be evaluated, including incorporation of Complete Streets elements, improving routes connecting to public transportation, Park & Ride lots, implementation of Intelligent Transportation Systems (ITS) elements to smooth traffic flow and increase system efficiency, modifying roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary, and coordinating improvements on the SHS with arterial roadways.

Metro would also evaluate, expand, and/or contribute to ongoing Countywide or Statewide programmatic VMT mitigation efforts. Metro would explore implementing a VMT credit or banking and exchange system, operated by Metro and supported by its municipal agencies/partners. Under a banking system, Metro and other Countywide partners could purchase mitigation credits to reduce project-specific VMT impacts. The revenues from the credit purchases could be utilized by the bank to facilitate the development of VMT-reducing land use and transportation projects, investing in infrastructure improvements such as pedestrian facilities, or aid in the development of regional transportation options, such as light rail, prioritizing investments in historically disadvantaged communities, leveraging Metro's Equity Platform-identified Equity Focused Communities (EFCs). An exchange system might be similarly structured: in exchange for implementing a project that induces VMT, Metro could invest in a project identified by a local or regional transportation partner that reduces VMT.

Outcomes

The development of a VMT Mitigation Program would allow Metro to continue to fund and deliver important, voter-mandated highway improvement projects, while simultaneously delivering significant strategic investments to further the goals identified in Metro's Vision 2028 Strategic Plan, Long Range Transportation Plan (LRTP), Goods Movement Strategic Plan, Complete Streets Policy, and its ordinances and expenditure plans. The VMT Mitigation Program would also further California's Transportation Plan 2040, Interregional Transportation Strategic Plan, and Freight Mobility Plan, supporting a vibrant economy, goods movement efficiency, and enhanced mobility for people and goods, positioning Metro for future State grant funding. These projects will simultaneously result in investments in ongoing VMT reducing projects, including Complete Streets projects as well as new or improved transit lines, reducing VMT in areas with higher-than-average existing VMT, and supporting communities that are already in lower-than-average VMT areas, with disadvantaged and EFCs receiving a greater proportion of total investments.

DETERMINATION OF SAFETY IMPACT

The proposed actions have no adverse impact on the safety of Metro's patrons or employees.

FINANCIAL IMPACT

Adoption of the resolution and authorization of the CEO to execute the required documents to claim Caltrans Sustainable Transportation Planning Grant Program funds would positively impact the agency's budget by making \$700,000 available to Metro.

Funding for the project will be grant matched with \$90,692 in Prop C (25%) Highway funds for a total project budget of \$790,692. For FY22, planned expenditures of \$200,000 has been budgeted under Highway Planning Project 405522, Highway Program Cost Center 4720, Professional Services Account 50316.

Impact to Budget

Claiming Caltrans Sustainable Transportation Planning Grant Program funds will have a positive impact on the FY22 budget, as these funds are scheduled to be disbursed to Metro for use in FY22, 23, and 24.

The source of funds for this project is Prop C (25%) Highway Funds and Caltrans Sustainable Transportation Planning Grant Program funds. These funds are not eligible for Bus and Rail operations or Capital expenditures.

EQUITY PLATFORM

Metro's VMT Mitigation Program will develop a suite of VMT mitigation measures for Los Angeles County as a whole, focused on their effectiveness and reasonableness. The VMT Mitigation Program will utilize the Metro Equity Tool to help evaluate the potential benefits of these VMT mitigation measures and resulting investments to disadvantaged communities and EFCs by developing a series of criteria for evaluating, validating, and prioritizing potential VMT mitigation options. The Equity Tool will also evaluate if these criteria will ensure an equitable approach by ensuring that disadvantaged communities and EFCs receive their fair share of benefits and are protected from a disproportionate amount of impacts. This approach will guide the policy-related aspects of the VMT Mitigation Program, including prioritization of mitigation based on disadvantaged communities and/or EFC-based needs, with the viability of these priorities specifically analyzed and quantified.

This effort will be steered by Metro's 2020 LRTP which has committed proportionally greater benefits, measured in emissions/VMT reduction, ensuring that transportation investments provide benefits that serve disadvantaged communities and EFCs, consistent with Assembly Bill (AB) 1550. The LRTP has identified preliminary investment priorities for disadvantaged communities and EFCs, which will then be analyzed for VMT mitigation potential and prioritized in whichever investments are pursued. Since the Program would cover all of the County, VMT mitigation investments would be focused consistent with these LRTP priorities. Within disadvantaged communities and EFCs, staff will work with local stakeholders to ensure an inclusive and accessible engagement process. Having a VMT mitigation framework in place will facilitate informed discussions, at the site-specific level and at the broader programmatic level.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The VMT Mitigation Program outcomes will support implementation of the following Strategic Plan Goals:

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

The VMT Mitigation Program would allow Metro to continue to fund important, voter-mandated highway improvement projects, delivering significant investments to further the goals identified in Metro's Vision 2028 Strategic Plan, LRTP, and Goods Movement Strategic Plan, supporting a vibrant economy, goods movement efficiency, and enhanced mobility for people and goods. These projects will simultaneously result in investments in ongoing VMT and GHG reducing projects, including active transportation and safety-focused projects, consistent with Metro's Complete Streets policy.

Goal 3: Enhance communities and lives through mobility and access to opportunity.

The VMT Mitigation Program would result in the development of a mitigation strategy that could be implemented programmatically, not tied to project-specific geographical areas, which would permit Metro and its partner agencies to flexibly align mitigation with housing, transportation needs, and congruent land use types. Metro is well positioned to integrate VMT mitigation with housing, land use, and transportation because of Metro's transit and active transportation expansion efforts, the agency's Transit-Oriented Communities Implementation Plan, and the Transit Oriented-Development on Metro-owned properties that develop sites that improve access to transit and other transportation alternatives.

4. Transform LA County through regional collaboration and national leadership.

The VMT Mitigation Program ad-hoc policy working group, which will rely on critical regional collaboration, will be formed to guide the process throughout its development and implementation. This ad-hoc policy working group will aim to include Metro Highways, Environmental Sustainability, Planning, Congestion Reduction, and Equity & Race staff, Caltrans Headquarters and District 7 staff, including Sustainability, Environmental, and Corridor Management, Southern California Association of Governments (SCAG), Los Angeles Department of Transportation (LADOT), California Air Resources Board (CARB), and South Coast Air Quality Management District (SCAQMD) staff, among others. The strategies resulting from the VMT Mitigation Program will expand the knowledge base overall and set the stage for Metro and its public agency partners to provide further innovation in the field.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk loss of Metro's FY 2021-22 Sustainable Transportation Planning Grant Program fund award amount of \$700,000.

NEXT STEPS

Following Board approval of the resolution, Metro staff will coordinate with the Caltrans District Grant Manager to meet the conditions of grant acceptance and execute a Restricted Grant Agreement and any amendments thereto. Following receipt of a fully executed contract and a formal Notice to Proceed from Caltrans, Metro staff will begin work on the VMT Mitigation Program.

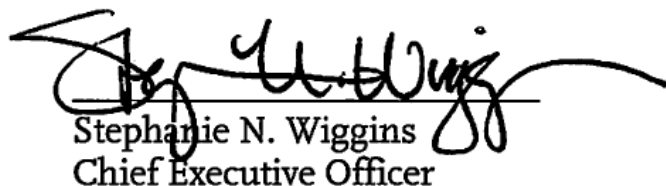
ATTACHMENTS

Attachment A - Resolution to Execute Caltrans Sustainable Transportation Planning Grant Program Agreements and Amendments

Attachment B - Grant Award List

Prepared by: Julio Perucho, Principal Transportation Planner, (213) 922-4387
Ernesto Chaves, Deputy Executive Officer, (213) 418-3142
Steven Gota, Executive Officer, (213) 922-3043
Abdollah Ansari, Sr. Executive Officer, (213) 922-4781

Reviewed by: Bryan Pennington, Interim Chief Program Management Officer, (213) 922-7449



Stephanie N. Wiggins
Chief Executive Officer

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
BOARD RESOLUTION AUTHORIZING THE CHIEF EXECUTIVE OFFICER TO EXECUTE
AGREEMENTS WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE
METRO VEHICLE MILES TRAVELED (VMT) MITIGATION PROGRAM**

WHEREAS, the Sustainable Transportation Planning Grant Program was created by the California Department of Transportation (Caltrans) to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability; and

WHEREAS, Metro is eligible to receive Federal and/or State funding through the Sustainable Transportation Planning Grant Program; and

WHEREAS, Metro was awarded a \$700,000 Sustainable Transportation Planning Grant in Fiscal Year (FY) 2021-2022 from Caltrans for the Metro Vehicle Miles Traveled (VMT) Mitigation Program; and

WHEREAS, a Restricted Grant Agreement is needed to be executed with Caltrans before such funds can be claimed through the Sustainable Transportation Planning Grant Program; and

WHEREAS, Metro wishes to delegate authorization to execute this agreement and any amendments thereto necessary to claim funds awarded through the FY 2021-22 Sustainable Transportation Planning Grant Program to the Chief Executive Officer or her designee.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that:

1. The Chief Executive Officer (CEO) or her designee is authorized to execute all Restricted Grant Agreements and any amendments thereto with Caltrans.

CERTIFICATION

The undersigned, duly qualified and serving as Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of a Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held July 22, 2021.

COLLETTE LANGSTON
Metro Board Clerk

DATED:

FY 2021-22 Sustainable Transportation Planning Grant Program
Award List

Dist.	Grant Category	Grantee	Sub-recipient(s)	Project Title	Project Location (City)	Project Location (County)	Project Description	Project Type	Disadvantaged Community Benefit	Award Amount	Fund Source*
1	Sustainable Communities Competitive	County of Humboldt Department of Public Works	Redwood Community Action Agency	Humboldt Bay Trail Planning Study: Eureka to College of the Redwoods	Greater Eureka Area	Humboldt	The project will develop a plan to increase mobility options between the communities south of Eureka and reduce the potential for conflicts between bicyclists, pedestrians, and vehicles within the Highway 101 corridor between Eureka and College of the Redwoods. The project will plan an approximately three-mile southerly extension of the Humboldt Bay Trail combined with complete streets improvements on existing roads to connect affordable housing, micro-mobility options, disadvantaged communities, schools, and recreation areas. Recent legislation mandating conversion of the out-of-service railroad corridor to a trail will enable a cost-effective design for a Class I bike path (multi-use trail) within the study area. The project will leverage partnerships with public agencies, PG&E, College of the Redwoods, community residents, local school districts, and other stakeholders to improve safety, mobility, and transportation equity for residents and students and advance state priorities for the California Coastal Trail and Great Redwood Trail.	Active Transportation	X	\$285,000	RMRA
1	Sustainable Communities Competitive	Lake County/City Area Planning Council	NA	Lake County Transit Development Plan Update	Countywide	Lake	The project involves an update to the County's 2015 Transit Development Plan (TDP) for use by Lake Transit Authority (LTA) and other local service providers. First adopted in 2008, the TDP has helped guide the development of transit services providing improved mobility for area residents and visitors. The region's large populations of aging, disabled and economically disadvantaged residents relative to other regions of the State emphasizes the importance of the TDP, and past LTA audits have recommended frequent updates to address the most current ridership needs in a timely manner. Such needs include those for less traditional options that provide flexibility and/or on-demand services, particularly for transit dependent users unable to access existing LTA facilities due to physical or scheduling related barriers. A new update will include an examination of feasible alternatives. Keeping the TDP current will also further transit planning goals of the Lake RTP and the California CTP.	Transit	X	\$103,580	FTA 5304
1	Sustainable Communities Competitive	Mendocino Council of Governments	NA	Feasibility Study - Mobility Solutions for Rural Communities of Inland Mendocino County	Countywide	Mendocino	This study will research mobility solutions/transit alternatives existent in the marketplace that have been implemented in similar locations, for applicability in our region. The study will look at developing innovative solutions (including pilot projects) to meet mobility needs of these remote communities. Various public engagement tools will be utilized for community outreach. Communities to be studied are Covelo, Laytonville, Brooktrails, Hopland, and Potter Valley. Major deliverables include community engagement, recommendations, and final report. Parties involved include MCOG, Mendocino Transit Authority, consultant, Caltrans, and community members. Connections to regional plans include the Regional Transportation Plan and Coordinated Public Transit Human Services Transportation Plan.	Transit	X	\$177,060	SHA

FY 2021-22 Sustainable Transportation Planning Grant Program
Award List

Dist.	Grant Category	Grantee	Sub-recipient(s)	Project Title	Project Location (City)	Project Location (County)	Project Description	Project Type	Disadvantaged Community Benefit	Award Amount	Fund Source*
1	Sustainable Communities Competitive	Tolowa Dee-ni' Nation	NA	Tolowa Dee-ni' Nation Connected Communities Plan	Countywide	Del Norte	The Federally recognized Tribe of the Tolowa Dee-ni' Nation will develop a Connected Communities Plan (CCP) for the United States (US) 101 corridor through coastal Smith River in northern Del Norte County. The Connected Communities Plan will provide a vision for a balanced, accessible multi-modal transportation network through the heart of the Tolowa Dee-ni' Nation. This project is intended to develop a multi-use separated path paralleling US 101 to connect active transportation users to various Tribal destinations. Safety measures including traffic calming and street lighting will be incorporated. Community members will have various opportunities to be involved in the project to ensure that the proposed improvements reflect their highest priorities. The study will include advanced conceptual designs that will allow the Tribe to seek funding to bring the proposed improvements to fruition, as well as an educational campaign aimed to shed light on the benefits of walking and biking.	Active Transportation	X	\$130,405	SHA
2	Sustainable Communities Competitive	City of Dunsmuir	Local Government Commission	Dunsmuir Active Transportation Plan	Dunsmuir	Siskiyou	The City will conduct an intensive participatory planning effort to prepare a community-driven active transportation plan that will guide expansion of facilities for walking, bicycling, and local transit in the next decades. The Plan will evaluate the key issues in order to develop a prioritized list of projects, a toolbox of solutions and conceptual designs/preliminary cost estimates for pedestrian, bicycle, and transit improvements. The project will invite various stakeholders to participate in a formal advisory group throughout the development of the Plan document. The Plan will be developed through a charrette process that will engage community members through workshops, walk audits, small table discussions, and other interactive events to identify challenges to walking and bicycling. The Plan will build on the Siskiyou County Local Transportation Commission 2016 Regional Transportation Plan (RTP) and state goals by reducing vehicle miles traveled and GHG emissions and improving safety for all modes of travel.	Active Transportation	X	\$171,953	SHA

FY 2021-22 Sustainable Transportation Planning Grant Program
Award List

Dist.	Grant Category	Grantee	Sub-recipient(s)	Project Title	Project Location (City)	Project Location (County)	Project Description	Project Type	Disadvantaged Community Benefit	Award Amount	Fund Source*
2	Sustainable Communities Competitive	City of Tehama	NA	City of Tehama Community Transportation Plan	City of Tehama	Tehama	The City of Tehama will prepare a citywide Community Transportation Plan. The Plan will provide a framework for a balanced multimodal transportation network addressing Tehama's transportation challenges and ultimately improving connections between where people live, work, and play. The overall goal of the Plan will be to improve circulation in the City with an emphasis on the safety and convenience of potential bicyclists and pedestrians in the City of Tehama and will provide vital connections for Tehama residents to access daily destinations they need and want to travel to. The Plan has the potential to improve opportunities to walk, bike, and take public transportation in Tehama and improve social well-being and the physical health of community members. Previous planning efforts that have identified the need for bicycle and pedestrian facilities and connections in the City of Tehama are the Tehama Regional Transportation Plan (2018) and the Tehama Active Transportation Plan (2018).	Multimodal	X	\$88,087	SHA
2	Sustainable Communities Competitive	Pit River Tribe	NA	Pit River Tribe Long Range Transportation Plan Update		Lassen Modoc Shasta Siskiyou	The Pit River Tribe will prepare an update to the Tribal Long Range Transportation Plan (LRTP). The goal of the LRTP is to identify the needs of the Tribal community and evaluate the accessibility, safety, social equity, and future growth and development of the transportation system within the community. An updated LRTP will address the multimodal transportation needs that will support the Tribe's environmental and socioeconomic objectives and establish a continuous planning process. The project will engage the local community through public meetings, surveys, and workshops to ensure public involvement and input into the LRTP. The project will also include coordination with the Caltrans, the Bureau of Indian Affairs (BIA), and local county agencies and will align with regional planning efforts.	Multimodal	X	\$129,327	SHA

FY 2021-22 Sustainable Transportation Planning Grant Program
Award List

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2	Sustainable Communities Competitive	Plumas County Transportation Commission (PCTC)	Lake Almanor Area Chamber of Commerce; Almanor Recreation and Park District	State Route 36 Chester Complete Streets and Context Sensitive Streetscape Plan	Chester	Plumas	The PCTC, in partnership with local recreation and utility Districts, and the Chamber of Commerce, will develop a Complete Streets (CS) and Context Sensitive Streetscape (CSS) Plan for the 2-mile length of State Route 36/Main Street corridor, in time for implementation with 2024's Chester CAPM project. An extensive community engagement process will identify design strategies to transform Main Street into a pedestrian/ bicycle-friendly corridor. Deliverables include a CS/CSS plan for roadway, bikeway, sidewalk, and intersection modifications to support safety, operations, access and mobility for all modes and users of all ages and abilities. The planning effort fully supports State and regional goals of reducing vehicle miles traveled and greenhouse gas emissions, maximizing mobility and accessibility, enhancing economic vitality, while preserving a sustainable regional transportation system, and protecting community health and the environment. The plan will integrate the locally developed 2009 Chester Main Street Design Plan with recommendations from the County's 2018 ATP.	Complete Streets	X	\$526,000	RMRA
2	Strategic Partnerships Transit	Shasta Regional Transportation Agency	NA	North State Intercity Bus to Rail Plan	Redding	Shasta	The North State Intercity Bus to Rail Plan will develop the next generation of intercity travel options between Redding, the second-largest city in the 16 counties of Rural Northern California, and the major urban centers of Greater Sacramento and the Bay Area. While the new Salmon Runner bus service will address the immediate need for Interstate-5 intercity passenger transportation, the 2018 California State Rail Plan calls for additional long-term goals of providing integrated express bus service every two hours from Sacramento to Redding and studying daytime passenger rail. This project will take the next step to develop that vision by evaluating enhanced bus connections to nearby rail hubs as well as future direct passenger rail service. The study will include an assessment of rail infrastructure and possible expansions. Finally, the project will incorporate a road map for establishing a new governance structure to plan and operate improved intercity transportation service.	Transit		\$291,819	FTA 5304

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2	Strategic Partnerships	Shasta Regional Transportation Agency (SRTA)	NA	State Route 273 Northern Section Multimodal Corridor Plan	Redding	Shasta	In close collaboration with the city of Redding, Caltrans District 2, and Redding Rancheria, SRTA will develop the State Route (SR) 273 Northern Section Multimodal Corridor Plan (SR 273 NSMC Plan). The effort will take a fresh look at one of the region's most complex, challenging, and significant corridors to prepare a plan that will result in the following key deliverables: A prioritized list of a projects that address safety, accessibility, connectivity, mobility, and freight related needs; Fewer transportation-related obstacles to economic development and increased opportunities for future public-private partnerships to address these obstacles; Active community engagement with disadvantaged census tracts resulting in a prioritized list of policies, programs, and projects that would most effectively address community-identified needs and inequities; An opportunity to incorporate findings from the Resilient Shasta Extreme Climate Event Mobility and Adaption Plan currently underway.	Corridor		\$500,000	FHWA SPR Part I
3	Strategic Partnerships Transit	Butte County Association of Governments (BCAG)	NA	North Valley Passenger Rail Strategic Plan	Sacramento Marysville Oroville Chico	Butte Sacramento Sutter Yuba	BCAG, in partnership with Caltrans, San Joaquin Regional Rail Commission (SJRRC), San Joaquin Joint Powers Authority (SJJPA), and Union Pacific Railroad (UP), will prepare the North Valley Passenger Rail Strategic Plan to extend "Valley Rail" passenger rail service northward from Natomas to Butte County. The plan will examine both UP lines extending through the Cities of Oroville and Chico, resulting in deliverables that include rail model output data from UP, schedule and preferred station locations, operating and capital improvement costs, fare structure/pricing plan, ridership/revenue forecasts, and financing plan.	Transit		\$500,000	FTA 5304
3	Sustainable Communities Competitive	City of Colfax	Local Government Commission	Downtown Connectivity and Main Street Improvement Plan	Colfax	Placer	The City, with its sub-applicant (Local Government Commission), will conduct an extensive and highly participatory, multifaceted community engagement process to identify strategies to improve safety and promote active modes of transportation. The resulting Downtown Connectivity and Main Street Improvement Plan will include short-and long-term multimodal improvements for pedestrians, bicyclists and access to transit, revitalization strategies for incremental investments and infill within the downtown core, and strategies for how neighborhoods can connect with the downtown and maintain a compact community form. The plan fully supports state and regional SCS/RTP goals of reducing vehicle miles traveled and GHG emissions, maximizing mobility and accessibility, preserving and ensuring a sustainable regional transportation system, and protecting the environment and health.	Multimodal	X	\$211,030	SHA

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3	Sustainable Communities Competitive	City of Rancho Cordova	NA	Citywide Roundabout Feasibility Study and Implementation Plan	Rancho Cordova	Sacramento	This project evaluates the feasibility of implementing roundabouts in disadvantaged/legacy communities and in areas where new development is proposed. The study will create a 'Roundabout Priority Implementation Plan' that works for our community and integrates with the City's Complete Street Plans. This study will also create 'Roundabout Evaluation Guidelines' so that unanticipated future roundabout locations can be quickly evaluated. The study will also consider replacing existing signal-controlled intersections to better align with long term SACOG Regional MTP/SCS 2020 goals.	Multimodal, Safety	X	\$154,928	RMRA
3	Sustainable Communities Competitive	City of West Sacramento	NA	West Sacramento Equitable Sidewalks Program: Putting Pedestrians First	West Sacramento	Yolo	The City seeks to create an inventory of existing sidewalk assets. This data collection, analysis and policy development is critical to establishing an equitable Sidewalk Program. The project proposes to complete the following: citywide sidewalk inventory & assessment, define individual projects, develop/apply project prioritization framework, complete 30% Design/conceptual drawings for top ranking projects, and sidewalk implementation/investment strategy.	Active Transportation	X	\$258,419	RMRA
3	Sustainable Communities Competitive	City of Woodland	NA	Active Transportation Plan	Woodland	Yolo	The Woodland Active Transportation Plan will serve as the master plan to guide the development of active transportation infrastructure for implementation coordinated with city priority projects. Woodland will work with the school district, YoloBus, local businesses, and the Woodland Bike Campaign to develop policy direction and design guidance for identifying and prioritizing active modes needs. Major project deliverables include a Citywide Level of Traffic Stress Analysis, a community equity map, a phasing plan and the final implementation plan.	Active Transportation	X	\$161,125	SHA
3	Sustainable Communities Competitive	El Dorado County Transportation Commission (EDCTC)	NA	EDCTC - Greater Placerville Wildfire Evacuation, Community Safety, and Resiliency Plan	Placerville	El Dorado	To address the impacts of climate change, the project will develop a wildfire evacuation plan for the Greater Placerville area in El Dorado County. The project will produce an Existing Conditions Report to characterize wildfire risk in the project area, including detailing the existing vulnerabilities in the transportation, communication, and water networks. The final plan will identify the infrastructure improvements needed to effect timely evacuation and make infrastructure networks more resilient and provide redundancy to avoid catastrophic failure. Parties involved include the public and local, state, and federal agencies responsible to respond to a wildfire and evacuation. Relevant planning efforts include: El Dorado County RTP 2040; Sacramento Region Transportation Climate Adaptation Plan; Resource Conservation District Fire Adapted 50 Plan.	Climate Change, Safety	X	\$250,000	SHA

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3	Strategic Partnerships	Sacramento Area Council of Governments (SACOG)	Southern California Association of Governments (SCAG); San Diego Association of Governments (SANDAG)	Leveraging Road Pricing and Shared Use Mobility Incentives to Achieve Policy Goals	Multiple	Multiple	SACOG, SCAG, and SANDAG, in partnership with Caltrans, seek to develop a common research design framework for pilot projects to test the effects of integrating mobility payment systems (e.g. congestion and corridor fees) with demand management approaches (e.g. incentives for not driving alone) to achieve policy outcomes: advancing equity in underserved communities; reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions; managing roadway congestion; and providing sustainable revenues from fees for system maintenance and operation. This project seeks to design pilot testing that would put MPOs in a position to implement valuable policy-driven facility pricing systems and incentives that magnify desirable environmental and equity outcomes supporting EO-19-19 and the Caltrans Equity Statement while minimizing negative impacts, especially on underserved communities.	Multimodal, Road Pricing	X	\$500,000	FHWA SPR Part I
3	Sustainable Communities Competitive	Yuba Sutter Transit Authority	NA	Comprehensive Operational Analysis	Multiple	Sutter Yuba	Yuba-Sutter Transit will prepare a Comprehensive Operational Analysis (COA) to improve the services provided and make transit a more viable option for Yuba and Sutter County residents. The COA will provide the needed guidance to study alternative service models, reallocate resources, and better integrate with other regional services to better meet the mobility needs of the region especially for low-income and disadvantaged communities. Additionally, the COA's recommendations will provide the tools to enhance the efficiency, convenience and quality of the local and regional transit service while reducing greenhouse gas emissions. The analysis will include coordination with other state and regional planning efforts including the California Statewide Transit Strategic Plan, California Integrated Travel Project, the Sacramento Region Blueprint, and 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy.	Transit	X	\$199,192	SHA
4	Sustainable Communities Competitive	City of Oakland Department of Transportation	NA	Chinatown Complete Streets Project	City of Oakland	Alameda	Chinatown is a bustling neighborhood that is a centerpiece of Oakland's cultural identity. The Plan will work with the community to identify a set of key corridors, conduct outreach to reach consensus on multimodal upgrades to those streets, and complete the conceptual designs necessary to advance capital projects. This plan will engage local non-profits, residents, and businesses in Chinatown to craft a set of approved projects that meet the State's GHG reduction goals, are coordinated with planned development and regional projects, and reflect community priorities.	Complete Streets	X	\$500,000	RMRA

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4	Sustainable Communities Competitive	City of San Jose	California Walks	Walk Safe San Jose	City of San Jose	Santa Clara	Walk Safe San José focuses on the four council districts with a combined resident population just under 400,000 (as of the 2010 census) identified in the City's 2020 Vision Zero Action Plan with the most traffic fatalities and severe traffic injuries. Within this inner core of neighborhoods around downtown, the City proposes to work with a consultant on eight focus areas where bike and pedestrian injury data demonstrate that people walking and biking demand. Existing street design does not support safe pedestrian access; arterials are fast and wide, and fully signalized crosswalks are spaced far apart. This plan would address pedestrian safety deficiencies in San José's highest need areas.	Multimodal, Safety	X	\$398,400	SHA
4	Sustainable Communities Competitive	City of San Jose	NA	King Road Complete Streets Plan	City of San Jose	Santa Clara	The King Road Complete Street Project aims to make King Road, one of San Jose's highest bus ridership corridors, a safer and more inviting place to walk, bike and take transit. The project will also focus on improving transit access and reliability for historically under resourced East San Jose neighborhoods and improve connections to key regional transportation hubs. With stakeholder and community input, the project will culminate in a phased approach complete street plan for King Road outlining quick build, near and long-term improvements for the corridor. Project supports goals of San Jose's Better Bike Plan, Vision Zero Plan, Valley Transportation Authorities Pedestrian Access to Transit Plan as one of San Jose's top corridors in need of safety and transit reliability improvements, and aligns with Caltrans District 4 Pedestrian Plan.	Complete Streets	X	\$399,270	RMRA
4	Sustainable Communities Competitive	City of San Mateo	NA	San Mateo Complete Streets Plan	City of San Mateo	San Mateo	The San Mateo Complete Streets Plan will provide an actionable plan to transform the existing vehicle-centric circulation network to one that is designed for safety and access for all modes. The project will evaluate existing local and regional plans and facilities using a rigorous data analysis and community engagement process to identify gaps and deficiencies. This assessment will lead to development of priority focus areas centered on safety and equity, and multimodal infrastructure projects prioritized based on the goals that will be developed to guide the Plan. This comprehensive project list will be supplemented by a Complete Streets design guideline manual, supporting programs, funding options, and concept designs for the highest priority projects. The final product of the project is anticipated to be a plan ready for implementation that is reflective of the community's vision.	Complete Streets	X	\$490,882	RMRA

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4	Sustainable Communities Competitive	City of San Pablo	NA	Sustainable Transit Oriented Development Master Plan	City of San Pablo	Contra Costa	The City of San Pablo Sustainable Transit Oriented Development (TOD) Master Plan will support regional housing and local/statewide greenhouse-gas reduction goals by creating a strategy and guiding policies for future TOD in San Pablo. A citywide TOD priority area will be created based on analysis of citywide affordable and multi-unit housing, housing opportunity zones identified by the sixth cycle Regional Housing Needs Assessment-mandated Housing Element update, and existing and proposed bus routes, and bicycle facilities. The plan will create and implement a community engagement plan—with a range of bilingual outreach components—in order to develop the priority area and a community TOD vision, including concept designs for areas near transit. Recommended policies and strategies for TOD implementation will focus on reducing parking demand, ensuring transportation resilience in the face of climate risks (e.g., annual flooding), incorporating statewide legislative changes, and leveraging funding opportunities and regional partnerships.	Transit-Oriented Development	X	\$265,590	SHA
4	Sustainable Communities Competitive	County of San Mateo	NA	North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study	Unincorporated	San Mateo	This Study focuses on overcoming barriers to active transportation in the disadvantaged community of North Fair Oaks by: (1) Assessing the viability of alternative locations and designs for a new bicycle and pedestrian grade-separated rail crossing of the Caltrain Corridor, and (2) Identifying specific bicycle and pedestrian enhancements linking the crossing site to key destinations within the neighborhoods on both sides bifurcated by the tracks. An interdisciplinary group of key stakeholders from public agencies, local community-based organizations, businesses and residents will collaborate to achieve key deliverables including: the community engagement plan, existing conditions/community needs analysis, alternatives development, evaluation criteria to identify preferred alternative, and draft and final studies. This Study will build upon high-level recommendations from the adopted 2011 North Fair Oaks Community Plan and the 2021 Unincorporated San Mateo County Active Transportation Plan for a new rail crossing, bicycle boulevards and pedestrian improvements in the Study area.	Active Transportation	X	\$356,163	SHA

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4	Strategic Partnerships	Metropolitan Transportation Commission	NA	Next-Generation Bay Area Freeways Study	Regionwide	Nine County Bay Area Region	Toward modernizing the Bay Area's congested freeways into a next-generation multimodal network with improved mobility, environmental and equity outcomes, this study will explore "pathways" that pair freeway pricing mechanisms (such as all-lane tolling) with complementary strategies (such as means-based discounts, express buses, last-mile shuttles and bicycle programs). Consistent with the pricing strategy in Plan Bay Area 2050 and the California Transportation Plan, the study will build on past and ongoing pricing studies, produce materials to demonstrate benefits of pricing solutions, recommendations for optimal pathways and operational deployment of pricing, and recommendations for further analysis and implementation in prioritized sub-regions. A cross-functional team of MTC staff will lead the study, partnering with Caltrans, County Transportation Agencies, select transit agencies, outreach consultant(s) and community-based organizations.	Multimodal, Road Pricing	X	\$500,000	FHWA SPR Part I
4	Strategic Partnerships Transit	Metropolitan Transportation Commission	NA	Network Management - Planning for Implementation	Regionwide	Nine County Bay Area Region	A robust transit system and strong transit ridership are essential to realize California's emission reduction targets. With 27 transit operators serving the region, inconsistent fares, wayfinding, and schedules make using transit challenging, especially for transit dependent riders. A regional Network Management approach is proposed to better coordinate transit and the customer experience for the benefit of riders. In collaboration with Blue Ribbon Transit Recovery Task Force (BRTF) stakeholders, MTC proposes to further develop the Network Management recommendations contained in the BRTF's Transformation Action Plan. This proposed plan will confirm the Network Management roles, refine the Network Management structure, and provide implementation recommendations, including cost ranges. The BRTF (comprised of local elected officials, representatives from the state Senate and Assembly, the California State Transportation Agency, transit operators, business and labor groups, and transit and social justice advocates) is anticipated to adopt a Transit Transformation Action Plan in Summer 2021.	Transit		\$500,000	FTA 5304

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4	Sustainable Communities Competitive	San Francisco Municipal Transportation Agency	PODER; Tenderloin Community Benefit District; San Francisco Bicycle Coalition; Bayview Hunters Point Community Advocates; SoMa Filipinas	Active Communities Plan	City of San Francisco	San Francisco	The San Francisco Active Communities Plan (Plan) is a 2.5 - year citywide equity-driven planning process to create the City's first comprehensive bike plan in 12 years. The scope of work was co-developed with our sub-applicant community partners to highlight San Francisco's most disadvantaged neighborhoods within a citywide effort. The Plan will formalize the use of new tools like Quick-Build projects, personal mobility devices, and COVID-response Slow Streets. In addition to broad citywide engagement, the Plan will co-build outreach with our sub-applicant partners to explore cultural, policy-based, and programmatic barriers to bicycling, including funding, access, safety, policing, gentrification, anti-blackness, racism, representation, and cultural barriers. The Plan will result in bike network infrastructure investment, programmatic/policy reforms, and revised design/policy guidelines to capture the full range of mobility devices that can be expected to legally use bike facilities.	Active Transportation	X	\$600,000	RMRA
4	Sustainable Communities Competitive	Santa Clara Valley Transportation Authority (VTA)	NA	VTA Transit-Oriented Development Access Study	Countywide	Santa Clara	VTA will prepare a Transit-Oriented Development (TOD) Access Study that identifies multimodal access needs and improvements at six high-priority sites for TOD in San Jose and Gilroy: Capitol Station, Branham Station, Berryessa BART, future BART stations at 28th Street and Downtown San José, and Gilroy Transit Center. These TOD sites will undergo major development and intensification with the coming of BART service to San José, Caltrain service enhancements, and future high-speed rail in Gilroy. Four TOD sites have been identified for affordable housing projects, which could generate approximately 550 affordable housing units. VTA will lead the Project with Cities of San José and Gilroy, County of Santa Clara, BART, Caltrain, Caltrans and Community-Based Organizations as key stakeholders. We will conduct robust outreach that empowers each community to identify multimodal access opportunities. The Project will result in a prioritized list of improvements that increases accessibility and connectivity to the TOD sites.	Transit-Oriented Development	X	\$583,130	RMRA

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4	Sustainable Communities Competitive	Santa Clara Valley Transportation Authority	NA	Climate Action and Adaptation Plan	Countywide	Santa Clara	The Project will prepare a Climate Action and Adaptation Plan (CAAP) that identifies specific actions VTA could take to minimize contributions to climate change, as well as to adapt and build resilience to long-term climate impacts. The CAAP will consist of three major deliverables. First, it will identify risks to transportation assets due to sea level rise, wildfire, extreme heat, and other climate change impacts, and ways to protect those assets for the public good. Second, it will identify actions to reduce VTA's contribution to climate change to meet State greenhouse gas (GHG) reduction goals. Lastly, it will identify actions VTA could take as Santa Clara County's Congestion Management Agency (CMA), in collaboration with others, to reduce countywide emissions from transportation. The Project will engage agencies and community stakeholders, particularly those who depend on transit and disproportionately bear the burden of impacts.	Climate Change	X	\$434,682	RMRA
5	Sustainable Communities Competitive Technical	Association of Monterey Bay Area Governments (AMBAG)	San Luis Obispo Council of Governments (SLOCOG); Butte County Association of Governments (BCAG); Tahoe Regional Planning Agency (TRPA); Shasta Regional Transportation Agency (SRTA)	Integrated Land Use Model and Development Monitoring Framework Tool	Multiple MPO Regions	Butte El Dorado Monterey Placer San Benito San Luis Obispo Santa Cruz Shasta	Develop an Integrated Land Use Model and Development Monitoring Framework Tool for the 5 Metropolitan Planning Organizations (MPOs): AMBAG, BCAG, SLOCOG, SRTA, and TRPA. The project area covers 34 Cities and 8 Counties. These jurisdictions will be involved throughout this project for model inputs and identifying their needs. The proposed tool would provide new and crucial functionality for RTP/SCS scenario analysis integrated with each MPO's regional travel demand model (RTDM). The proposed tool is essential for "Small 5" MPO to meet scenario analysis and producing various reports as outlined in CARB's revised SCS Draft Guidelines. Without this grant funding, the five MPOs face significant challenges due to limited resources, both technical staff and funding the land use model development in addition to RTDM. If awarded, with consulting assistance, the project will deliver five fully functional integrated land use models and development monitoring framework tool for each MPO.	Technical, Modeling		\$550,000	FTA 5304
5	Sustainable Communities Competitive Technical	County of Santa Cruz	City of Watsonville; Santa Cruz County Regional Transportation Commission	Santa Cruz Regional Vehicle Miles Traveled Mitigation Program	Santa Cruz-multiple	Santa Cruz	This project will develop and adopt a vehicle miles traveled (VMT) mitigation program to help fund projects that connect people to work, school, and essential services by building active transportation and transit improvements on and off the state highway system that decrease VMT and greenhouse gas emissions, improve safety, combat climate change and improve the quality of lifeline infrastructure provided to disadvantaged communities within the Santa Cruz region. As a joint effort between lead agencies, this project will create a regionally adopted VMT mitigation program that will help fund a backlog of projects that prioritize bicycle and pedestrian users by addressing safe, equitable access, and design for users of all ages and abilities.	Technical, SB 743		\$396,614	RMRA

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5	Sustainable Communities Competitive	Santa Barbara County Association of Governments	Association of Monterey Bay Area Governments	Central Coast Zero Emission Vehicle Strategy	California Central Coast	Six County Central Coast Region	This project will identify gaps and opportunities to implement Zero Emission Vehicle (ZEV) infrastructure on the Central Coast, including on or near the State Highway System, major freight corridors, and transit hubs. Major deliverables will include: a map-based planning assessment, an equity assessment, an alternative fuel roadmap to implementation, a ZEV funding strategy, marketing, education and outreach and a concept development analysis for ZEV-truck stations and e-Highways. Associated parties involved will be regional agencies, public transit agencies, local municipalities, ZEV equipment manufacturers, community coalitions, workforce development interests, affordable housing authorities, commercial property management companies, businesses, individual electric vehicle service providers and e-mobility companies, public utility providers, and labor unions. This strategy will directly advance the goals outlined in each Central Coast RTP/SCS as well as the goals of the State's Climate Action Plan for Transportation Infrastructure.	Technical, Zero Emissions		\$200,000	FTA 5304
5	Sustainable Communities Competitive	Santa Cruz Metropolitan Transit District	NA	Watsonville - Santa Cruz Intercity Transit Speed and Reliability Study	Santa Cruz	Santa Cruz	This study will evaluate traffic and travel conditions along the primary transit corridors connecting Watsonville and Santa Cruz to identify opportunities for pedestrian, bus stop and transit priority improvements aimed at improving the convenience, access and reliability of METRO's core service. Key deliverables include: collection and analysis of travel time and on-time performance data; findings from on-site and on-board observations; extensive public outreach to riders, residents, and business owners along the Corridor; a set of near-term and long-term recommendations for operational and infrastructure improvements; and a final report consolidating findings and recommendations. The study will be conducted in collaboration with Caltrans, Santa Cruz County, the cities of Watsonville, Santa Cruz and Capitola, transit/pedestrian advocacy groups, Transportation Advisory Committees and local community input. The study will leverage findings and priorities of regional plans and projects, including the Watsonville-Santa Cruz Multimodal Corridor Program.	Transit	X	\$289,425	RMRA

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5	Sustainable Communities Competitive	Transportation Agency for Monterey County	Ecology Action; Monterey County Health Department	Salinas Valley Safe Routes to Schools Plan	Gonzales Greenfield King City Soledad	Monterey	The Transportation Agency for Monterey County has committed to developing Safe Routes to School Plans for Monterey County's students and families through the passage of Measure X. Drawing on multi-agency partnerships the Agency has established with the Monterey County Health Department and non-profit Ecology Action, the Salinas Valley Safe Routes to School Plan will gather data, conduct walking audits and surveys and utilize community input to identify a set of safe routes to school, complete streets, travel demand management and active transportation improvements for twenty-two K-12 public schools in the cities of Gonzales, King City, Soledad and Greenfield. The Plan will create a Safe Routes to School Steering Committee to pilot a participatory budgeting process and empower community members to prioritize quick-build projects for implementation following plan adoption. The Plan will build on the Regional Transportation Plan and Active Transportation Plan to support mobility, social equity, safety and greenhouse gas reductions supportive of the region's Sustainable Communities Strategy.	Active Transportation, Safety	X	\$664,127	RMRA
6	Sustainable Communities Competitive	City of Corcoran	Local Government Commission	City of Corcoran Active Transportation Plan	Corcoran	Kings	The City of Corcoran will organize a highly participatory planning effort to prepare a comprehensive, community-driven Active Transportation Plan that strengthens connections and improves safety, mobility and access for walking and bicycling. The Plan will identify priority areas for pedestrian/bicycle improvements, will recommend specific projects, and will establish priorities and cost estimates for future implementation projects. Special emphasis will be placed on connections to schools and to the development of a walking and bicycling trail that can go through and around the City. The plan fully supports state and regional SCS/RTP goals of reducing vehicle miles traveled and GHG emissions, maximizing mobility and accessibility, preserving and ensuring a sustainable regional transportation system, and protecting the environment and health.	Active Transportation	X	\$224,892	RMRA
6	Sustainable Communities Competitive	City of Kerman	NA	Kerman Safe Routes to School (SRTS) and American with Disabilities Act (ADA) Transition Plan	Kerman	Fresno	The City of Kerman seeks funding to prepare a Safe Routes to School and ADA Transition Plan to identify projects to improve accessibility and active transportation infrastructure. The planning process will include a thorough collection and analysis of existing conditions related to SRTS, ADA, and signage. Interactive community engagement will drive the development of the plan. The final plan will include a Project Implementation Matrix with priority projects and cost estimates. This project is necessary to prepare for anticipated growth such as a new subdivision and expansion of the local school district. Additionally census data shows approximately 11% of our population is identified as having a disability. Planning for accessibility and multi-modal transportation is critical and well aligned with local, regional, State goals, and sustainable communities strategic planning.	Active Transportation, Safety	X	\$198,307	SHA

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6	Sustainable Communities Competitive	City of Reedley	Local Government Commission	Active Transportation and Parkway Master Plan	City of Reedley	Fresno	The City will conduct an intensive participatory planning effort to prepare a community- driven active transportation plan that can guide expansion of facilities for walking and bicycling in the next decades. The Plan will not only identify key routes connecting to multiple destinations within the City but will also expand the Parkway into a 15+/- mile multi-use trail system circling the City. The Plan will build on the Fresno County AT Plan and help advance state and regional SCS/RTP goals by reducing vehicle miles traveled and GHG emissions and improving safety for all modes of travel.	Active Transportation	X	\$265,537	SHA
6	Strategic Partnerships	Fresno Council of Governments (on behalf of the San Joaquin Valley MPOs)	NA	California Inland Port Feasibility Study Phase Three	Multiple cities	Central Valley and beyond	The study will analyze the feasibility of developing a new, inter-modal rail spine to connect seaports to key markets via the Central Valley. This California "Inland Port" system would cut greenhouse gases, significantly improve air quality, reduce road congestion, boost traffic safety, and advance California's extraordinarily large intra-state freight movement system. Prior study phases demonstrated underlying project viability and quantified reductions in greenhouse gas emissions and criteria pollutants, the third phase currently being proposed is aimed at bringing the project toward fruition in close coordination with key stakeholders. Phase Three includes planning for selection of one or more intermodal sites, developing performance and financial models, and exploring public-private delivery options.	Freight		\$388,000	FHWA SPR Part I
6	Sustainable Communities Competitive Technical	Fresno Council of Governments	San Joaquin Valley MPOs	San Joaquin Valley Household Travel Survey	Multiple cities	8 Counties of San Joaquin Valley	The San Joaquin Valley Household Travel Survey will collect data for the eight counties in the San Joaquin Valley, including household demographic information, travel patterns, and trip-making characteristics. The data will be used in estimation, calibration, and validation of the travel demand models owned by the eight Valley MPOs. The Valley MPOs will sponsor the survey, with involvement from Caltrans District 6 and 10 staff, as Caltrans uses the Valley MPO's models in the design and planning of state facilities. The data and a final report with detailed travel characteristics summarized for each county will be developed at the conclusion of the project and provided to each Valley MPO.	Technical, Data	X	\$692,149	RMRA
6	Sustainable Communities Competitive	Fresno County Rural Transit Agency (FCRTA)	NA	Fresno County Distributed Energy Resource/Microgrid Feasibility Analysis	Multiple	Fresno	This Study will evaluate the physical/financial feasibility of developing a microgrid system (a self-sufficient energy system powered by a renewable energy source, e.g. solar). The study will identify five sites in Fresno County for installation of microgrids, which could also serve as community mobility hubs, with public Electric Vehicle (EV) charging stations and electric carshare/bikeshare. The deliverable is a feasibility study including structural/infrastructure site assessment, site energy/technology assessment, financial analysis, and EV/Zero Emissions Vehicle fleet readiness plan. The study will be coordinated with FCRTA's testing of EV rideshare, Electric Grid Analysis Study, and the Fresno Council of Governments' EV Readiness Plan.	Technical, Transit, Zero Emissions	X	\$399,500	RMRA

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7	Sustainable Communities Competitive	City of Covina	NA	Covina Active Streets and Multimodal Connectivity Plan	Covina	Los Angeles	This plan will seek to further regional and local sustainability through an improved active transportation network, transit connections, and transit-oriented development (TOD) supportive planning. Major deliverables include: Research and analysis of existing Market, Mobility, Infrastructure, Equity, and Urban Design conditions; Stakeholder engagement including Community Outreach Meetings and Workshops; and, Draft and Final Active Streets and Multimodal Connectivity Plan. Project partners will include Foothill Transit, Emanate Health Inter-Community Hospital, and the Covina Chamber of Commerce who can provide valuable data and outreach support during project development and implementation. The CASCMP will alleviate the above safety and environmental trends by establishing priority transportation needs, identify feasible options to best implement Complete Street first-last mile connections to transit, and facilitate further TOD's through opportunity site analysis. The project will directly work to further the goals of the SCAG 2020-2045 RTP/SCS "Connect SoCal", State Planning Priorities, and Covina's Town Center Specific Plan area, all of which aim to reduce GHG emissions, concentrate development near transit centers, and create a safer active transportation network.	Multimodal	X	\$319,151	RMRA
7	Sustainable Communities Competitive	City of Culver City	NA	Culver City Complete Streets Design Guidelines	Culver City	Los Angeles	Culver City Public Works (PW) Department, with community input and consultant assistance will prepare the City's Complete Streets Design Guidelines (Guidelines). The Guidelines will include a comprehensive set of community-driven citywide standards, guidelines and options for all infrastructure within the public right-of-way. The Guidelines will implement the City's adopted Complete Streets Policy and will be informed by the Bicycle and Pedestrian Action Plan, Local Roads Safety Plan and the concurrent General Plan update. The Guidelines align with SCAG's 2020 RTP (Connect SoCal) and will identify complete streets elements and multimodal design improvements to enhance safety and accommodate all users.	Complete Streets	X	\$500,000	RMRA
7	Sustainable Communities Competitive	City of Los Angeles Bureau of Street Services (StreetsLA)	NA	Building a Climate-Resilient Active Transportation Network in Vulnerable Communities	Los Angeles	Los Angeles	StreetsLA is will develop a single infrastructure plan that identifies high priority projects which integrate active transportation and climate resiliency in the most vulnerable communities. This effort will culminate in grant-ready and competitive projects with flexibility to curate projects to better suit the priorities of its grant sources, thereby resulting in a true multi-benefit street transformation. A chosen model corridor will exhibit multi-benefit features that can be emulated throughout the City. Working with community and technical stakeholders, the proposal will integrate multiple agencies' plans and data to inform its RSPA criteria to identify its most urgent projects. The proposal aligns with the California Transportation Plan, SCAG's RTP and SCS, and the Mayor's Green New Deal.	Active Transportation	X	\$412,992	RMRA

FY 2021-22 Sustainable Transportation Planning Grant Program
Award List

Dist.	Grant Category	Grantee	Sub-recipient(s)	Project Title	Project Location (City)	Project Location (County)	Project Description	Project Type	Disadvantaged Community Benefit	Award Amount	Fund Source*
7	Sustainable Communities Competitive	City of Pico Rivera	Local Government Commission; Public Health Advocates	Historic Whittier Boulevard Multimodal Revitalization Plan	Pico Rivera	Los Angeles	The project will utilize a community-based planning effort to: Establish a collaborative vision and cross-sector constituency committed to transformation of Whittier Boulevard into a high quality multi-modal corridor utilizing Smart Mobility Framework and Compete Streets principles; and, Develop community-driven design concepts and implementation steps that improve conditions for walking, bicycling, transit and transit supportive development to serve the needs of all modes and users. The City will partner with the nonprofits Public Health Advocates and the Local Government Commission to conduct an extensive public participatory process to identify strategies that improve safety and promote active modes of transportation, support first and last mile connections to transit, and promote infill and revitalization. The plan fully supports state and regional SCS/RTP goals of reducing vehicle miles traveled and GHG emissions, maximizing mobility and accessibility, preserving and ensuring a sustainable regional transportation system, protecting the environment, and supporting healthy and equitable communities.	Multimodal	X	\$332,000	RMRA
7	Sustainable Communities Competitive Technical	Los Angeles County Metropolitan Transportation Authority	NA	Metro Vehicle Miles Traveled Mitigation Program	Countywide	Los Angeles	The goal of this project is to establish the framework for a Vehicle Miles Traveled (VMT) analysis and mitigation program for highway projects on the State Highway System (SHS) in Los Angeles County. The project will build on Caltrans policy documents and assess and refine existing VMT analysis tools in order to analyze, identify, and quantify VMT attributable to proposed highway projects on the SHS. This will clarify and expand the Caltrans project-type screening list, defining which projects are subject to expanded VMT analysis, reducing uncertainty and project delivery costs. The project will develop a CEQA-defensible, project-specific VMT mitigation framework and tool. The tool will inform the selection of eligible Metro-specific and Countywide programs that demonstrate quantifiable VMT reductions, resulting in a VMT Mitigation Program for use by Los Angeles County jurisdictions and agencies while also positioning Metro highway projects on the SHS to be fully compliant with SB 743.	Technical, SB 743		\$700,000	RMRA

FY 2021-22 Sustainable Transportation Planning Grant Program
Award List

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8	Sustainable Communities Competitive	City of Banning	NA	Downtown Revitalization and Complete Streets Plan	Banning	Riverside	The City of Banning (population 31,000) will develop a cohesive Downtown Revitalization and Complete Streets Plan giving a blueprint for economic development in the commercial core of our severely disadvantaged community, and a comprehensive framework for safer travel for all users (vehicles, pedestrians, bicyclists, transit, ride-share, electric vehicles). The Plan will provide a road map for critical development within the downtown commercial district and will include community input from a variety of stakeholders. An agreed-upon vision and policy statements will be developed, as well as identification of the stakeholder team, a summary of the public input process, descriptions and characteristics of the City's street landscape and land use, a description of the existing travel environment and barriers, proposed improvements to increase active transportation, and a phased implementation plan. The Plan will reflect planning efforts of regional Active and California's planning priorities.	Complete Streets	X	\$297,461	RMRA
8	Sustainable Communities Competitive Technical	Riverside County Transportation Commission	NA	Riverside County Zero-Emission Bus Rollout and Implementation Plans	Riverside	Riverside	The Riverside County Transportation Commission (RCTC) will prepare a joint Zero-Emission Bus Rollout Plan and Implementation Plan (ZEB Plans) for five of its seven transit operators (cities of Banning, Beaumont, Riverside, Corona, and Palo Verde Valley Transit). The ZEB Plans will define each transit agency's responsibilities in replacing their fossil-fueled fleets, constructing and installing charging facilities, and modifying maintenance facilities to accommodate storage, charging, and maintenance of vehicles. Additionally, the ZEB Plans will lay out the coordination efforts taken by RCTC, transit operators, utilities, and the Public Utilities Commission to ensure the plan is compatible with current infrastructure serving the area. The project is consistent with the California Air Resource Board (CARB) Innovative Clean Transit Rule, which mandates the purchase of zero-emission buses by transit agencies, and with SCAG's Accelerated Electrification strategy, adopted in the 2020-2045 RTP/SCS, a holistic and coordinated regional approach to decarbonizing transportation.	Technical, Transit, Zero Emissions	X	\$271,380	SHA

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Award List

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8	Sustainable Communities Competitive Technical	San Bernardino County Transportation Authority	NA	San Bernardino Transportation Analysis Model Update "Plus" (SBTAM+)	Countywide	San Bernardino	San Bernardino County Transportation Authority (SBCTA) proposes to hire an experienced consultant to update the San Bernardino Transportation Analysis Model (SBTAM) and extend the model's functionality. The SBTAM Update "Plus" Project (SBTAM+) will be a multi-modal, comprehensive endeavor focused not only on 1) updating the transportation model to be consistent with the Southern California Association of Government's (SCAG) recently adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) but also on extending the model's functionality to include: 2) an improved interface with the Federal Transit Administration's Simplified Trips-on-Project Software; 3) an update and refinement of the Vehicle Miles Traveled (VMT) Screening Tool; 4) an on-line dynamic VMT/Land Use Analysis Tool; 5) sample scenarios demonstrating how land use changes can reduce VMT; 6) development of a framework for estimation of induced travel; and 7) streaming access to SBTAM+ results.	Technical, Modeling		\$443,535	RMRA
9	Sustainable Communities Competitive	Eastern Sierra Transit Authority	CalStart	Eastern Sierra Transit Authority Electrification Feasibility Study	Countywide	Inyo	In partnership with CALSTART, the Eastern Sierra Transit Authority (ESTA) will conduct an Electrification Feasibility Study and develop 20 deliverables, including a summary of existing conditions, infrastructure needs, cost estimates, and a final plan. ESTA serves many disadvantaged communities which will benefit from a well-designed transit system with the dependable clean fuel vehicles resulting from this project.	Technical, Transit, Zero Emissions	X	\$166,640	SHA
10	Sustainable Communities Competitive	Calaveras Council of Governments	NA	Calaveras County Evacuation and Access Needs Assessment and Preparedness Plan	Countywide	Calaveras County	The goal of this project is to build resiliency in our transportation system from the impacts of catastrophic events, which are exacerbated by Climate Change, and to facilitate adequate and sustained access to and from high-risk communities in Calaveras County during and after these events. The project will evaluate the potential for hazard risks such as wildfires and extreme weather events and identify the populations/communities and infrastructure most vulnerable and at the highest risk. Disadvantaged communities and populations who may struggle with self-evacuation will be prioritized. This project will engage residents, including vulnerable and disadvantaged populations, and multiple agencies and stakeholders in the planning process to identify needs, community priorities, and implementation strategy.	Climate Change, Safety	X	\$194,766	SHA

FY 2021-22 Sustainable Transportation Planning Grant Program
Award List

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10	Sustainable Communities Competitive	City of Waterford	NA	Yosemite Boulevard (SR 132) Corridor Study	Waterford	Stanislaus	Yosemite Blvd. (SR 132) is an important 2.7 mi-long east-west corridor through the City of Waterford providing a primary route for employment, recreation and a major freight corridor for construction materials in Stanislaus County. Most of this two-lane highway lacks pedestrian and bike facilities requiring sharing of the road or shoulders with traffic and large numbers of trucks. The City desires to study the SR 132 corridor to develop an Official Plan Line to identify the future build-out improvements necessary for a multi-modal transportation corridor including transit, bike, pedestrian, truck and vehicle traffic. Strategic design concepts will be developed to meet the needs of each of the users in a complete street format. Major deliverables will be an engaged community that participated in a Final Study and Summary Projects Report. Participants will be the entire community, stakeholders, and Advisory Committee. The City has recently drafted a Local Roadway Safety Plan.	Corridor	X	\$221,325	SHA
10	Sustainable Communities Competitive	Mariposa County Local Transportation Commission	NA	Phase IV Mariposa Creek Parkway Special Plan	Mariposa	Mariposa County	The Mariposa Creek Parkway Phase IV Special Plan pairs engagement with diverse local stakeholders, including housing and public health agencies, environmental stewardship non-profits, and the wider community, with rigorous site, market, and ecological analyses to articulate a vision for a sustainable neighborhood along the Mariposa Creek Parkway. The planned neighborhood will address Mariposa County's housing imbalance, gain new access encroachments to State Route 49N, and establish an internal network of complete streets that support multi-modal transportation behavior and reduce greenhouse gas emissions. Deliverables include neighborhood site and land use plans, an economic development and investment strategy, and a phasing and action plan to guide implementation.	General Plan Related	X	\$460,000	RMRA

FY 2021-22 Sustainable Transportation Planning Grant Program
Award List

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11	Sustainable Communities Competitive	City of La Mesa	NA	La Mesa Boulevard Complete Streets Plan, Segment 2	La Mesa	San Diego	The City of La Mesa will conduct this effort as a long-term road map for the integration of mixed-use redevelopment, active and alternative modes of transportation along an established transit corridor within an older, built-out community. The Plan will feature intensive community and stakeholder engagement including residents, alternative transportation proponents, small businesses, housing advocates and the local transit agency. The process will be designed to provide equitable outreach across all platforms under COVID conditions through web-based surveys, social media and conventional phone/direct mail contacts. Lastly, the Plan will facilitate meeting the goals of the City's Climate Action Plan, Bicycle Facilities and Alternative Transportation Plan, Urban Trails Mobility Action Plan and Housing Element by reducing Vehicle Miles Traveled (VMTs), promoting active and alternative modes of transportation, locating additional affordable housing along established transit corridors feeding employment centers and essential services.	Complete Streets	X	\$352,000	RMRA
11	Sustainable Communities Competitive	Pala Band of Mission Indians	NA	Pala Long Range Transportation Plan and Roads Update	Pala	San Diego	This project will take the outdated 1996 plan and create a current, usable document that will also be officially approved by the tribe and the Bureau of Indian Affairs (BIA). This plan will be comprehensive; it will incorporate existing planning documents while prioritizing fundable, specific projects. Preliminary designs will be provided to strengthen future grant applications. Also, this project will update the BIA's roads inventory – less than 50% of Pala's roads are in the inventory currently. Pala has been working with neighboring tribes, SCTCA, SANDAG, Caltrans, and the County of San Diego in its Inter-Tribal Transportation Working Group since 2006. This plan intends on supporting federal, regional and state transportation goals and requirements.	Multimodal	X	\$341,301	SHA

FY 2021-22 Sustainable Transportation Planning Grant Program
Award List

Dist.	Grant Category	Grantee	Sub-recipient(s)	Project Title	Project Location (City)	Project Location (County)	Project Description	Project Type	Disadvantaged Community Benefit	Award Amount	Fund Source*
11	Strategic Partnerships Transit	San Diego Association of Governments	NA	Clairemont Complete Corridors		San Diego	Clairemont Complete Corridors will re-imagine two auto-oriented, four-lane roads into multimodal corridors that prioritize moving people over cars. Morena Boulevard and Clairemont Drive are major arterials in the City of San Diego (City), adjacent to Interstate 5 and the forthcoming Mid-Coast Trolley, that connect the Clairemont community to Mission Bay and other local resources. The project will develop 30% 'Complete Corridor' conceptual designs for portions of both roads within walking/biking distance of the future Clairemont Drive and Tecolote Road Trolley Stations. Conceptual designs could include potential street improvements, technology applications, vehicle electrification, and supporting mobility hub amenities that increase sustainable mobility options to enhance equity, safety, and accessibility. SANDAG will seek input from Caltrans, the City, Metropolitan Transit System, and community groups. The project directly aligns with current transit investments, SANDAG's 2021 Regional Plan, the City's Clairemont Community Plan, and Caltrans' feasibility assessments on the Clairemont Drive Interstate 5 overpass.	Corridor		\$375,000	FTA 5304
11	Sustainable Communities Competitive	San Diego Association of Governments	Imperial County Transportation Commission	San Diego and Imperial Counties Sustainable Freight Implementation Strategy		San Diego/Imperial	California has established ambitious climate, air quality, and public health goals and has recently prioritized transitioning the freight sector to sustainable technologies through the California Freight Mobility Plan 2020, California Sustainable Freight Action Plan (CSFAP), California ZEV Action Plan, Executive Order N-79-20, and other actions. To ensure San Diego and Imperial Counties contribute to meeting these goals, SANDAG and ICTC will develop a 30-year Sustainable Freight Strategy (Strategy) to systematically implement multimodal projects and policies that transition the region to a more sustainable, efficient, equitable, and economically competitive freight transportation system. The Strategy will be vetted through extensive outreach efforts with public and private freight stakeholders and will encompass projects and policies identified in our agencies' Regional Transportation Plans (RTPs) as well as emerging technologies that have evolved since the adoption of the CSFAP. Additionally, the Strategy will include an implementation plan focusing on actionable strategies for pursuing funding opportunities.	Freight	X	\$500,000	RMRA

FY 2021-22 Sustainable Transportation Planning Grant Program Award List

Dist.	Grant Category	Grantee	Sub-recipient(s)	Project Title	Project Location (City)	Project Location (County)	Project Description	Project Type	Disadvantaged Community Benefit	Award Amount	Fund Source*
11	Strategic Partnerships Transit	San Diego Association of Governments	City of San Diego	Next Generation Rapid Routes Advanced Planning		San Diego	SANDAG's 2021 Regional Plan proposes a network of approximately 30 additional Rapid routes to get people where they want to go, fast. In partnership with local jurisdictions and the region's two transit agencies, SANDAG will analyze potential route alignments, station locations, and transit priority measures on three Next Generation Rapid routes (serving the cities of San Diego, Escondido, Chula Vista, and National City) to ready them for design and implementation. This advanced planning will allow SANDAG to line up quality, shovel-ready projects to compete for state and federal funding and help achieve local, state, and national climate action goals. The project will be guided by active participation by project partners and the public to ensure these routes meet the unique needs of the communities they serve, including low-income and disadvantaged populations.	Transit	X	\$500,000	FTA 5304
12	Sustainable Communities Competitive	Anaheim Transportation Network (ATN)	NA	Anaheim Connects Multimodal Transit/Transportation Plan	Anaheim	Orange	ATN will hire a consultant to develop the Anaheim Connects Multimodal Transit Plan, identifying transformative transit and first/last mile solutions (potentially including microtransit, transit lanes/streetcar/BRT, bike/carshare, active transportation improvements, and parking technology synergy) that create seamless connectivity for 25 million employees, residents, and visitors traveling between housing, jobs, and entertainment destinations annually.	Multimodal	X	\$700,000	RMRA
12	Sustainable Communities Competitive	City of Westminster	NA	Westminster Safe Routes to School Plan	Westminster	Orange	Westminster will develop a citywide Safe Routes to School (SRTS) Plan that includes conceptual infrastructure design and programmatic recommendations at 21 schools for safer, more convenient walking and bicycling options for Westminster's school children, families, and residents. The SRTS Plan is needed due to Westminster's high traffic volumes and speeds, health inequities, as well as limited infrastructure for safer, more accessible walking and biking.	Active Transportation, Safety	X	\$469,000	RMRA

***Fund Source**

RMRA - (State) Road Maintenance and Rehabilitation Account

SHA - State Highway Account

FHWA SPR Part 1 - Federal Highway Administration, State Planning and Research Part I

FTA 5304 - Federal Transit Administration, Section 5304



Board Report

File #: 2021-0202, File Type: Informational Report

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE JULY 14, 2021

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE monthly report on the Major Capital Projects in the environmental planning phase by the Chief Planning Officer.

DISCUSSION

This month's Major Project Status Report provides the regular update for Metro's four Pillar Projects and the North Hollywood to Pasadena Bus Rapid Transit (BRT) Project. This month, the report also includes an update on the Rail to River Project, in response to a Public Comment request made at the June 2021 meeting of the Planning and Programming Subcommittee.

- **West Santa Ana Branch Corridor (WSAB)**

Metro staff submitted the third and final round of the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) to the Federal Transit Administration (FTA) on June 9, 2021 and is working on incorporating final comments. FTA is currently expected to authorize public circulation of the Draft EIS/EIR by late July 2021.

Public outreach will be conducted during the release of the Draft EIS/EIR, including the official 45-day comment period. Both in-person open houses and virtual public-hearings are being contemplated at this time. Date and time of these meetings will be finalized in the coming weeks. To enhance project awareness and access to the latest updates, several multi-media tools will be launched to inform users about the project corridor and environmental process. Communications Toolkits also will be shared with community leaders to support their engagement with constituents, and presentations and project updates are available by request.

At the June 2021, meeting of the Planning and Programming Committee, Director Solis requested an update on Metro outreach thus far in the Little Tokyo community. Outreach in Little Tokyo has involved representatives from Arts District/Little Tokyo Neighborhood Council, Geffen/MOCA, Higashi Honganji Buddhist Temple, Japanese American National Museum, Japanese Chamber of Commerce of So. Calif., Little Tokyo Business Association, Little Tokyo Community Council, Little Tokyo Service

Center, *Rafu Shimpo*, Savoy Community Association, St. Francis Xavier Church and Tokyo Villa Homeowners Associates.

Recently, Staff attended and presented at a WSAB-focused meeting organized by Little Tokyo Community Council (LTCC) on April 7, 2022 to discuss the Project, the environmental timeline and station design in Little Tokyo. In addition, Metro conducted a Stakeholder Working Group (SWG) meeting on April 26, 2022 for stakeholders and Community-Based Organizations (CBO) north of the I-10 freeway to present on the WSAB project. The meeting was attended by representatives from various groups including the Little Tokyo Business Association, Little Tokyo Community Council, Little Tokyo Neighborhood Council, Little Tokyo Towers, Mura HOA Board and St Francis Xavier Chapel.

The project continues to advance field survey work and verification of existing utilities identified as part of the 15% design. Staff continues to coordinate with various third parties as necessary including Union Pacific Railroad, cities, Caltrans, U.S. Army Corps of Engineers, and various utility providers.

- **Green Line to Torrance LRT Extension**

As reported in previous months, comments received during the scoping period were generally supportive of the project, however many included specific concerns regarding the two alternatives under consideration. These concerns included alignment configuration and potential impacts such as noise, vibration, property acquisition, safety, and changes to aesthetics/community character. The project team continues to evaluate these comments as we move forward with the Draft EIR and conceptual design of the alternatives under evaluation.

Meetings with the local jurisdictions (Redondo, Torrance, and Lawndale) are on-going to better understand communities' needs, concerns about the Project, and inputs to the environmental process. Neighborhood walks are being developed to continue engagement with community members and to understand concerns and opportunities in the project study area.

Coordination will continue as well with Caltrans and BNSF to identify and resolve current and future operational needs for both entities and alternatives under evaluation. Potholing activities are being scheduled with both Caltrans and BNSF to identify the location of existing utilities on both alternatives to better inform the conceptual design process.

- **Eastside Transit Corridor Phase 2**

The Eastside Transit Corridor Phase 2 (ESP2) Project team has completed a preliminary feasibility analysis of the at-grade configuration in the City of Montebello. This configuration includes the Greenwood Station, which would extend the at-grade configuration from approximately 4.4 miles to 5.2 miles. The team met with City of Montebello staff and councilmembers to present the preliminary findings on June 14th, 28th, 29th and 30th; the findings also were shared at the Washington Coalition meeting on July 1st.

The team will continue to coordinate with the City of Commerce on the maintenance storage facility

site, per Director Solis's request during the June 2021, Planning and Programming Subcommittee discussions. Congresswoman Lucille Roybal-Allard has submitted a project, "New Transit Maintenance Facility," to the House Transportation and Infrastructure Committee for \$2 million in the 2021 Surface Transportation Reauthorization. Staff will work with the City to determine whether this requested funding would support the Eastside Transit Corridor Phase 2 or if it would support municipal bus operations instead. Staff will provide updates as new information emerges. Presently, the project consultant teams continue to evaluate and develop optional sites in the cities of Commerce and Montebello.

- **Sepulveda Transit Corridor**

Following authorization by the Board to award two Pre-Development Agreement (PDA) contracts in March 2021, Program Management is working to execute the Notice to Proceed with the two selected teams. Planning staff continues to prepare for the environmental scoping period, scheduled to commence in Fall 2021. As part of this preparation, on June 8, 2021, Metro staff conducted a virtual community meeting to provide an update on project activities since the publication of the Feasibility Study, provide an overview of the upcoming environmental process and the five alternatives, and provide an opportunity for stakeholders to ask clarifying questions on the project.

- **North Hollywood (NoHo) to Pasadena Bus Rapid Transit (BRT)**

Following Board approval of the Proposed Project on May 27, 2021, this Project is now in the Final EIR phase and staff continues to coordinate with cities in response to comments received in May and plans to conduct additional community outreach in the months ahead. The Proposed Project now includes two center-running BRT design options for Colorado Boulevard in Eagle Rock - one which converts a travel lane in each direction to a bus lane and the other which retains all travel lanes but reduces parking and median space to accommodate bus lanes.

Staff continues to work with the Cities of Burbank and Eagle Rock, and with our consultant teams to explore design options and better understand traffic conditions with the Proposed Project. Ideas for exploring the effects of different design options include visual simulation modeling tools to illustrate the proposed BRT operations and project local traffic volumes and circulation. Staff will return to the Board with an update, in response to Director Solis's request (made at the June Planning and Programming Committee meeting) for live traffic demonstrations.

- **Rail to Rail / Rail to River Active Transportation Corridor (ATC) Segments A, B**

Located in South Los Angeles, the Rail to Rail/River ATC Project spans approximately 10 miles from the future Metro LAX/Line to the Los Angeles River. The corridor is composed of two segments, each in a different phase of development. Segment A is the Rail to Rail component that converts an existing and underutilized portion of the Harbor Subdivision right of way into a multi-use path for walking, biking and rolling modes; this segment (approximately 5.6 miles in length) follows Slauson Avenue to the Metro A Line (Blue) Slauson Station.

Segment A is currently in the solicitation period for construction bids managed by Program Management. To date, pre-construction activities have included site clean-up and preparation, and an Invitation for Bids (IFB) was released in April. The procurement process is now in a black-out period, and staff will return to the Board in September for authorization of the Life of Project (LOP) budget.

Segment B is the Rail to River component, for which staff currently is conducting a supplemental alternative analysis. Rail to River Segment B aims to provide a safe, comfortable, and continuous active transportation route connecting Segment A at the Metro A Line (Blue) Slauson Station to the Los Angeles River path, enhancing mobility and regional connectivity for local communities.

Metro staff kicked off a Supplemental Alternatives Analysis (SAA) in October 2020, to identify a new and/or refined alternative corridor because of constrained rights of way along Randolph Street in Huntington Park due to the addition of the West Santa Ana Branch rail project. The study area covers approximately 4.3 square-miles bounded by the Metro A Line Slauson Station to the west, the LA River path to the east, just North of Slauson Avenue to the north, and just south of Randolph Street to the south, and includes a small area of unincorporated Los Angeles County, as well as the cities of Huntington Park, Vernon, Maywood, and Bell.

As part of this study, a community outreach effort was initiated to solicit public input and a technical working group was formed consisting of representatives from jurisdictions and internal Metro departments and/or projects within the study area. To date, staff has conducted three Technical Working Group (TWG) meetings and two rounds of virtual community meetings. The first round included a Community Advisory Committee (CAC) meeting held on January 27, 2021 and two community meetings held on February 11 and February 13, 2021. The second round included another CAC meeting held on April 29, 2021 and two community meetings held on May 11 and May 15, 2021. A total of 27 individuals and 18 organizations participated in the CAC meetings with a total of 149 people attending the virtual community meetings. Additionally, online surveys were conducted after each set of meetings with a total of 528 completed surveys received.

Based on all the feedback and surveys received to date, staff has identified and narrowed the initial list of potential alternatives to three. An additional level of technical analysis and ranking methodology will be conducted on these three alternatives to identify a refined and final alternative. Staff hopes to share these findings with the technical working group and community in late July/early August 2021.

- **Countywide Planning Dashboard**

While this report focuses on the four Major Capital (“Pillar”) Projects, there are six other Measure M projects, five non-Measure M projects, and four Strategy & Policy initiatives. For an update on these other 15 projects, please refer to the Countywide Planning Dashboard, included as Attachment A of this report.

EQUITY PLATFORM

Equity assessment summaries for the projects in this month’s update report are included below. As

these projects are in environmental planning phases, and as community outreach continues, Metro staff will continue to engage with Equity Focused Communities (EFC) along these corridors and other minority, low income and limited English proficiency populations unique to local areas. In future Board reports, staff will update the equity summaries for these projects only when there are notable changes to equity impacts or engagement milestones.

West Santa Ana Branch Corridor: A Rapid Equity Assessment (REA) has been completed for the DEIR/S report. Metro has involved project stakeholders including CBOs during each phase of the Project through a variety of forums and platforms. Further, special outreach efforts have been and will continue to be undertaken to reach out to minority, low income and limited English proficiency populations, and persons with disabilities during the 45-day comment period for the Draft EIS/EIR. Based on the Federal Transit Administration's definitions for Environmental Justice Communities and on Metro's thresholds for Equity Focused Communities (EFC), the entire corridor falls within these communities.

Green Line to Torrance LRT Extension: The scoping period for this project was conducted with accommodations for members of the public with disabilities, with limited English proficiency, and/or facing barriers to reliable internet. Accommodations included (1) door-to-door canvassing to notify residents about the various ways to provide input and to encourage participation, (2) virtual meetings with simultaneous Spanish translation, and (3) options for submitting comments via project website, postal mail, and/or telephone hotline. Continued outreach efforts will be on-going with stakeholders including those we have not effectively engaged with to maintain community dialogue and encourage participation in the environmental process. This corridor does not include EFCs as defined by Metro.

Eastside Transit Corridor Phase 2: Of particular note this month, the Metro team has finalized the Community-Based Organization (CBO) Roundtable Strategy. The fundamental component of this strategy is a CBO Roundtable comprised of local community organizations that can provide expertise on how to best engage the community and especially, how to reach historically underrepresented, minority, limited English proficiency (LEP), and low income members. EFCs are located within a half mile of every station proposed along this corridor.

Next steps involve developing participatory criteria and scope of work with assistance from the project team's outreach consultant. The scope of work will outline the roles, responsibilities, and tasks for the Roundtable, and activities that the CBOs could perform. The CBO Roundtable would convene based on project needs to advise the team with specific public engagement and outreach activities to broaden the reach in meaningful ways. Depending on the suggested strategies or activities by the Roundtable, the CBOs could carry out these activities in coordination with Metro staff and the outreach consultant. All tasks and activities stipulated in the scope of work will include compensation for the CBOs. The CBO Roundtable Outreach Strategy is anticipated to be implemented this Summer, prior to commencing community engagement for the Eastside Transit Corridor Phase 2.

Sepulveda Transit Corridor: Consistent with Metro best practices, ADA accommodations and translations were made available to the public and instructions on how to request the accommodations were included on the meeting notices. The webinar included Spanish interpretation as well. The community was notified of the webinar in English and Spanish. Multiple email blasts

were sent out, reaching over 15,000 contacts, and there were also various social media, website, and newsletter mentions from local elected offices, community organizations, and neighborhood councils. Approximately 380 stakeholders participated in the webinar, with 360 participating via the Zoom web platform and 20 calling in by phone. The webinar had high engagement; nearly 160 questions and comments were received. Following the webinar, emails were sent out to thank the participants and to share the webinar recordings in English and Spanish, which were posted to YouTube and linked on the project website to allow for easy accessibility. Staff is in the process of preparing Frequently Asked Questions from the questions raised at the webinar and submitted through the project email. These FAQs will be posted to the project website, and the link will be shared with stakeholders via email.

EFCs have been identified within this project study area, specifically in the San Fernando Valley (near the northern terminus of the project) and near UCLA. The project would also serve the high student population around UCLA and the veteran population from the U.S. Department of Veterans Affairs West Los Angeles Medical Center (VA). As outreach efforts progress, equity considerations will be addressed to ensure meaningful and effective engagement of these communities

NoHo to Pasadena BRT: It is important to note that while the Proposed Project does provide a new premium transit service through several Equity Focus Communities (EFCs), the Eagle Rock segment of the project is not one of them. Regardless of which option is chosen in Eagle Rock, the North Hollywood to Pasadena BRT will provide a new rapid transit connection between the EFCs in Burbank, Glendale and the regional rail network in North Hollywood and Pasadena. Additionally, the project will enhance connections to dense employment centers like Central Pasadena and the Burbank Media District, as well as to educational institutions, including a terminus at Pasadena City College and within walking distance of CalTech.

From the very onset of the project, the outreach efforts have been both robust and inclusive. Translators have been available at all meetings and meeting materials have been prepared in multiple languages, including Spanish and Armenian. Transit-intercept surveys were also conducted at various phases of the project to reach out to our current transit riders and inform them of the project, as well as to solicit their feedback. Moving forward during the FEIR process, staff will continue to engage with marginalized and vulnerable communities along the route.

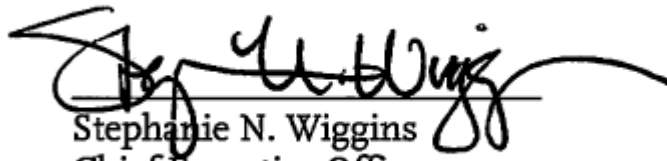
Rail to Rail, Rail to River ATC Segments A and B: Segment A of this corridor is almost entirely located within or adjacent to Equity Focused Communities. For Segment B, approximately 22 percent of the study area qualifies as an EFC. EFCs exist along some of the more populated areas of the study area, including to the west near downtown Huntington Park and to the east within the City of Maywood. Staff currently is working with the Office of Equity and Race on the preparation and completion of the Equity Assessment Tool for Segment B. The final report is anticipated to be completed in Fall 2021. Staff anticipates going to the Board in late 2021 with both the study findings and recommendations.

ATTACHMENTS

Attachment A - Countywide Planning Monthly Major Projects - July 2021

Prepared by: Dolores Roybal Saltarelli, DEO, Countywide Planning & Development, (213) 922-3024
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Stephanie N. Wiggins
Chief Executive Officer

Countywide Planning Monthly Project Updates

July 2021 Monthly Update

> Major Pillar Projects

- West Santa Ana Branch
- Green Line to Torrance
- Eastside Transit Corridor Phase 2
- Sepulveda Transit Corridor

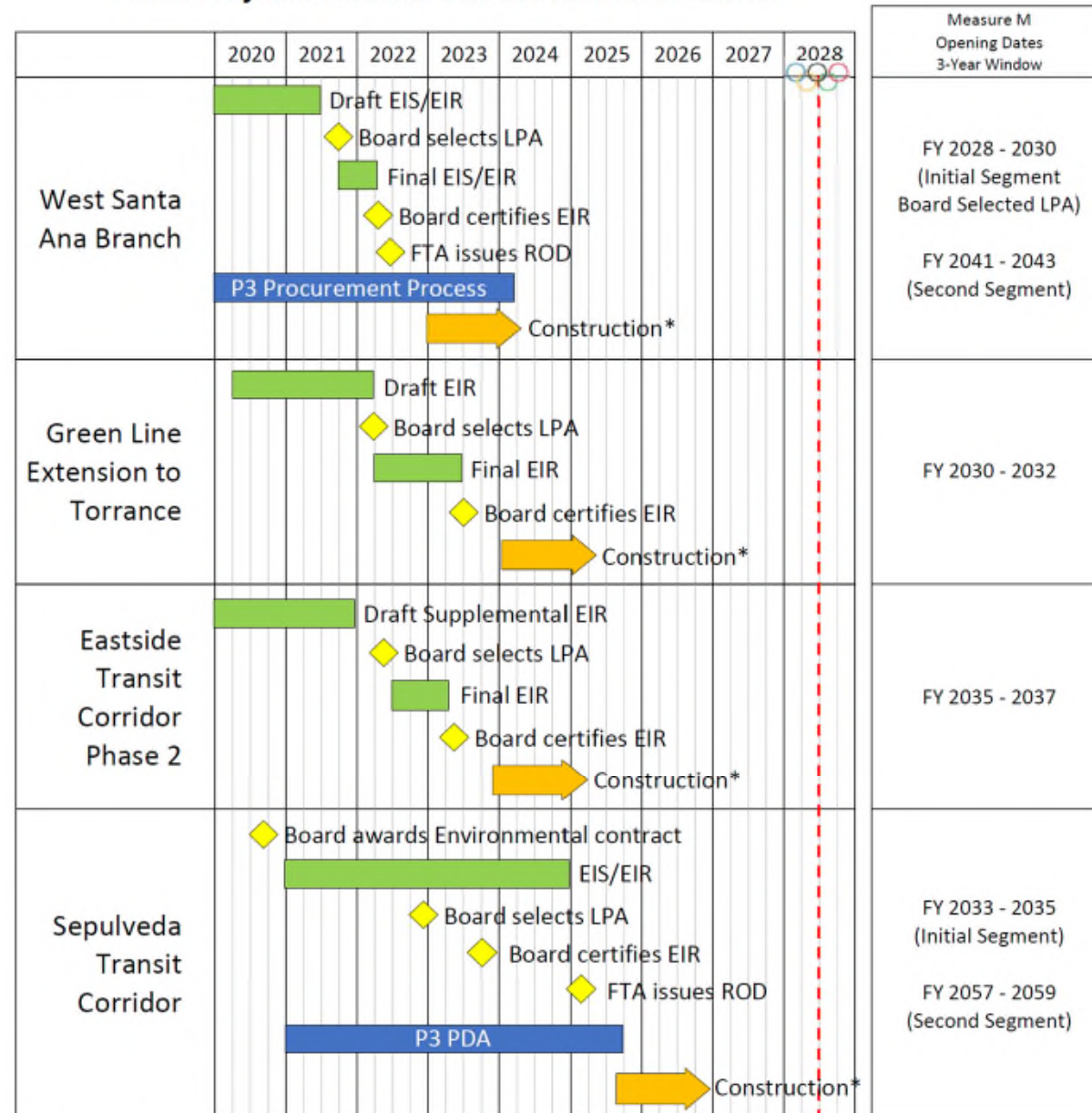
> Other Projects

- NoHo to Pasadena BRT
- Rail to River Path

> Countywide Planning Dashboard



Pillar Projects Measure M Baseline Schedules



* Construction is inclusive of advanced utility relocation and right-of-way
Schedules are subject to change based on funding and environmental review

West Santa Ana Branch Transit Corridor

> Status

- Draft EIS/EIR
 - Anticipated Draft Release: July 2021
 - Anticipated LPA Selection: Fall 2021

> Key Activities

- Submitted 3rd Administrative Draft to FTA on June 9, 2021
- Ongoing 3rd party coordination (UPRR on commercial development study, Caltrans, US Army Corps of Engineers, various cities)
- 15% design work continues to conduct field surveys of utilities
- Preparing for public outreach and public hearings during the 45-day circulation period
- Requested status on outreach to the Little Tokyo community

> Next Actions

- Incorporate 3rd round of FTA comments on the administrative draft
- Release Draft EIS/EIR in July
- July to August: Community engagement during the release of the Draft EIS/EIR



Green Line Extension to Torrance

> Status

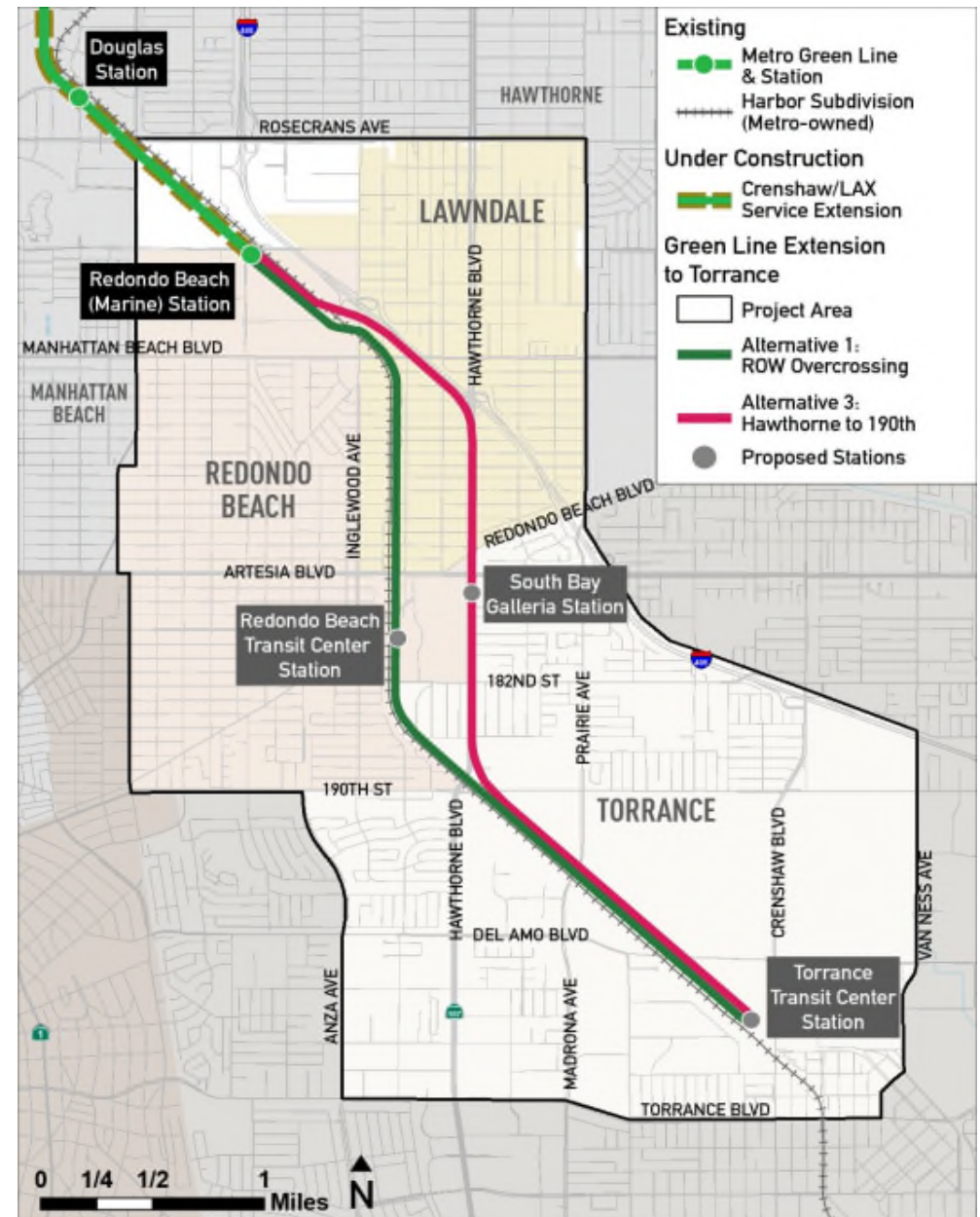
- Draft EIR + Advanced Conceptual Engineering tasks are proceeding (15% design)

> Key Activities

- Incorporation of scoping comments received into environmental review process
- Ongoing coordination meetings with BNSF on shared track segments
- Engineering analysis of Hawthorne versus ROW technical issues

> Next Actions

- Ongoing outreach:
 - Cities, BNSF, Caltrans
 - Communities
- Summer Walking Tours with Community Stakeholders, Residents



Eastside Transit Corridor Phase 2

> Status

- Environmental Analysis, Systems Engineering and Advanced Conceptual Engineering (ACE)

> Key Activities

- Community Based Organization Outreach strategy has been finalized with input from Community Relations and Race & Equity Departments
 - Strategy anticipated to be implemented this summer
- Metro Staff met with the City of Montebello and Washington Coalition to present preliminary findings of the at-grade configuration in Montebello.
 - June 14, 28, 29 and 30 – Montebello City Staff and Councilmembers
 - July 1 – Washington Coalition
- Status of federal funding on maintenance storage facility site



> Next Actions

- Continuing design and alternatives definition refinements of below ground segment, proposed Maintenance Yard sites and Washington Boulevard profile configurations in Montebello (aerial and at-grade)

Sepulveda Transit Corridor

> Status

- Conducted a virtual community meeting on June 8, 2021, updating the community of project activities since the publication of the Feasibility Study and providing an overview of the upcoming environmental process
- 380 attendees participated in the webinar and nearly 160 questions and comments were received

> Key Activities

- Preparing Notice to Proceed (NTP) for Pre-Development Agreement (PDA) teams

> Next Actions

- Preparation for Environmental Scoping Period in Fall 2021



NoHo to Pasadena BRT

> Status

- Following Board approval of Proposed Project in May, Project is now in FEIR phase

> Key Activities

- Continue to work with Burbank and Eagle Rock to explore design options
- Illustrate proposed BRT operations and effects on local traffic volumes and circulation

> Next Actions

- Summer 2021 – Conduct further studies in Eagle Rock and Burbank in response to Board Direction (May)
- Fall 2021 – Board certification of Final EIR



Rail to Rail Active Transportation Corridor

Segment A

> Status

- In procurement process for construction; current black-out

> Key Activities

- Pre-construction activities (site clean-up and prep) from February to June 2021
- IFB solicitation in April 2021 for construction of Segment A
- Bid opening on July 16, 2021
- \$72.5M secured to date through grants, Metro local funds and other funding programs

> Next Actions

- September 2021 – Board to authorize Life of Project (LOP) budget
- If approved, anticipated contract award could begin January 2022 with a 32-month construction schedule



Rail to River Active Transportation Corridor

Segment B

> Status

- Conducting Supplemental Alternative Analysis (SAA) to identify a new and/or refined alternative due to ROW constraints on segment of Randolph Street with WSAB

> Key Activities

- Established technical working group with internal and external stakeholders, including all affected cities
- Conducting community outreach and created Citizens Advisory Committee (CAC) to solicit input to shape the project and process
- Jan 2021 to June 2021 - Identified priorities and routes: evaluated, screened, and presented 3 refined alternatives to the community; and completed 2 related surveys



> Next Actions

- July/August - Conduct a 4th technical working group meeting and 3rd community meeting to discuss the evaluation results of the three alternatives and share the ranking of the alternatives as a result of the input received from the surveys and community/CAC meetings
- August/September - Complete Draft Report

Countywide Planning Dashboard

Pillar Projects									
	Project Name	Env Completion (FY)	Measure M Opening (FY)	Project Phase				Date	Action/Status
				AA	Draft Env	Final Env	Construction		
1	West Santa Ana Branch LRT	2022	2028-2030		X			July 2021	Release of Draft EIS/EIR
2	Green Line Extension to Torrance LRT	2023	2030-2032		X			Spring 2022	Receive Draft EIR and Select Locally Preferred Alternative
3	Eastside Transit Corridor Phase 2	2024	2035-2037		X			Spring 2022	Release of Draft EIS/EIR
4	Sepulveda Transit Corridor	2025	2033-2035	X				Fall 2021	Environmental Scoping
Other Measure M Projects									
	Project Name	Env Completion (FY)	Measure M Opening (FY)	Project Phase				Date	Action/Status
				AA	Draft Env	Final Env	Construction		
5	East San Fernando Valley Transit Corridor LRT	2020	2027-2029				X	Summer 2021	Initiate Supplemental ROW Study.
6	North San Fernando Valley BRT	2021	2023-2025		X			Fall 2021	Approve Proposed Project
7	North Hollywood - Pasadena BRT	2022	2022-2024			X		Fall 2021	Return to the Board with further review of design options in Burbank and Eagle Park
8	Crenshaw Northern Extension LRT	2023	2047-2049		X			Fall 2021	Post-Scoping Alternatives Report.
9	LA River Path (central gap)	2024	2025-2028		X			Summer 2022	Receive Draft EIR and Select Locally Preferred Alternative
10	Vermont Transit Corridor	2024	2028-2030	X				July 2021	Award Environmental Contract

Non-Measure M Projects			Project Phase					Date	Action/Status
	Project Name	Env Completion (FY)	Opening/ Completion (FY)	AA	Draft Env	Final Env	Construction		
11	Centinela Grade Separation	2021	2025			X		Fall 2021	Approve funding and project delivery plan
12	LAUS Forecourt and Esplanade Improvements	2021	2023			X		June 2022	Life of Project Approval
13	Rio Hondo Confluence Station Feasibility Study	TBD. Feasibility Study anticipated to be completed in 2022	TBD	X				TBD	Receive Feasibility Study Report and determine next steps for the potential Rio Hondo Confluence Station
14	Rail-to-River ATC (Segment B)	TBD. Supplemental study	TBD	X				Fall 2021	Receive Supplemental Alternatives Analysis Select Revised Locally Preferred Alternative
15	Arts District/ 6th Street Station HRT	TBD	TBD		X			April 2021	Initiated EIR Scoping
16	First/Last Mile Implementation in Transit Corridor Projects (PLE 2 and forward)	varies by project	varies by project					Summer 2021	Approve FLM Plan for PLE 1; Other periodic project-specific actions in the future;

Strategies/ Policies

			Phase				
	Project Name	Groundbreaking / Initiation (FY)	Opening/ Completion (FY)	Policies/ Strategic Plans	Implementation Plans	Date	Action/Status
17	Transit Oriented Communities (TOC) Implementation Plan:Semi-Annual Reports	Ongoing	Ongoing		X	Summer 2021	Report on TOC Implementation Plan Semi Annual Reports
18	BRT Vision and Principles Study	2019	2021	X		June 2021	Response to March 2021 Board Motion (Board Box)
19	First/Last Mile Guidelines	N/A	N/A	X		Fall 2021	Guidelines adopted by the Board on May 27, 2021 Launch training program in Fall 2021
20	Joint Development Policy	N/A	N/A	X		September 2021	Joint Development Policy Update adopted June 2021; Report back to the Board on requested policy considerations