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Agenda - Final

Wednesday, September 14, 2022

10:30 AM

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

Planning and Programming Committee

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Eric Garcetti, Vice Chair
James Butts
Jacquelyn Dupont-Walker
Fernando Dutra
Hilda Solis
Gloria Roberts (Interim), non-voting member
Stephanie Wiggins, Chief Executive Officer*

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(ALSO APPLIES TO BOARD COMMITTEES)

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

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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.

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

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

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

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The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 922-4600 or (323) 466-3876. Live Public Comment Instructions can also be translated if requested 72 hours in advance.



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Live Public Comment Instructions:

Live public comment can only be given by telephone.

The Committee Meeting begins at 10:30 AM Pacific Time on September 14, 2022; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
English Access Code: 8231160#
Spanish Access Code: 4544724#

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.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo solo se pueden dar por telefono.

La Reunion de la Junta comienza a las 10:30 AM, hora del Pacifico, el 14 de Septiembre de 2022. Puedes unirse a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-251-2949 y ingrese el codigo
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Written Public Comment Instruction:

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

Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

Post Office Mail:

Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item: 10.

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

CONSENT CALENDAR

- 10. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM &
MEASURE R TRANSIT INVESTMENTS PROGRAM
UPDATE - SOUTH BAY SUBREGION**

[2022-0452](#)

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming of an additional \$12,334,189 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50), as shown in Attachment A;
2. Programming of an additional \$23,168,000 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63), as shown in Attachment B;
3. Inter-program borrowing and programming of an additional \$6,375,000 from Transportation System and Mobility Improvements Program (Expenditure Line 50) to Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66), as shown in Attachment C;
4. Programming of an additional \$4,000,000 within the capacity of Measure R South Bay Transit Investments Program, shown in Attachment D; and

- B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Attachments: [Attachment A - Transportation Sys. Mobility Improvements Prgm Project List](#)
[Attachment B - South Bay Highway Operational Improvements Program](#)
[Attachment C - Transportation System Mobility Improvements Program](#)
[Attachment D - Measure R Transit Investments Program Project List](#)

NON-CONSENT

11. **SUBJECT: TRANSPORTATION COMMUNICATION NETWORK** [2022-0407](#)
 UPDATE

RECOMMENDATION

RECEIVE AND FILE an update regarding the LACMTA Transportation Communication Network ("TCN" or "Project").

Attachments: [Attachment A – Billboard Locations from DEIR](#)

12. **SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR** [2022-0464](#)
 PROJECT

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING AND DELEGATING authority to the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (Metro) and the Gateway Cities Council of Governments (Gateway Cities COG) to fund the Gateway Cities Consultant to support the WSAB City Manager TAC efforts for a one-year term; and
- B. RECEIVING AND FILING the project update on the West Santa Ana Branch (WSAB) Transit Corridor Project.

Attachments: [Presentation](#)

13. **SUBJECT: I-405 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN** [2022-0552](#)
 (CMCP)

RECOMMENDATION

CONSIDER adoption of the I-405 Comprehensive Multimodal Corridor Plan (Attachment A).

Attachments: [Attachment A - I-405 CMCP Final Plan](#)
 [Attachment B - CTC CMCP Checklist](#)

- SUBJECT: GENERAL PUBLIC COMMENT** [2022-0588](#)

RECEIVE General Public Comment

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

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

Adjournment



Board Report

File #: 2022-0452, File Type: Program

Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 14, 2022

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM & MEASURE R TRANSIT INVESTMENTS PROGRAM UPDATE - SOUTH BAY SUBREGION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming of an additional \$12,334,189 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50), as shown in Attachment A;
2. Programming of an additional \$23,168,000 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63), as shown in Attachment B;
3. Inter-program borrowing and programming of an additional \$6,375,000 from Transportation System and Mobility Improvements Program (Expenditure Line 50) to Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66), as shown in Attachment C;
4. Programming of an additional \$4,000,000 within the capacity of Measure R South Bay Transit Investments Program, shown in Attachment D; and

- B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSPs and Measure R South Bay Transit Investments Programs, whose funds are limited to capital uses, are included in the Measure M and/or Measure R Expenditure Plans. The update approves additional eligible projects for funding and allows the South Bay Subregion and implementing agencies to revise scopes of work, schedules, and project budgets.

This update includes changes to projects that previously received prior Board approvals and funding allocations for new projects. The Board's approval is required, to program additional funds and acknowledge the updated project lists, which will serve as the basis for Metro to enter into funding agreements and/or amendments with the respective implementing agencies.

BACKGROUND

In September 2019, the Metro Board of Directors approved South Bay Subregion's first MSP Five-Year Plan and programmed funds in: 1) Transportation System and Mobility Improvements Program (expenditure line 50); 2) South Bay Highway Operational Improvements (expenditure line 63); and 3) Transportation System and Mobility Improvements Program (expenditure line 66). Since the first Plan, staff provided annual updates to the Board in August 2020 and September 2021.

In July 2021, the Metro Board of Directors approved the Measure R Ordinance Amendment that authorized the transfer of up to \$400 million from the Measure R Highway Capital Subfund to eligible Transit Capital projects. The South Bay Transit Investments Program was added to the Measure R Expenditure Plan and the Measure R Transit Investments Program Guidelines were also approved. In September 2021, the Metro Board of Directors approved the project list and programmed funds to ten projects.

DISCUSSION

Metro staff worked closely with the SBCCOG and the implementing agencies on project eligibility reviews for this annual update. To confirm project eligibility and establish the program nexus during project reviews, Metro requested, among other things, detailed scopes of work, project location information, schedules, total estimated expenses, and links between provided information and funding requests. Staff expects the collection of these project details in advance of Metro Board action to enable timely execution of project Funding Agreements for approved projects. For those proposed projects with funds programming in FY 2024-25 and beyond, Metro accepted higher level, relevant project details for the review process. Through an annual process, Metro staff will work with the SBCCOG and the implementing agencies to update and refine project details. Those projects are proposed for conditional approval as part of this action. Final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines and/or the Measure R Transit Investments Program Guidelines.

The changes in this annual update include additional programming in the Transportation System & Mobility Improvement Program (Attachment A), South Bay Highway Operational Improvements Program (Attachment B), Transportation System & Mobility Improvement Program (Attachment C) and Transit Investments Program (Attachment D).

Transportation System and Mobility Improvements Program (Expenditure Line 50)

This update includes funding adjustments to eight existing and four new projects as follows:

Inglewood

- Deobligate \$4,259,772 from MM5502.03 - Inglewood Intermodal Transit/Park and Ride Facility. The deobligation of funds is the result of the close-out audit. The city concurred with the audit results.

LA City

- Reprogram \$7,245,710 as follows: \$199,303 in FY 20, \$61,357 in FY 21, \$137,946 in FY 22, \$809,013 in FY 23, \$3,372,445 in FY 24 and \$2,665,546 in FY 25 for MM4601.01 - San Pedro Pedestrian Improvements. The funds will be used for the project's Project Approval and Environmental Document (PAED), Plans Specification and Estimates (PS&E) and construction phases.
- Program an additional \$2,157,400 and reprogram previously approved funds as follows: \$3,157,400 in FY 24, \$5,880,000 in FY 25 and \$1,170,000 in FY 26 for MM4601.03 - Avalon Promenade and Gateway. The funds will be used for the construction phase of the project.

LA County

- Reprogram \$4,228,500 as follows: \$200,000 in FY 23, \$370,000 in FY 24, \$380,000 in FY 25 and \$3,278,500 in FY 26 for MM5502.04 - 182nd St./Albertoni St. Traffic Signal Synchron Program. The funds will be used for the project's PAED, PS&E and construction phases.
- Reprogram \$1,702,000 as follows: \$80,000 in FY 23, \$135,000 in FY 24, \$320,000 in FY 25 and \$1,167,000 in FY 26 for MM5502.06 - Van Ness Traffic Signal Synchron Program. The funds will be used for the project's PAED, PS&E and construction phases.
- Reprogram \$1,324,500 as follows: \$70,000 in FY 23, \$110,000 in FY 24, \$280,000 in FY 25, and \$864,500 in FY 26 for MM5502.07 - Del Amo Blvd. (East) Traffic Signal Synchron Program. The funds will be used for the project's PAED, PS&E and construction phases.
- Reprogram \$6,682,000 as follows: \$176,000 in FY 20, \$10,000 in FY 21, \$120,000 in FY 22, \$942,400 in FY 23, \$831,809 in FY 24, \$3,660,000 in FY 25 and \$941,791 in FY 26 for MM4601.04 - Westmont/West Atjens Pedestrian Improvements. The funds will be used for the project's PAED, PS&E and construction phases.
- Program \$1,038,000 in FY 23, FY 24, FY 25 and FY 26 for MM4601.06 - El Camino Village Traffic and Pedestrian Safety Enhancements. The funds will be used for the project's PAED and PS&E phases.

Torrance

- Program \$1,050,000 in FY 23 and 24 for MM5502.11 - Torrance Fiber Network and Traffic Signal Optimization. The funds will be used for the project's PS&E phase.

- Program \$650,000 in FY 23 for MM4601.07 - Torrance Active Transportation Open Space Corridor Multi-Use Trail. The funds will be used for project's PAED and PS&E phases.
- Program \$10,372,609 in FY 23 and FY 24 for MM4601.08 - Torrance School Safety and Accessibility Program. The funds will be used for PS&E and construction phases of the project.

Rolling Hills Estates

- Program an additional \$1,325,952 and reprogram previously approved funds as follows: \$51,300 in FY 20, \$63,000 in FY 21, \$1,581,802 in FY 23, and \$1,184,150 in FY 24 for MM5502.08 - Palos Verdes Drive North at Dapplegray School. The funds will be used for the project's PAED, PS&E, Right-of-Way (ROW) and construction phases.

South Bay Highway Operational Improvements Program (Expenditure Line 63)

This update includes funding adjustments to three existing and six new projects as follows:

Carson

- Program an additional \$5,878,000 and reprogram previously approved funds as follows: \$5,473,078 in FY 23, \$5,830,014 in FY 24 and \$594,907 in FY 25 for MM5507.03 - Sepulveda Blvd. Widening from Alameda St. to ICTF. The funds will be used for the project's PS&E and construction phases.
- Program \$350,000 in FY 23, FY 24 and FY 25 for MM5507.10 - Traffic Signal Upgrade - Avalon Blvd. and Gardena Blvd. The funds will be used for the project's PAED, PS&E and construction phases.

Inglewood

- Program an additional \$1,000,000 and reprogram previously approved funds as follows: \$100,000 in FY 24 and \$1,400,000 in FY 25 for MM5507.05 - Manchester Blvd./Prairie Ave. ITS & Traffic Signal Improvements. The funds will be used for the project's PAED and PS&E phases.
- Program an additional \$3,800,000 and reprogram previously approved funds as follows: \$800,000 in FY 23, and \$10,300,000 in FY 24 for MM5507.06 - Downtown ITS. The funds will be used for the project's PAED, PS&E and construction phases.
- Program \$8,800,000 in FY 24 and FY 25 for MM5507.11 - Crenshaw Blvd. ITS. The funds will be used for the project's construction phase.

Manhattan Beach

- Program \$1,200,000 in FY 23, FY 24 and FY 25 for MM5507.12 - Manhattan Beach Blvd. at Pacific Ave. Improvements. The funds will be used for the project's PS&E and construction phases.
- Program \$740,000 in FY 23 for MM5507.13 - Manhattan Beach Blvd. at Peck Ave. Traffic Signal Improvements. The funds will be used for the project's construction phase.
- Program \$400,000 in FY 23 and FY 24 for MM5507.14 - Manhattan Beach Blvd. Transportation Corridor Improvements. The funds will be used for the project's PS&E phase.

Torrance

- Program \$1,000,000 in FY 23, FY 24, FY 25 and FY 26 for MM5507.15 - Right Turn Lane at Lomita Blvd./182nd St. The funds will be used for the project's PAED, PS&E and construction phases.

Transportation System and Mobility Improvements Program (Expenditure Line 66)

This update includes funding adjustments to six existing projects as follows:

Hawthorne

- Reprogram \$3,320,000 as follows: \$500 in FY 20, \$24,500 in FY 21, \$25,000 in FY 22, \$150,000 in FY 23, \$349,400 in FY 24 and \$2,770,600 in FY 25 for MM4602.03 - Hawthorne Moneta Garden Mobility Improvements. The funds will be used for the project's PS&E, ROW and construction phases.

Inglewood

- Reprogram \$1,000,000 as follows: \$100,000 in FY 24 and \$900,000 in FY 25 for MM5508.10 - Changeable Message Signs. The funds will be used for the project's PAED and PS&E phases.

LA County

- Reprogram \$3,600,000 as follows: \$408,000 in FY 23, \$259,500 in FY 24, \$1,492,500 in FY 25 and \$1,440,000 in FY 26 for MM4602.05 - Dominguez Channel Greenway. The funds will be used for the project's PAED, PS&E and construction phases.
- Reprogram \$1,165,000 as follows: \$80,000 in FY 23, \$80,000 in FY 24, \$625,000 in FY 25 and \$380,000 in FY 26 of MM4602.07 - Westmont/West Athens Pedestrian Improvements, Phase II. The funds will be used for the project's PAED, PS&E and construction phases.

Palos Verdes Estates

- Program an additional \$4,840,000 and reprogram previously approved funds as follows: \$519,000 in FY 21, \$158,000 in FY 22, \$3,000,000 in FY 23 and \$1,840,000 in FY 24 for MM5508.11 - Palos Verdes Drive West Corridor Expansion Project. The funds will be used for the project's PAED and PS&E phases.

Redondo Beach

- Program an additional \$1,535,000 and reprogram previously approved funds as follows: \$60,000 in FY 21, \$140,000 in FY 22, and \$1,535,000,000 in FY 23 for MM4602.09 - North Redondo Beach Bikeway (NRBB) Extension - Inglewood Ave. The funds will be used for the project's PAED, PS&E and ROW phases.

Measure R Transit Investments Program

This update includes funding adjustments to three existing projects as follows:

Gardena

- Reprogram \$12,375,000 as follows: \$4,000,000 in FY 24 and \$8,375,000 in FY 25 for MR524.03 - GTRANS: Purchase of Up To 15 Expansion Buses. The funds will be used for the project's construction capital phase.
- Program an additional \$4,000,000 and reprogram previously approved funds as follows: \$3,000,000 in FY 23 and \$3,000,000 in FY 24 for MR524.04 - GTRANS: Solar Energy Generation/Bus Fueling Infrastructure Project. The funds will be used for the project's PS&E and construction phases.
- Reprogram \$233,700,000 as follows: \$26,575,570 in FY 22 and \$207,124,430 in FY 23 for MRINGITC - Inglewood Transit Connector Project. The funds will be used for the project's PAED, PS&E, ROW, and construction phases.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP and Measure R Transit Investments funds to the South Bay Subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2022-23, \$9.59 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation Program (Project #474401), \$208.7 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for South Bay Transit Investment Program (Project #465524) and \$6 million is budgeted in Cost Center 0442 (Highway Subsidies) for the Transportation System Mobility Improvement Program (Project #475502). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441 and 0442. Since these are multi-year

projects, Cost Centers 0441 and 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

The sources of funds for these projects are Measure M Highway Construction 17% and Measure R Transit Capital. These fund sources are not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

The South Bay subregion comprises 15 cities and the adjacent unincorporated area of Los Angeles County. Cities within the defined South Bay subregional boundary of the Measure M and Measure R programs contain Equity Focus Communities in jurisdictions, including Gardena, Hawthorne, Inglewood, City of Los Angeles, and unincorporated County of Los Angeles. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion. In line with the Metro Board adopted guidelines and June 2022 Objectives for Multimodal Highway Investments, cities provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality and enable a safer and well-maintained transportation system. Cities lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design and construction. Each city and/or agency independently and in coordination with the subregion undertake their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

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

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

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP and Measure R Transit Investments Program projects for the South Bay Subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines and the Administrative Procedures, as well as the Measure R Transit Investments Program Guidelines.

NEXT STEPS

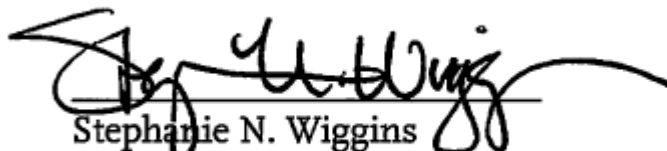
Metro staff will continue to work with the Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2022-23. Program/Project updates will be provided to the Board annually.

ATTACHMENTS

- Attachment A - Transportation System and Mobility Improvements Program (expenditure line 50) Project List
- Attachment B - South Bay Highway Operational Improvements Program (expenditure line 63) Project List
- Attachment C - Transportation System and Mobility Improvements Program (expenditure line 66) Project List
- Attachment D - Measure R Transit Investments Program Project List

Prepared by: Fanny Pan, DEO, Countywide Planning & Development, (213) 418-3433
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Stephanie N. Wiggins
Chief Executive Officer

South Bay Subregion

Measure M Multi-Year Subregional Plan - Transportation System & Mobility Improvements Program (Expenditure Line 50)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
1	INGLEWOOD	MM5502.02	ITS (GAP) CLOSURE IMPROVEMENTS	CONSTRUCTION		\$ 13,500,000		\$ 13,500,000	\$ 13,500,000					
2	INGLEWOOD	MM5502.03	INGLEWOOD INTERMODAL TRANSIT/PARK AND RIDE FACILITY	PAED, PS&E, CONSTRUCTION	Deob	9,193,082	(4,259,772)	4,933,310	4,933,310					
3	INGLEWOOD	MM5502.09	PRAIRIE AVE DYNAMIC LANE CONTROL SYSTEM	PS&E, CONSTRUCTION		13,120,000		13,120,000	13,120,000					
4	LA CITY	MM4601.01	SAN PEDRO PEDESTRAIN IMPROVEMENTS	PAED, PS&E, CONSTRUCTION	Chg	7,245,710		7,245,710	260,660	137,946	809,013	3,372,445	2,665,646	
5	LA CITY	MM4601.02	WILMINGTON NEIGHBORHOOD STREET IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		3,000,600		3,000,600	175,035	187,538	2,638,027			
6	LA CITY	MM4601.03	AVALON PROMENADE AND GATEWAY	CONSTRUCTION	Chg	8,050,000	2,157,400	10,207,400	-			3,157,400	5,880,000	1,170,000
7	LA COUNTY	MM5502.04	182ND ST/ ALBERTONI ST. TRAFFIC SIGNAL SYNCH PROGRAM	PAED, PS&E, CONSTRUCTION	Chg	4,228,500		4,228,500	-		200,000	370,000	380,000	3,278,500
8	LA COUNTY	MM5502.06	VAN NESS TRAFFIC SIGNAL SYCH PROGRAM	PAED, PS&E, CONSTRUCTION	Chg	1,702,000		1,702,000	-		80,000	135,000	320,000	1,167,000
9	LA COUNTY	MM5502.07	DEL AMO BLVD. (EAST) TRAFFIC SIGNAL SYCH PROGRAM	PAED, PS&E, CONSTRUCTION	Chg	1,324,500		1,324,500	-		70,000	110,000	280,000	864,500
10	LA COUNTY	MM4601.04	WESTMONT/WEST ATJENS PEDESTRIAN IMRROVEMENTS	PAED, PS&E, CONSTRUCTION	Chg	6,682,000		6,682,000	186,000	120,000	942,400	831,809	3,660,000	941,791
11	LA COUNTY	MM4601.06	EL CAMINO VILLAGE TRAFFIC AND PEDESTRIAN SAFETY ENHANCEMENTS	PAED, PSE	New	-	1,038,000	1,038,000	-		114,000	264,000	264,000	396,000
12	SBCCOG	MM5502.05	SOUTH BAY FIBER NETWORK	CONSTRUCTION		6,889,365		6,889,365	6,889,365					
13	TORRANCE	MM4601.05	TORRANCE SCHOOLS SAFETY AND ACCESSIBILITY PROGRAM	PS&E CONSTRUCTION		7,185,000		7,185,000	2,458,100	1,839,200	730,500	2,157,200		
14	TORRANCE	MM5502.11	TORRANCE FIBER NETWORK AND TRAFFIC SIGNAL OPTIMIZATION	PSE	New	-	1,050,000	1,050,000	-		70,000	980,000		
15	TORRANCE	MM4601.07	TRANSPORTATION OPEN SPACE CORRIDOR MULTI-USE TRAIL	PAED, PSE	New	-	650,000	650,000	-		650,000			
16	TORRANCE	MM4601.08	TORRANCE SCHOOL SAFETY AND ACCESSIBILITY PROGRAM	PSE, CONSTRUCTION	New	-	10,372,609	10,372,609	-		768,600	9,604,009		
17	ROLLING HILLS ESTATES	MM5502.08	PALOS VERDES DRIVE NORTH AT DAPPLEYGRAY SCHOOL	PAED, PS&E, ROW, CONSTRUCTION	Chg	1,554,300	1,325,952	2,880,252	114,300		1,581,802	1,184,150		
TOTAL PROGRAMMING AMOUNT						\$83,675,057	\$12,334,189	\$96,009,246	\$41,636,770	\$ 2,284,684	\$ 8,654,342	\$22,166,013	\$13,449,646	\$ 7,817,791

South Bay Subregion

Measure M Multi-Year Subregional Plan - South Bay Highway Operational Improvements (Expenditure Line 63)

	Agency	Project ID	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
1	CARSON	MM5507.02	CARSON STREET ITS PROJECT	PAED, PS&E, CONSTRUCTON		\$ 700,000		\$ 700,000	\$ 550,000	\$ 150,000				
2	CARSON	MM5507.03	SEPULVEDA BLVD. WIDENING FROM ALAMEDA ST. TO ICTF	PS&E, CONSTRUCTON	Chg	6,019,999	5,878,000	11,897,999	\$ -		5,473,078	5,830,014	594,907	
3	CARSON	MM5507.10	TRAFFIC SIGNAL UPGRADE -- AVALON BLVD. AND GARDENA BLVD.	PAED, PS&E, CONSTRUCTON	New		350,000	350,000	\$ -		2,000	130,000	218,000	
4	GARDENA	MM5507.04	REDONDO BEACH BLVD. ARTERIAL IMPROVEMENTS	PAED, PS&E, CONSTRUCTON		5,567,000		5,567,000	\$ 104,000	516,000	2,320,000	2,627,000		
5	HAWTHORNE	MM5507.01	NORTH EAST HAWTHORNE MOBILITY IMPROVEMENT PROJECT	PS&E, ROW, CONSTRUCTION		\$ 2,000,000		2,000,000	\$ 250,000	\$ 950,000	\$ 800,000			
6	INGLEWOOD	MM5507.05	MANCHESTER BLVD./PRAIRIE AVE. ITS & TRAFFIC SIGNAL IMPROVEMENTS	PAED, PS&E	Chg	500,000	1,000,000	1,500,000	\$ -			100,000	1,400,000	
7	INGLEWOOD	MM5507.06	DOWNTOWN ITS	PAED, PS&E, CONSTRUCTON	Chg	7,300,000	3,800,000	11,100,000	\$ -		800,000	10,300,000		
8	INGLEWOOD	MM5507.11	CRENSHAW BLVD. ITS	CONSTRUCTON	New		8,800,000	8,800,000	\$ -			2,000,000	6,800,000	
9	LA COUNTY	MM5507.07	AVALON BLVD. TSSP IN THE CITY OF CARSON	PAED, PS&E, CONSTRUCTON		1,530,000		1,530,000	\$ 130,000	700,000	700,000			
10	MANHATTAN BEACH	MM5507.12	MANHATTAN BEACH BLVD. AT PACIFIC AVE. IMPROVEMENTS	PS&E, CONSTRUCTON	New		1,200,000	1,200,000	\$ -		160,000	720,000	320,000	
11	MANHATTAN BEACH	MM5507.13	MANHATTAN BEACH BLVD. AT PECK AVE. TRAFFIC SIGNAL IMPROVEMENTS (MR312.87)	CONSTRUCTON	New		740,000	740,000	\$ -		740,000			
12	MANHATTAN BEACH	MM5507.14	MAHATTAN BEACH BLVD. TRANSPORTATION CORRIDOR IMPROVEMENTS	PS&E	New		400,000	400,000	\$ -		150,000	250,000		
13	METRO	MM5507.08	I-110 SOUTHBOUND OFF-RAMP TO PCH	PAED, PS&E		5,781,000		5,781,000	\$ 1,850,000	1,600,000	800,000	1,531,000		
14	METRO	MM5507.09	405/110 SEPERATION	PAED, PS&E		17,500,000		17,500,000	\$ 3,000,000	3,000,000	6,500,000	5,000,000		
15	TORRANCE	MM5507.15	RIGHT TURN LANE AT LOMITA BLVD./182ND ST.	PAED, PS&E, CONSTRUCTON	New		1,000,000	1,000,000	\$ -		75,000	200,000	480,000	245,000
TOTAL PROGRAMMING AMOUNT						\$46,897,999	\$23,168,000	\$70,065,999	\$ 5,884,000	\$ 6,916,000	\$18,520,078	\$28,688,014	\$ 9,812,907	\$ 245,000

South Bay Subregion

Measure M Multi-Year Subregional Plan - Transportation System & Mobility Improvements Program (Expenditure Line 66)

	Agency	Project ID	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
1	CITIES HEALTH DISTRICT	MM4602.01	DIAMOND ST TO FLAGLER LANE BICYCLE LANE	PS&E CONSTRUCTION		\$ 1,833,877		\$ 1,833,877	1,833,877					
2	EL SEGUNDO	MM4602.02	EL SEGUNDO BLVD	PAED, PS&E, CONSTRUCTION		4,050,000		4,050,000	465,000	3,585,000				
3	HAWTHORNE	MM4602.03	HAWTHORNE MONETA GARDEN MOBILITY IMPROVEMENTS	PS&E, ROW, CONSTRUCTION	Chg	3,320,000		3,320,000	25,000	25,000	150,000	349,400	2,770,600	
4	HAWTHORNE	MM5508.07	ROSECRANS AVE MOBILITY IMPROVEMENT PROJECT, PHASE II FROM PRAIRIE AVE TO CRENSHAW BLVD	PAED, PS&E		260,000		260,000	20,000	20,000	40,000	180,000		
5	HAWTHORNE	MM5508.08	CRENSHAW BLVD SIGNAL IMPROVEMENT AND INTERSECTION	PAED, PS&E		260,000		260,000	20,000	20,000	40,000	180,000		
6	HERMOSA BEACH	MM5508.09	PACIFIC COAST HWY MOBILITY AND ACCESSIBILITY IMPROVEMENTS PROJECT ***	PID, PAED		1,800,000		1,800,000	300,000	400,000	600,000	500,000		
7	INGLEWOOD	MM4602.06	FIRST/LAST MILE IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		6,500,000		6,500,000	-	500,000	1,500,000	4,500,000		
8	INGLEWOOD	MM5508.10	CHANGEABLE MESSAGE SIGNS	PAED, PS&E	Chg	1,000,000		1,000,000	-			100,000	900,000	
9	LA CITY	MM4602.04	CROSSING UPGRADES AND PEDESTRIAN IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		3,260,625		3,260,625	652,125	1,308,770	1,299,730			
10	LA CITY	MM5508.01	SIGNAL OPERATIONAL IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		2,500,000		2,500,000	470,000	90,000	1,940,000			
11	LA CITY	MM5508.02	ATSAC COMMUNICATION SYSTEM IMPROVEMENT IN SAN PEDRO	PS&E, CONSTRUCTION		2,500,000		2,500,000	1,000,000	1,500,000				
12	LA CITY	MM5508.03	ASTAC COMMUNICATIONS NETWORK INTEGRATION WITH LA COUNTY	PAED, PS&E, CONSTRUCTION		2,000,000		2,000,000	200,000	400,000	1,400,000			
13	LA CITY	MM5508.14	ALAMEDA ST (SOUTH) WIDENING FROM ANAHEIM ST TO HARRY BRIDGES BLVD (MR312.48)	CONSTRUCTION		17,518,670		17,518,670	-		3,000,000	10,000,000	4,518,670	
14	LA COUNTY	MM4602.05	DOMINGUEZ CHANNEL GREENWAY	PAED, PS&E, CONSTRUCTION	Chg	3,600,000		3,600,000	-		408,000	259,500	1,492,500	1,440,000
15	LA COUNTY	MM4602.07	WESTMONT/WEST ATHENS PEDESTRIAN IMPROVEMENTS, PHASE II	PAED, PS&E, CONSTRUCTION	Chg	1,165,000		1,165,000	-		80,000	80,000	625,000	380,000

	Agency	Project ID	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
16	MANHATTAN BEACH	MM5508.04	ADVANCED TRAFFIC SIGNAL SYSTEM	PS&E, CONSTRUCTION		12,750,000		12,750,000	3,640,000	1,800,000	5,310,000	2,000,000		
17	MANHATTAN BEACH	MM5508.15	AVIATION BLVD. EAST BOUND LEFT-TURN IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		1,200,000		1,200,000	-	200,000	1,000,000			
18	PALOS VERDES ESTATES	MM5508.11	PALOS VERDES DRIVE WEST CORRIDOR EXPANSION PROJECT	PAED, PS&E	Chg	677,000	4,840,000	5,517,000	519,000	158,000	3,000,000	1,840,000		
19	RANCHO PALOS VERDES	MM5508.12	WESTERN AVE CONGESTION IMPROVEMENTS (25TH TO PV DR) **	PSR, PAED		1,330,000		1,330,000	90,000	120,000	120,000	1,000,000		
20	REDONDO BEACH	MM4602.08	NORTH REDONDO BEACH BIKEWAY (NRBB) EXTENSION -- FELTON LN TO INGLEWOOD AVE	PAED, PS&E, CONSTRUCTION		1,000,000		1,000,000	500,000	500,000				
21	REDONDO BEACH	MM4602.09	NORTH REDONDO BEACH BIKEWAY (NRBB) EXTENSION -- INGLEWOOD AVE.	PAED, PS&E, ROW	Chg	200,000	1,535,000	1,735,000	60,000	140,000	1,535,000			
22	REDONDO BEACH	MM5508.05	REDONDO BEACH TRANSITY CENTER AND PARK AND RIDE	CONSTRUCTION		7,250,000		7,250,000	4,500,000	2,750,000				
23	REDONDO BEACH	MM5508.13	TRAFFIC SIGNAL COMMUNICATIONS AND NETWORK SYSTEM	PAED, PS&E, CONSTRUCTION		2,000,000		2,000,000	200,000	1,800,000				
24	ROLLING HILLS ESTATES	MM4602.10	ROLLING HILLS ROAD BIKE LANES ***	PAED, PS&E		229,450		229,450	-	30,250	182,700	16,500		
25	TORRANCE	MM5508.06	TRANSPORTATION MANAGEMENT SYSTEM IMPROVEMENTS	PS&E, CONSTRUCTION		390,000		390,000	390,000					
26	TORRANCE	MM5508.16	TORRANCE TRANSIT PARK AND RIDE REGIONAL TERMINAL (MR312.23)	CONSTRUCTION		1,631,000		1,631,000	-	1,631,000				
27	TORRANCE	MM5508.17	CRENSHAW BLVD IMPROVMENTS FROM DEL AMO TO DOMINGUEZ ST (MR312.60)	CONSTRUCTION		609,000		609,000	-	609,000				
TOTAL PROGRAMMING AMOUNT						\$80,834,622	\$ 6,375,000	\$ 87,209,622	\$14,885,002	\$17,587,020	\$21,605,430	\$21,005,400	\$10,306,770	\$ 1,820,000

** Metro may procure services for the project development phases.

*** Further design details are subject to Metro approval.

South Bay Subregion
Measure R South Bay Transit Investments Program

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
1	CARSON	MR524.02	CARSON CIRCUIT: FASHION OUTLET REGIONAL TRANSIT CENTER	PAED, PS&E ROW, CON		\$ 3,525,000		\$ 3,525,000	\$ 1,380,000	\$ 2,145,000						
2	GARDENA	MR524.03	GTRANS: PURCHASE OF UP TO 15 EXPANSION BUSES	Construction Capital	Chg	\$12,375,000		12,375,000			4,000,000	8,375,000				
3	GARDENA	MR524.04	GTRANS: SOLAR ENERGY GENERATION/BUS FUELING INFRASTRUCTURE PROJECT	PS&E CON	Chg	\$2,000,000	4,000,000	6,000,000		3,000,000	3,000,000					
4	INGLEWOOD	MRINGITC	INGLEWOOD TRANSIT CONNECTOR PROJECT	PAED, PS&E ROW, CON	Chg	233,700,000		233,700,000	26,575,570	207,124,430						
5	REDONDO BEACH	MR524.05	BEACH CITIES TRANSIT: TRANSIT OPERATIONS & MAINTENANCE FACILITY	Env, PS&E CON		\$32,090,555		32,090,555					5,150,000	8,838,734	17,677,469	424,352
6	TORRANCE	MR524.06	TORRANCE TRANSIT: RETURN OF THE RED CAR URBAN CIRCULATOR TROLLEY	Construction Capital		\$4,500,000		4,500,000	2,000,000	2,500,000						
7	TORRANCE	MR524.07	TORRANCE TRANSIT: EXPANSION BUSES	Construction Capital		\$20,000,000		20,000,000	17,100,000	2,900,000						
8	TORRANCE	MR524.08	TORRANCE TRANSIT: REGIONAL TRANSIT CENTER PARKING STRUCTURE	Construction Capital		\$35,000,000		35,000,000	35,000,000							
9	TORRANCE	MR524.09	MICROTRANSIT EXPANSION OF THE TORRANCE COMMUNITY TRANSIT	Construction Capital		\$240,000		240,000	60,000	180,000						
10	TORRANCE	MR524.10	CONSTRUCTION OF HEAVY-DUTY ELECTRIC VEHICLE CHARGING STATION	Construction Capital		\$3,500,000		3,500,000	3,000,000	500,000						
TOTAL PROGRAMMING AMOUNT						\$346,930,555	\$ 4,000,000	\$350,930,555	\$ 85,115,570	\$218,349,430	\$ 7,000,000	\$ 8,375,000	\$ 5,150,000	\$ 8,838,734	\$ 17,677,469	\$ 424,352



Metro

Board Report

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

File #: 2022-0407, File Type: Informational Report

Agenda Number: 11.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 14, 2022

SUBJECT: TRANSPORTATION COMMUNICATION NETWORK UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE an update regarding the LACMTA Transportation Communication Network ("TCN" or "Project").

ISSUE

The LACMTA Metro TCN program is intended to create a connected communication system by using outdoor advertising infrastructure on LACMTA property throughout the City of Los Angeles ("City"). The program will also create a revenue stream and allow for the removal of up to approximately 260 older, static billboards. This board report provides an update on the TCN program.

BACKGROUND

Pursuant to Board Action (File# 2021-0062) on March 24, 2021, LACMTA staff and County Counsel negotiated a Memorandum of Agreement (MOA) with the City for LACMTA's TCN on LACMTA rail right-of-way within the City of Los Angeles. The City Council approved the MOA on December 16, 2021, and it was executed on January 12, 2022.

LACMTA is the Lead Agency for the California Environmental Quality Act ("CEQA") analysis, and the City is a Responsible Agency. On April 18, 2022, LACMTA issued a Notice of Preparation (NOP) to commence the formal process for the Environmental Impact Report (EIR). The NOP included an Initial Study identifying the potentially significant environmental effects to be analyzed in the EIR and listed potential locations of the structures. The locations being studied include 34 freeway-facing and 22 non-freeway-facing TCN structures (see Attachment A).

There were two virtual scoping meetings that were held Thursday, May 19, 2022, at 5:00 pm and Saturday, May 21, 2022, at 10:00 am. Following the scoping sessions, the comment period was open 45 days (versus the required 30 days). In addition to the required public agency notifications, public notifications were placed in the Los Angeles Times, a digital/internet marketing effort was

focused on areas around each location, and 17,247 postcards were mailed to all properties within a 750-foot radius around each location. During the scoping period, LACMTA received six (6) comments/responses from the public and government agencies. The NOP and details of the scoping meetings can be found at the project website:

[<https://www.metro.net/projects/transportation-communication-network/>](https://www.metro.net/projects/transportation-communication-network/)

An ongoing Tribal Consultation process pursuant to AB52 started in May 2022 and is an ongoing process through the continuation of the EIR. LACMTA received comments from the Gabrielino Band of Mission Indians- Kitz Nation and the Gabrielino Band of Mission Indians- Tongva Tribe. A Tribal Consultation was held in mid-July 2022, and another was held in early-August 2022.

The City has discretionary approval power over the Project through its adoption of an enabling ordinance. As part of the Project, the City must amend the City's sign regulations in Chapter I of the Los Angeles Municipal Code (the Zoning Code) to create a mechanism to review and approve the TCN Structures (Zoning Ordinance). The Zoning Ordinance would generally affect the location, design, operations, take-down program and community benefits of the TCN Structures. General digital display and illumination standards would be adopted to support the implementation of the TCN Structures. The Zoning Ordinance, and other potential associated Zoning Code and General and/or Specific Plan amendments would create a new class of signage for the TCN Structures given their unique attributes and intelligent technology. However, due to its inclusion of off-premise advertising, an exception to the City's general ban on new off-premise signs would be needed. On June 28, 2022, the City Council passed the motion to draft the ordinance and is currently in the discussion/drafting process with all parties.

DISCUSSION

The desired outcome is to produce a comprehensive communication network. Real Estate, ITS, Communications and LACMTA's consultant, All Vision, have been collaborating to implement a network of transportation communication digital displays that will promote efficient roadways, increase public transit ridership, improve public safety and provide revenue generation for transportation programs. The TCN will include the following elements:

1. Intelligent Transportation System, Travel Demand and Public Event Management. The TCN will be integrated with LACMTA's Regional Intelligent Information Transportation Systems (RIITS) that works in coordination with all of the major transportation agencies and bus lines such as Caltrans, the Los Angeles Department of Transportation (LADOT), California Highway Patrol (CHP), Foothill Transit and the Los Angeles County Department of Public Works to maximize the capacity and efficiency of the regional transportation network. The additional intelligent technology components will assist LACMTA in increasing the quantity and speed of data collection of real time travel/traffic data, processing and transmission to transit agencies. Real time data collection can support improved traffic signal timing information, micro-transit data and LACMTA vanpool on-demand services. The TCN will improve the bus rider's experience by helping to facilitate transit signal priority, bus Wi-Fi, and bus timing information that can be relayed to riders. The TCN can also support event congestion data for LAX, SoFi Stadium, Dodger Stadium, Hollywood Bowl and other large venues, including travel demand management services for the 2028 Olympic and Paralympic Games.

2. Public Transit Promotion and LACMTA Communications. The TCN will assist LACMTA's transportation public messaging and ability to broadcast multilingual information in various creative ways to commuters to ensure public safety, maximize throughput of our congested road network, and promote public awareness of travel alternatives based on geography and time periods.

3. Public Safety and Emergency Messaging. The program will be incorporated into the multilingual alert information for the freeway messaging system and major arterial network for the region, including Earthquake Early Warning System information as well as Amber Alerts.

4. Transportation Technology Innovation Initiatives. The program structures will be designed to include live video and security feeds to supplement the limited number of existing cameras on the freeways and street corridors. It will also be designed to support future innovations such as autonomous vehicles, smart energy grids, and high-speed wireless cameras. It can support 5G technology, however, the CEQA analysis does not include 5G technology. If 5G antennas were to be added to the structures in the future, a separate CEQA analysis will be performed.

5. Revenue Generation for Transportation Projects. The digital displays in the TCN will allow off-site advertising. Revenue generated by this program will be utilized by LACMTA and the City to fund transportation programs.

Takedowns

The TCN could result in the removal of up to approximately 260 antiquated (and in some cases dilapidated) static billboard faces currently located throughout the County of LA (190 in the City of LA at 82 locations). Many of these locations have grandfathered legal status even though they are situated in residential zones and do not currently satisfy state and federal guidelines for outdoor advertising structures. The new modernized digital signs in the TCN will not be in residential zones and will comply with all current requisite federal, state and city guidelines. No structures will be placed in or within 200-feet of residential zones or will be oriented facing residential zones within a 200-foot distance.

EIR/Community Outreach

The Draft EIR was released on September 8 9, 2022 and includes the following technical reports:

- Lighting Study
- Air Quality, Energy, and Greenhouse Gas Modeling Analysis
- Biological Resources Report
- Architectural Historical Resources Report
- Geology and Soils Evaluation
- Hazards Technical Report

- Noise Analysis
- Transportation and Safety Review
- Tribal Cultural Resources Report

The report can be found at website: <https://www.metro.net/projects/transportation-communication-network/>

The community outreach program will conduct thorough and meaningful outreach to City of Los Angeles residents and businesses. This ensures that residents, business owners, neighborhood groups, and others have adequate and comprehensive opportunities to understand the program, ask questions about it, and provide their feedback.

All Vision, in partnership with LACMTA will coordinate two LACMTA led virtual community meetings tentatively scheduled for October 5 6 & 6 7, 2022, to explain the TCN program and the benefits to the community and City. This includes mailing to 17,247 mailboxes consisting of residents, property owners, and business owners within a 750 feet radius around each location.

All Vision, in partnership with LACMTA, will also deploy representatives to provide a presentation to the following groups:

L Neighborhood Councils:

- Los Angeles Neighborhood Council Coalition (LANCC)
- Westside Regional Alliance of Councils (WRAC)
- Valley Alliance of Neighborhood Councils (VANC)
- South LA Alliance of Neighborhood Councils (SLAANC)

Business Organizations:

- The Valley Industry & Commerce Association (VICA)
- Central City Association (CCA)

Community Based Organizations (CBOs):

- Community Coalition
- Pacoima Beautiful

Transportation Organizations:

- MoveLA
- Los Angeles Walks
- Transit Center
- TransformCA.

Labor:

- Los Angeles/Orange Counties Building and Construction Trades Council

In addition to soliciting feedback virtually through surveys, All Vision will engage in a digital outreach effort that utilizes social media, search, and geo-fenced targeting to provide opportunities for feedback and to ensure awareness of virtual and in-person community meetings.

FINANCIAL IMPACT

The TCN will generate additional revenue. No capital expenditure by LACMTA is required. LACMTA's consultant, AllVision, is responsible for the upfront costs of the CEQA process, which will then be reimbursed from the future revenue stream, if the network is approved.

The number of structures is uncertain until the CEQA process is completed. Rough order of magnitude revenue estimates is between \$300-\$500 million over the initial 20-year term.

Impact to Budget

There is no impact to the Budget.

EQUITY PLATFORM

Communities have struggled with the blight of static billboards, which more often plague underserved communities and communities of color. TCN will help readjust this imbalance as it is taking down approximately 260 of static billboards countywide. Within the City of Los Angeles, 82 static billboard locations will be taken down, of which 47 (57%) are in Equity Focus Communities (EFCs). Of the 56 locations being studied in the EIR, 17 (30%) are in EFCs.

The MOA stipulates that the use of funds by the City be directed toward improving transportation, including projects that are consistent with LACMTA Vision 2028 Plan and complement existing City goals. The MOA also notes that projects may include those that promote pedestrian and cyclist safety in the general vicinity of transit stops and that benefit bus riders in the City, with a focus on low-income, persons of color in LACMTA's defined EFCs. Bus ridership in Los Angeles is disproportionately poor (median income of under \$18,000), Latinx, Black, or Indigenous, and essential service workers.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The TCN will yield enhanced communication and support, as well as revenues, resulting in:

- Goal 1: High quality mobility options for all
- Goal 3: Enhancing communities and lives
- Goal 4: Transform La County through collaboration and leadership.

NEXT STEPS

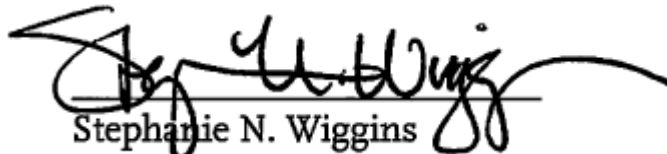
Upon conclusion of the 45-day public comment period, a Final EIR will be prepared to be presented to the Board for consideration of certification.

ATTACHMENTS

Attachment A - Billboard Locations from DEIR

Prepared by: Michael Luna, Chief Administrative Analyst, Real Estate, (213) 922-2062
John Potts, Executive Officer, Real Estate (213) 928-3397
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation
Demand Management, (213) 922-5585

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



Stephanie N. Wiggins
Chief Executive Officer

Attachment A – Billboard Locations from DEIR

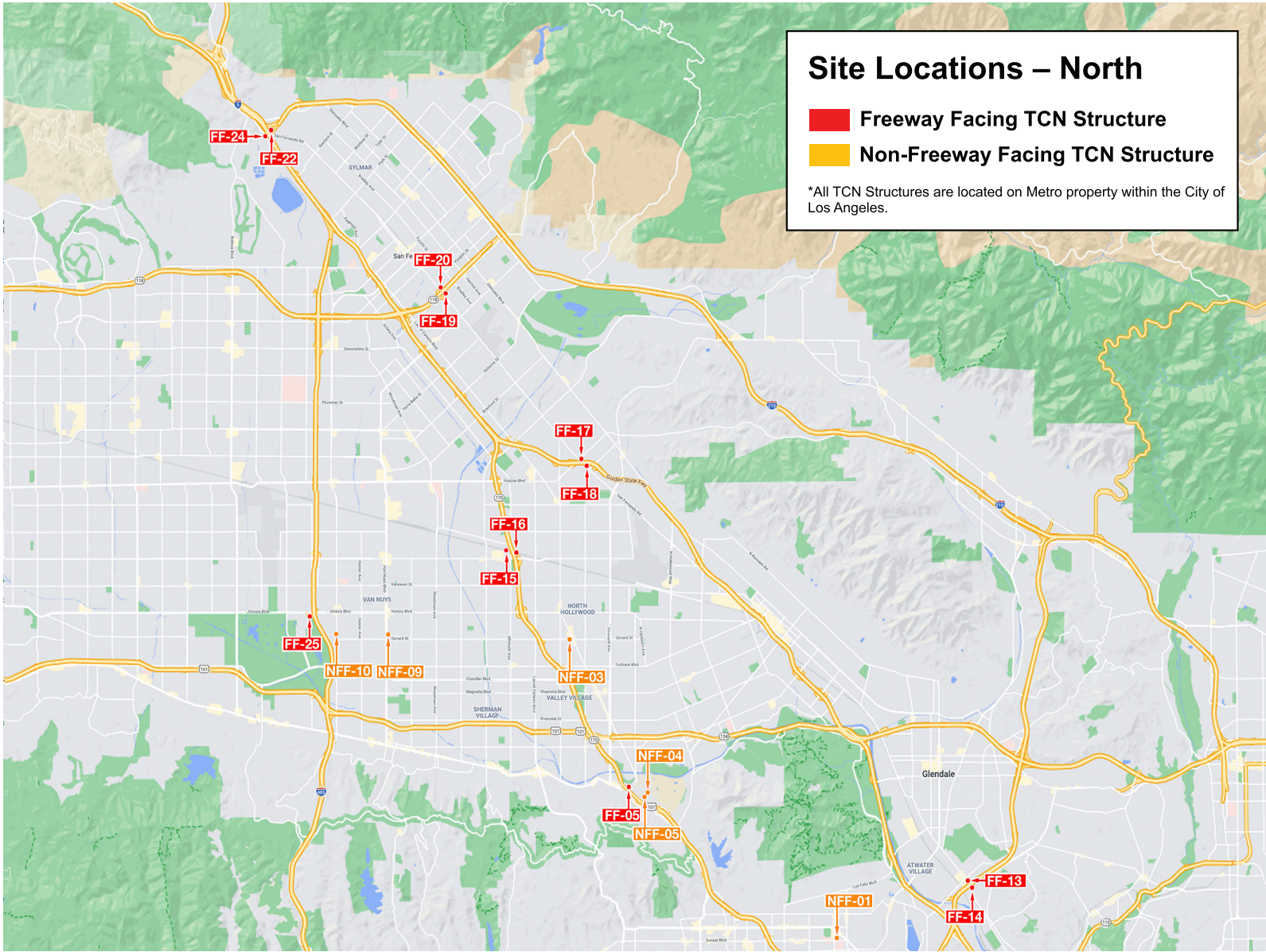


Figure II-1
Regional Project Location Map – North

Attachment A – Billboard Locations from DEIR

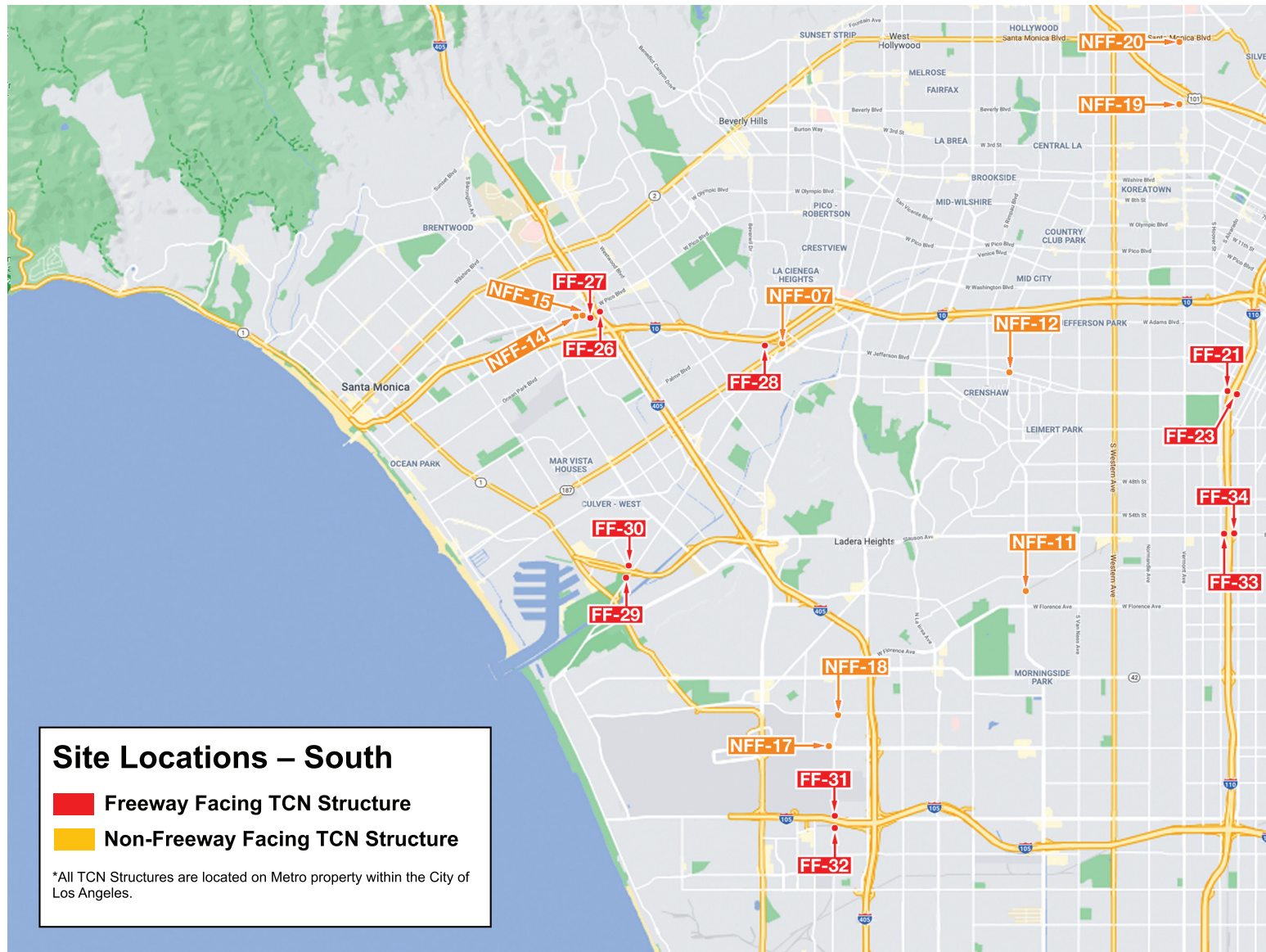


Figure II-2
Regional Project Location Map – South

Attachment A – Billboard Locations from DEIR



Figure II-3
Regional Project Location Map – Downtown

Transportation Communication Network Update

Planning & Programming Committee

September 14, 2022

Item: 2022-0407

Background

- March 24, 2021 - Metro Board approved Memorandum of Agreement (MOA) with City of Los Angeles
- December 16, 2021 - City Council approved the MOA
- April 18, 2022 - Notice of Preparation released
- September 8, 2022 – Draft Environmental Impact Report (EIR) Released

Program Highlights

- No out-of-pocket capital costs to Metro
- Intelligent Transportation System, travel demand and public event management
- Multilingual public transit promotion and LACMTA communications
- Multilingual public safety and emergency messaging
- Remove antiquated and grandfathered static boards
- Revenue generation for Metro projects and City transportation projects

Program Overview

New Locations Under Study

- 56 total locations (34 freeway facing, 22 non-freeway)
- Conform with all current federal, state and city regulations
- No structures will be oriented towards or within 200 feet of a residential dwelling
- LED lights broadcast in a specific directional cone through a louver system and a photocell light sensor that automatically adjusts the brightness
- 17 new locations being studied (30%) are in Equity Focused Communities

Static Billboard Removals

- 260 removed county wide
- 82 removed in City
- 47 (57%) removals in Equity Focused Communities

CEQA Status

- Notice of Preparation (NOP) issued April 18, 2022
- Scoping meetings held on Thursday May 19, 2022, and Saturday May 21, 2022.
- Draft EIR released September 8, 2022
 - Published in Los Angeles Times
 - 17,247 postcards mailed to residents, property owners and business owners within a 750 foot radius around each location
 - Draft EIR located at <https://www.metro.net/projects/transportation-communication-network/>

Next Steps

- Community meetings scheduled for October 6 and 7; meeting information will be posted at:
<https://www.metro.net/projects/transportation-communication-network/>
- Comment period will close on October 24, 2022 (45 days)
- Final EIR to go before board for consideration of certification



Board Report

File #: 2022-0464, File Type: Project

Agenda Number: 12.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 14, 2022

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING AND DELEGATING authority to the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (Metro) and the Gateway Cities Council of Governments (Gateway Cities COG) to fund the Gateway Cities Consultant to support the WSAB City Manager TAC efforts for a one-year term; and
- B. RECEIVING AND FILING the project update on the West Santa Ana Branch (WSAB) Transit Corridor Project.

ISSUE

This item provides an update on the roadmap to delivering the WSAB Project, including the status of the Slauson/A Line to LAUS Study and Slauson/A Line to Artesia (14.8-mile Initial Segment) environmental analysis, Advanced Preliminary Engineering (APE) works, initial assessment of funding plan, and project delivery method.

BACKGROUND

At the January 27, 2022, meeting, the Board received the Draft EIS/EIR for the WSAB Project, approved Los Angeles Union Station (LAUS) as the northern terminus, and approved the 14.8-mile Slauson/A Line to Pioneer route as the Locally Preferred Alternative (LPA) for the project's initial segment between Artesia and Downtown Los Angeles. During the meeting, the Board directed staff to conduct an additional technical analysis to identify a cost-effective alignment for the segment between Slauson/A Line to LAUS, and to identify interim bus connections to connect Slauson/A Line to LAUS.

At the January 2022 meeting, the Board approved Motion 10 by Directors Hahn, Solis, Garcetti, Mitchell, and Dutra, for the Board to adopt as policy that the full WSAB project will be declared

complete once it provides a single-seat ride connecting the City of Artesia (Pioneer Boulevard) to Los Angeles Union Station via rail.

The update below provides an overview of the work on the environmental analysis for the Slauson/A Line to Artesia (14.8-mile initial segment), as well as efforts underway to complete the Slauson/A Line to Union Station Study in parallel.

DISCUSSION

Request for authorization:

In 2019, the WSAB City Managers Technical Advisory Committee (TAC) was formed by the Gateway Cities COG to provide a forum for City Managers along the corridor to discuss a range of technical, financial and policy matters related to the WSAB Project. The GCCOG has requested continuing consultant support to conduct monthly TAC meetings. In addition, the GCCOG has proposed that the consultant would coordinate with Eco-Rapid Transit JPA and Gateway Cities COG Board and other entities, as needed.

As such, Metro staff requests authorization for the CEO to negotiate and execute necessary agreements to fund the GCCOG consultant for an additional year. The total funding request is \$48,000 for a 12-month extension.

Roadmap to Delivering the Project:

The roadmap to delivering the WSAB Project to Los Angeles Union Station (LAUS) includes two key parallel efforts shown below:

A. Slauson/A Line to LAUS Study completion by Winter 2023

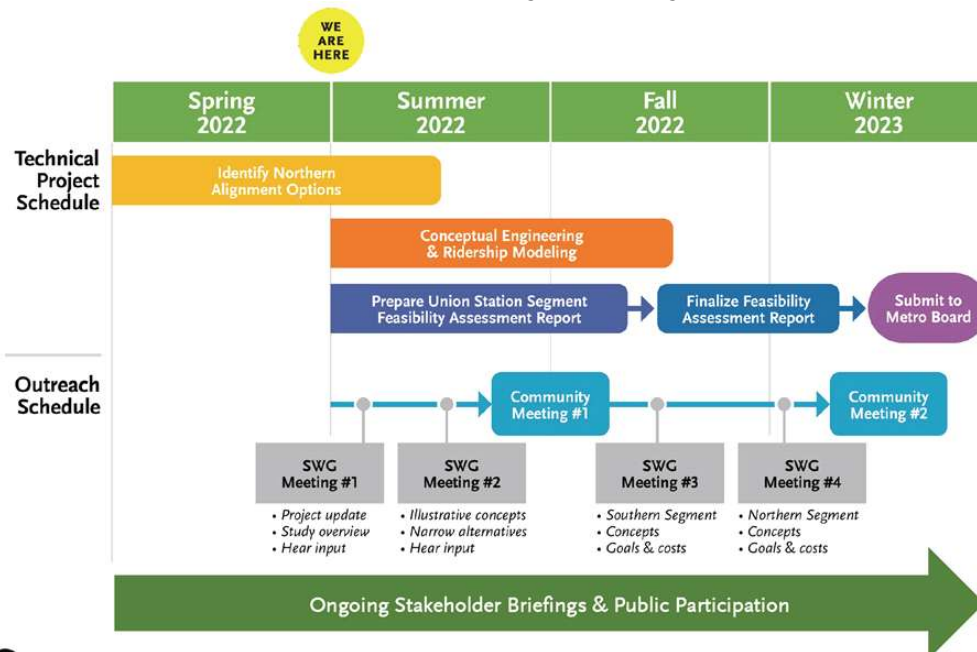
B. Slauson/A Line to Artesia (14.8-mile Initial Segment) opening by 2033/35

The two efforts, their respective progress, and critical next steps are described below.

A. Slauson/A Line to LAUS Study completion by Winter 2023

As outlined in the January 2022 Board motion and to deliver a “one-seat” ride to Los Angeles Union Station, Staff is working with downtown stakeholders to explore possibilities for a cost-effective alignment for the Slauson/A Line to Los Angeles Union Station (LAUS) segment. **Exhibit A** shows the summary schedule of the study. Staff held the first Stakeholder Working Group (SWG) meeting on June 21, 2022. The SWG consists of representatives of various businesses, residents, neighborhood councils, and the Business Improvement District. Staff heard comments from various stakeholder representatives and their feedback is being considered as the study advances. Activities next month include:

- Meet with Arts/Industrial District property owners to explore opportunities
- Meet with the City of LA planning/mobility team to understand plans and vision for Alameda Street

Exhibit A: Slauson/A Line to LAUS Study Summary Schedule**B. Slauson/A Line to Artesia (14.8-mile Initial Segment) opening by 2033/35**

The West Santa Ana Branch (WSAB) corridor and project alignment present numerous challenges due to both the technical complexity of the project and the complexity of stakeholders throughout the site. There are multiple cities and third parties with which Metro is continuing to coordinate to resolve a variety of design issues. These challenges led Metro to approach the project through an integrated, coordinated, multidisciplinary strategy to ensure all these moving parts fit together into a cohesive, successful plan.

In accordance with the Board LPA decision in January 2022, staff is continuing to work on delivering the initial segment by FY33/35, which is driven by development and coordination of several workstreams. While some of these workstreams typically would be executed sequentially, Metro staff has developed a strategy to overlap certain efforts to accelerate the delivery of the project to the extent possible, without risking the environmental clearance effort.

Exhibit B shows a summary of the schedule following environmental clearance and a Record of Decision (ROD). Exhibit C provides a more detailed schedule, showing the overlapping planning and environmental workstreams and respective milestones.

Exhibit B: Initial Segment Project Summary Schedule

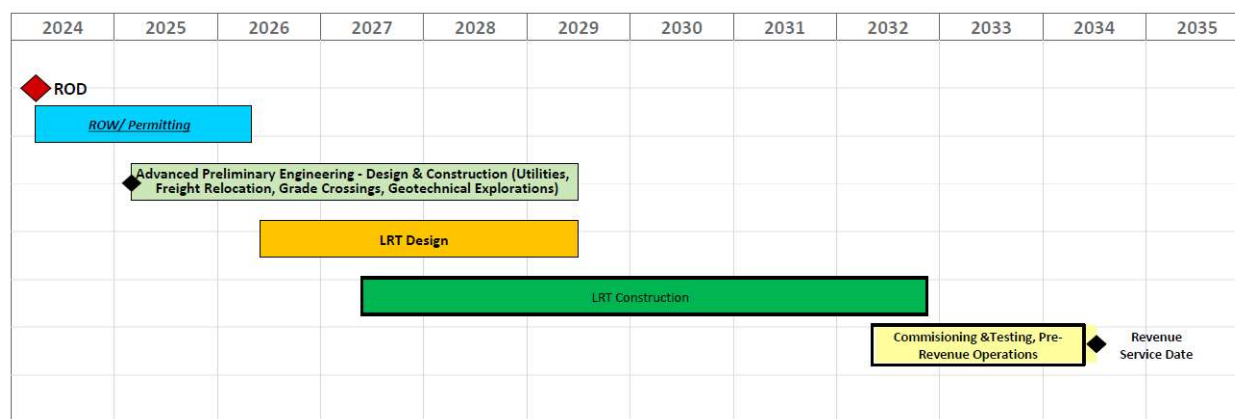
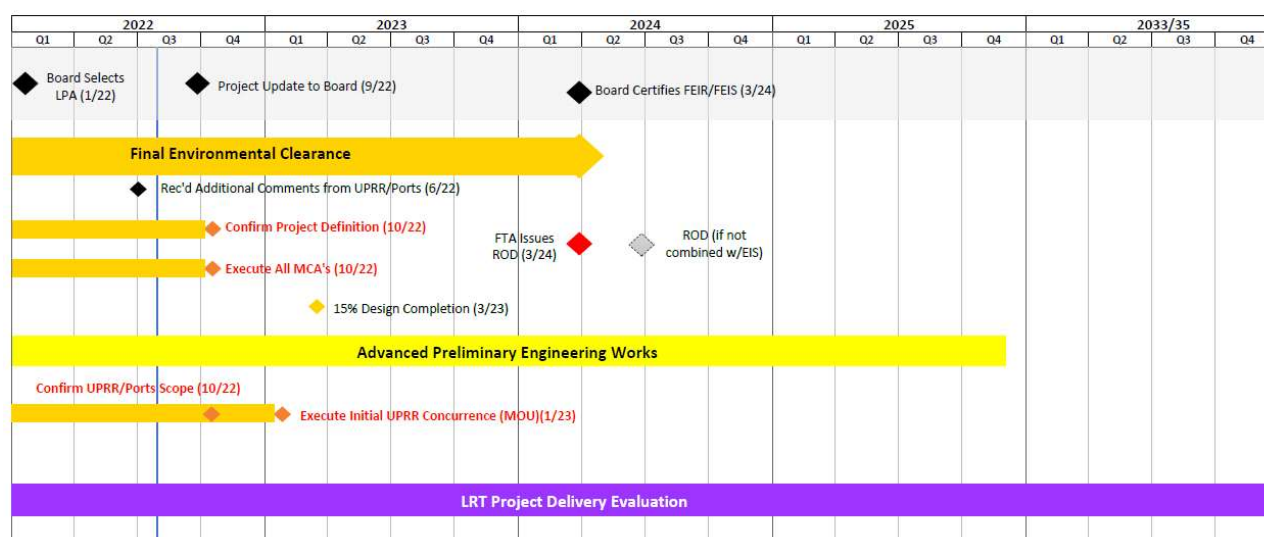


Exhibit C: Initial Segment Project Roadmap



The key workstreams shown are described below:

- 1) Final Environmental Clearance:** Environmental clearance is a precursor to any final design, ROW acquisition/relocation process, or construction activities, and therefore drives the overall project schedule. To advance environmental analyses as required by CEQA (and NEPA), coordination with third parties provides critical input toward confirming project definition and laying the groundwork for future permitting processes by cities, various agencies, and key stakeholders, including Union Pacific Railroad (UPRR), Ports of Los Angeles and Long Beach (Ports), Caltrans, and the California Public Utilities Commission (grade crossings).
- 2) Advanced Preliminary Engineering (PE) Works:** Certain project components have been identified as critical elements which need to be planned strategically and executed successfully to minimize risk to the overall project cost and schedule. These components

require longer lead times and/or higher levels of design and thus necessitate earlier practice of due diligence/intervention to reduce overall risk to the project. These items will be packaged together within the project's "Advanced PE" which will be separately procured and constructed prior to the LRT procurement.

The scope of the Advanced PE procurements is expected to include design and construction of the following elements:

- advanced utility investigations and relocation,
- geotechnical investigations and explorations,
- grade crossings,
- freight rail relocation, and
- improvements at the C (Green) Line and I-105 bridge junction which requires close coordination with the I-105 Express Lanes Project.

Managing these high-risk items (many of which will require third-party agreements) in the Advanced PE stage, will minimize future uncertainty and is expected to provide opportunities for cost and schedule control under the future LRT contract.

3) Evaluation of LRT Project Delivery Method: While staff continues to work with the Cities and various key stakeholders to address their comments on the alignment and confirm project definition, Metro continues to advance key components to support an informed decision on the delivery method for the light rail scope. Implementing the Advanced PE scope will provide more certainty with the status of third-party agreements and will lead to better pricing, reduced risk, schedule certainty, and cost containment.

To ensure the initial segment opens by FY33/35, staff continues to focus on three parallel workstreams. The roadmap shown in Exhibit C shows the key upcoming milestones that must be accomplished in the next months in order to maintain the overall project schedule.

The following section provides a detailed update on each of these 3 parallel workstreams, with corresponding key intermediate targeted deadlines:

1. Final Environmental Clearance: Confirm Project Definition by October 2022

Since the Board's selection of the LPA in January, staff has been working with third parties, including various cities and agencies to resolve the comments they provided as part of the Draft EIS/R. This input is critical for confirming a final project definition/design to be used as the basis for the Final EIS/R.

Since January 2022, staff has held 17 meetings with corridor cities, and 36 meetings with UPRR, Ports of Los Angeles and Long Beach, CPUC, Caltrans, Eco-Rapid and other key stakeholders. Comments received - both during the formal commenting period as well as afterward - cover a wide range of topics, including additional traffic analysis and mitigation,

parking capacity, noise/vibration analysis and mitigation, vertical profile, and other issues. Of particular note, new design comments were received from Union Pacific Railroad (UPRR) and the Ports of Los Angeles and Long Beach (Ports) in June 2022, that will require continued coordination to resolve design concerns and develop the Project definition, now anticipated at the end of October 2022. Staff currently is conducting studies to address these comments, and Exhibit D (below) summarizes all comments requiring resolution before analysis may begin for the Final EIS/R.

Exhibit D: Agencies Comments Matrix

Agencies	Key Comments/Coordination	Status
State Historic Preservation Officer (SHPO)	<ul style="list-style-type: none"> Comments received on the Draft EIS/EIR and corresponding design refinements are resulting in some changes to the Area of Potential Effects (APE) The document will need to be updated and ultimately submitted to SHPO again for concurrence on the updated Area of Potential Effects and eligibility assessments. 	<ul style="list-style-type: none"> Concurrence from the State Historic Preservation Officer will be required prior to finalization of the Final EIS/R Final EIS/R schedule assumes one-round of review.
CPUC	<ul style="list-style-type: none"> Additional analysis to evaluate noise, vibration, and/or traffic impacts associated with at-gate crossings 	<ul style="list-style-type: none"> Staff is developing a memo/analysis to determine if unmitigated noise impacts can be further minimized: bells, shrouds, civil/operational vs design speeds
Caltrans	<ul style="list-style-type: none"> I-105 Freeway bridges historic feature impact determination 	<ul style="list-style-type: none"> Staff is updating analysis based on documentation provided by Caltrans for CEQA exemption
Eco-Rapid	<ul style="list-style-type: none"> Traffic, parking and other comments similar to those received from individual cities 	<ul style="list-style-type: none"> Staff is working with the applicable cities on the comments and Eco-Rapid

UPRR (being incorporated)	<ul style="list-style-type: none"> • Requested to swap light rail and freight tracks along the La Habra Branch in Huntington Park. • Requested access to an abandoned spur on the northern side of the ROW • Requested modifying the Paramount High School pedestrian crossing to an aerial bridge • Requested consolidating parking at I-105/C Line Station on eastside of alignment 	<ul style="list-style-type: none"> • Confirmed incorporation of the requested changes could be achieved. • Final design & analysis will reflect these changes
UPRR/Port of LB (additional studies)	<ul style="list-style-type: none"> • Analyze potential for aerial configuration along 6-mile SP Sub to preserve future for a second freight mainline 	<ul style="list-style-type: none"> • Design option/analysis is underway
UPRR (additional constraints memos)	<ul style="list-style-type: none"> • Street Grade-separations to accommodate for freight growth • Additional inactive or future spurs access accommodation 	<ul style="list-style-type: none"> • Issues/ challenges evaluation is underway
Multiple Cities	<ul style="list-style-type: none"> • Additional transit parking or increases in capacity • Loss of on-street parking and spillover parking 	<ul style="list-style-type: none"> • Transit Parking Study to review parking locations and capacity along LPA alignment
Artesia	<ul style="list-style-type: none"> • Comments related to 187th /186th Streets closures drive by CPUC feedback • Parking structure access & alley design 	<ul style="list-style-type: none"> • Alternative design developed to keep crossing open; upcoming meeting with CPUC and City of Artesia to discuss and resolve this topic • Design options and related traffic impacts analysis underway related to parking structure access
Cerritos	<ul style="list-style-type: none"> • Cut & cover segment • Relocate TPSS outside City boundaries • Different traffic methodology/thresholds & additional intersection 	<ul style="list-style-type: none"> • Underway to be completed by September • Staff is evaluating alternative sites • Staff is reviewing this request and providing additional information to determine consistency with current methodology

Bellflower	<ul style="list-style-type: none"> • Realign driveway to the MSF facility • Requested traffic monitoring along Bellflower Boulevard after line opens to verify no traffic impacts • Different traffic methodology/thresholds & additional intersection analysis 	<ul style="list-style-type: none"> • Staff has prepared concept has shared with City • Staff is reviewing practices on other projects but has informed the City about the need for a consistent methodology across the corridor • Staff is reviewing this request to determine consistency with current methodology
Paramount	<ul style="list-style-type: none"> • Higher soundwalls (8 vs 16ft) • New station access location for I-105/C Line Station 	<ul style="list-style-type: none"> • Noise analysis to evaluate this request • Design concept has been developed showing challenges associated with this shift and shared with City
South Gate	<ul style="list-style-type: none"> • Comment related to truck traffic circulation along Dakota Avenue and Main Street • Different traffic methodology/thresholds mitigations, & additional intersection 	<ul style="list-style-type: none"> • Staff submitted circulation exhibit and information related to diverted trips are expected due to the conversion of Dakota Avenue to one-way • Staff is reviewing this request and providing additional information to determine consistency with current methodology
Cudahy	<ul style="list-style-type: none"> • Different traffic methodology/thresholds mitigation & additional intersection 	<ul style="list-style-type: none"> • Staff is reviewing this request and providing additional information to determine consistency with current methodology
Huntington Park	<ul style="list-style-type: none"> • Traffic mitigation concerns; requesting additional closures • Several proposed locations of TPSS sites conflict 	<ul style="list-style-type: none"> • Field visit on July 19, 2022, looked at each location with traffic mitigation; Consider closing 3 crossings. A traffic study will be prepared to determine if impacts would result from rerouting • Forthcoming TPSS memo to evaluate alternative sites

In addition to agency and city comments above, as part of Motion 10, the Board directed staff to conduct an assessment of the above-grade/aerial sections of the LPA segment where cut-and-cover could be constructed at a lower cost. Staff is currently working to finalize this cut-and-cover analysis for internal review and will provide a report of the final findings to the Board later this Fall. The six locations analyzed include:

1. Randolph to San Pedro (Huntington Park)

-
2. Firestone/Atlantic (South Gate)
 3. Imperial/Garfield (South Gate)
 4. Paramount/Rosecrans/Downey (Paramount)
 5. Flower/Woodruff (Bellflower)
 6. 183rd/Gridley (Cerritos-Artesia)

Initial findings have identified both minor and major utility conflicts for each location requiring deep cut-and-cover profiles and likely ROW impacts that would result in additional cost, schedule and constructability issues. Changes to project definition resulting from this analysis are expected to (1) require rework, reanalysis and extensive edits to technical reports and sections of the environmental document, and (2) have a downstream impact on the project's environmental and delivery schedule.

In considering adjacent development potential and in response to Board request, staff provided a Board Box memo in August summarizing the findings of the Rio Hondo Confluence Station Feasibility Study. Consistent with Board direction and as described in the memo, a future Confluence Station with a side platform configuration is a technically feasible option but presents some critical challenges. These challenges will need to be addressed, including the high cost of the station, the need to identify funding, and the uncertain timing of future supportive development projects in the area before determining the next steps for the station. In the interim, however, the WSAB LRT project will continue to make accommodations as part of the LRT alignment so as not to preclude this future side platform station in the Rio Hondo/LA River Confluence area.

2. Advanced Preliminary Engineering Works

While Metro transit projects typically complete environmental clearance and Advanced Conceptual Engineering (i.e., 10-15% design) before conducting Advanced Preliminary Engineering, in the case of WSAB, staff is conducting parallel multiple work streams to address risks earlier. As agencies across the country are implementing similar practices, and as Metro staff has developed a set of strategies for early intervention on major projects like WSAB, the Advanced PE work is expected to produce better inputs for budgeting and for on time delivery.

The following items, which typically would not be addressed with technical certainty until after certification of the Final EIR/S, will instead be conducted in parallel to the environmental and planning effort:

- Third party agreements - resolution will reduce the likelihood of scope changes and therefore reduce risk of supplemental environmental documentation, schedule delays and cost increases.
- Utility conflicts - implementing a robust plan to identify and confirm utility conflicts in advance of procurement will reduce risk, schedule impacts, and cost overruns.
- Geotechnical subsurface explorations - early confirmation of soil condition reduces risk to the final design and potential schedule delays or cost increases due to unforeseen or differing site conditions.

Third-Party Agreements

In addition to the environmental items, other key variables that will contribute to the project's overall ability to meet the desired project timeline include, but are not limited to, achieving the following third-party agreements:

- Executing Master Cooperative Agreements (MCAs) with corridor cities
- Executing Memorandum of Understanding (MOU) with UPRR & Ports

i. Execute MCAs with Cities by October 2022

As of August 2022, MCAs have been executed between Metro and the cities of Bell, Cudahy, Downey, Huntington Park, Paramount, and South Gate. Additionally, the cities of Artesia and Cudahy are anticipated to approve the MCAs at their September City Council meetings. The following table shows the status of the MCAs:

City	City Council Approval of MCA
Artesia*	09/13/2022
ü Bell	11/18/2020
Bellflower	--
Cerritos	--
Cudahy*	09/06/2022
ü Downey	09/22/2020
ü Huntington Park	02/04/2021
ü Paramount	09/01/2020
ü South Gate	07/13/2022
Vernon	--

To address the Metro Board's June 2022 motion establishing the Land Bank Pilot Partnership with Los Angeles County, the MCA recitals have been updated to include an additional disclaimer for clarity. The recital states that the MCA is not a contract or a commitment of any kind by the City to the LACMTA Board's Land Bank Pilot Partnership with Los Angeles County and does not commit the City to enter into negotiations, or to accept any part of the terms of the Land Bank Pilot Partnership. The City disclaims any liability arising out of or related to the Land Bank Pilot Partnership Motion under this Agreement.

Signing the MCAs with the corridor cities facilitates the advancement, development and future implementation of the WSAB Project. Failure to execute the MCAs with the remaining cities by Fall 2022 would lead to delays to the completion of the project design and start of construction and would increase project costs.

ii. UPRR & Ports MOU

Another key variable to meet the project timeline is concurrence from UPRR/Ports on initial technical issues of the design within the shared corridor. Staff has held two site visits with UPRR staff (January 27th and July 12th) to review the project design and address questions and comments.

To continue to memorialize the development of the scope among our respective teams, Metro staff are anticipating the following milestones:

- a. Initial Memorandum of Understanding (MOU) reflecting proof of concept, to be executed in Winter 2023 (or prior to reaching the 30% level of design). To execute this MOU, staff anticipates the completion of additional studies, completion of constraints memo addressing freight needs, and resolution of key design issues by October 2022
- b. Final MOU, to be signed at 30% Design, establishing a structure for the Construction and Maintenance Agreement

3. Initial LRT project delivery evaluation

In April 2022, Metro staff informed the Board of a recommended a project delivery strategy to be presented in September 2022. However, that plan had assumed Metro would be ready to initiate a procurement in early 2023, which is no longer the case as Metro continues to receive additional comments from various key stakeholders six months after the Board adopted the LPA. It is industry practice and in Metro's best interest to initiate procurement when there is certainty around the scope, third party agreements, and funding opportunities.

Since April 2022, staff has evaluated and determined that the Construction Manager/General Contractor (CM/GC) is an optimal contract model for the Advanced Preliminary Engineering scope while continuing to look at different alternative delivery models including a potential Design-Build-Finance-Operate-Maintain (DBFOM) Public-Private-Partnership (P3) to deliver the light rail scope. While Metro is currently not in the position to confirm the certainty of a specific procurement model, staff is continuing to advance key components in the Advanced PE scope, which will help the agency make an informed choice on the best delivery model.

Updated Cost Forecast and Early Intervention Team Engagement

In June 2022, Metro staff was directed to examine various methods for cost estimation, reporting and management action plans. In response to Directors Sandoval and Dupont-Walker's motions, staff has formed an Early Intervention Team (EIT) and as an agency-wide practice, has committed to implementing new strategies for identifying costs earlier in project development. To that effect, staff has re-evaluated WSAB project cost forecasts as a timely exercise in implementing EIT recommendations, as presented below.

When the Board adopted the LPA in January 2022 the cost estimate as presented in the Draft EIS/EIR ranged between \$4.9B to \$5.1B (expressed in 2020 dollars), with the range due to options for the location of the maintenance storage facility (MSF). The Board approved the Bellflower MSF which aligned with the lower range cost estimate.

In February 2022, Metro entered the New Starts program and the Project Development phase. Since then, and given the EIT recommendations, Metro staff has re-evaluated the forecasted Project cost by considering the following factors:

- **Contingency.** Regardless of project scope changes, project risks at this time are of both known and unknown. Staff has developed new contingency factors to align with anticipated FTA oversight procedures that enable consideration for New Starts. The higher risk contingencies align with the current phase of the project and the corresponding level of design completion.
- **Escalation to year of expenditure.** Because cost estimates were reported in current year dollars and were not based on project delivery schedule, staff has escalated the cost figures to year of expenditure.
- **Accuracy of estimation.** Due to potential volatility of project costs for early phases of design, the team has applied an upper bound range of +30%, in accordance with industry best practice developed by the Association for Advancement of Cost Engineering (AACE). This is also consistent with the EIT recommendation of evaluating cost forecasts in ranges to reflect uncertainty in the early planning and design phases. These factors resulted in an updated project forecast range of \$7B to \$9B, inclusive of current construction market escalation costs..

In an effort to identify opportunities to control and reduce the project costs, Metro will continue to work with local stakeholders (refer to table) to firm up all aspects of the current project scope, while also identifying additional ways to improve upon the current cost and schedule forecast. Metro will also leverage the recently formed Early Intervention Team (EIT) to explore and validate opportunities to control costs, including confirmation of project scope, project delivery methods and funding strategies.

Funding Plan

Metro continues to seek federal New Starts funding for the project of up to one-half of the project cost. Metro applied for the New Starts funding in late 2021 and was accepted into the “Project Development” phase by the FTA in February 2022, which is the first phase of this multi-year grant process. Metro staff will continue to work with FTA as they review the scope, estimated cost, and schedule of the project, and as they evaluate Metro’s financial capacity to build and operate the project.

Metro is seeking additional grant funds for the project and earlier this year received a \$1 million federal earmark for FY 2022. Metro also applied for a \$400 million federal “Mega” grant in May 2022 that is still under review by the FTA. Metro applied for a \$1.0 billion Transit and Intercity Rail Capital Project (TIRCP) grant in March 2022 but was not successful with this grant application given restrictions on projects that previously received TIRCP funds. However, due to legislation enacted in June 2022 resulting from the State budget surplus, \$900 million of TIRCP funds designated solely for Southern California will be available later this fall and Metro may apply for this cycle of TIRCP funding. This cycle will prioritize funding for projects that have already received TIRCP funds and that leverage federal Capital Investment Grants like New Starts. WSAB will require additional State funding beyond the fall 2022 TIRCP cycle and will request funding from approximately \$900 million in FY 2023 that is for high-priority transit projects Southern California, and \$2.0 billion in both FY 2024 and FY 2025 that will be allocated to Los Angeles County by population for transit and intercity rail capital projects.

The current funding plan includes a 3% local agency funding contribution from the WSAB cities with stations in their jurisdiction, in accordance with the Measure M sales tax ordinance. The source of funding for the 3% contribution has not been determined and Metro continues to work with the cities to evaluate and implement value capture taxing districts to help fund the 3% requirement.

The current funding plan relies on approximately \$1.0 billion of Measure M sales tax debt that may be issued by Metro, if staff deems the debt necessary to meet the cash flow needs of the project. Metro has also evaluated the use of private financing; in the event the project is delivered using a DBFOM approach. However, the use of private financing is not expected to materially change the funding plan as the other identified sources would still be needed to fund the project and the private financing will not add to those sources. The private financing (including equity funding) may come with a higher interest rate or rate of return than Metro debt and will be considered primarily as a mechanism to transfer completion and operating risk to the private developer.

...Equity_Section
EQUITY SECTION

This Project will benefit communities through the addition of a new high-quality reliable transit service which will increase mobility and connectivity for the historically underserved and transit-dependent communities in the corridor. The WSAB Transit Corridor is comprised largely by Environmental Justice (EJ) communities. In 2017 (the first year of environmental analysis), minority residents comprised 65 percent of the total Study Area population, with Hispanic/Latino groups alone accounting for 51 percent of the total population. In addition, 44 percent of Study Area residents live

below the poverty level, which is higher than the county average of 33 percent.

Since initiating the Project study, staff has conducted extensive outreach efforts for corridor communities, and has continued to engage project stakeholders through a variety of forums, platforms, languages, and access methods, including special outreach efforts to reach out to people of color, low income, and limited English proficiency populations, and persons with disabilities. Project development has been directly influenced by this engagement, as discussed above. Metro staff will continue to reengage communities as a part of the completion of the final environmental document, as well as the Slauson/A Line to LAUS Study, to help define the project, including alignment profile, station locations, and design.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028: Goal 1: Provide high-quality mobility options that enable people to spend less time traveling, Goal 3: Enhance communities and lives through mobility and access to opportunity and Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

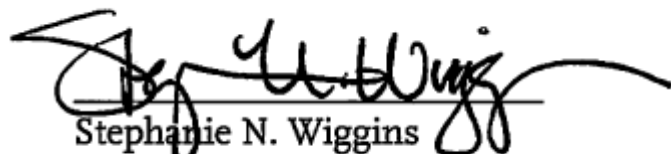
NEXT STEPS

Staff will continue to make progress on the final environmental document and additional technical studies.

-

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Stephanie N. Wiggins
Chief Executive Officer

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



Metro

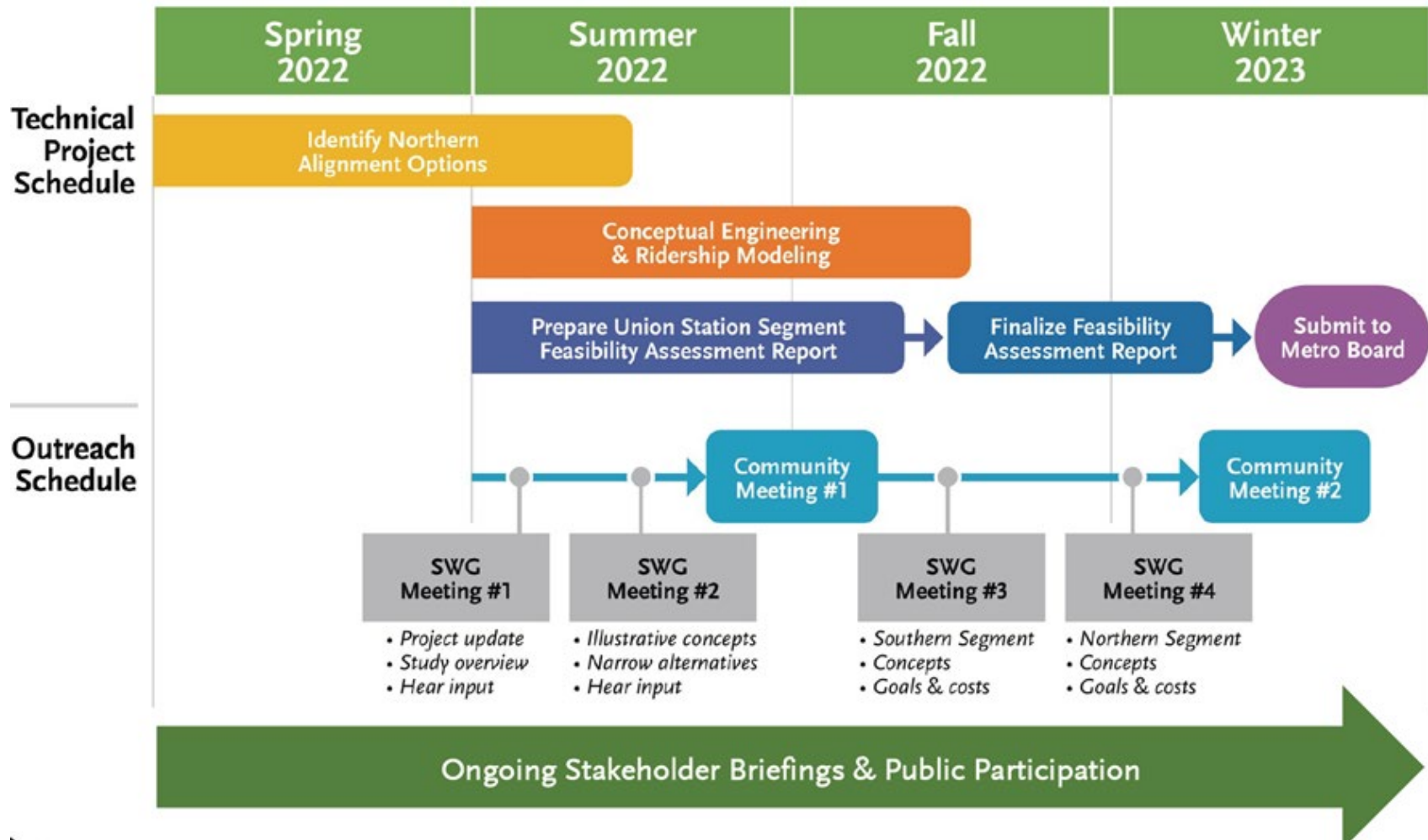
Project Update
Planning & Programming Committee

SEPTEMBER 14, 2022

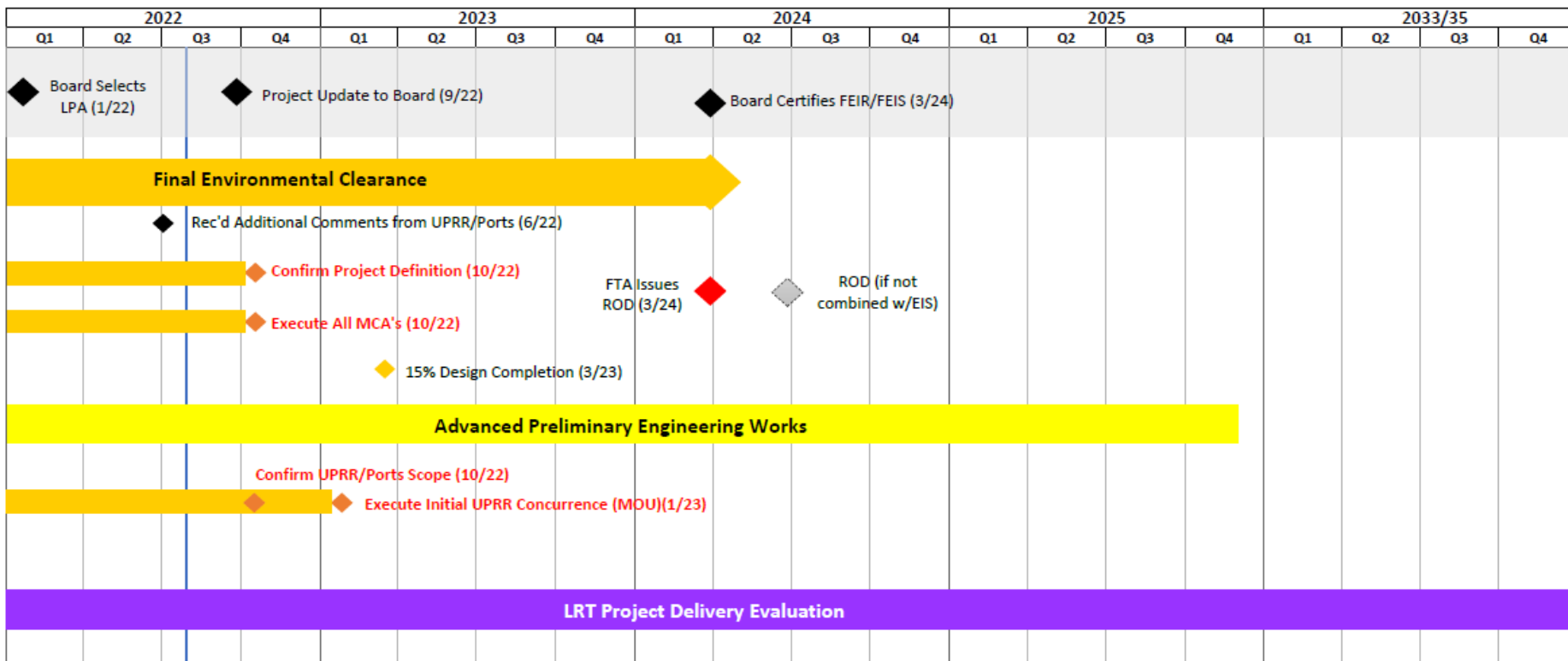
RECOMMENDATION

1. AUTHORIZE and delegate authority to the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Authority (Metro) and the Gateway Cities Council of Governments (Gateway Cities COG) to fund the Gateway Cities Consultant to support the WSAB City Manager TAC efforts for a one-year term.
2. RECEIVE AND FILE project update on the West Santa Ana Branch (WSAB) Transit Corridor Project

A. Slauson/A Line to LAUS Study completion by Winter 2023



B. Slauson/A Line to Artesia (14.8-mile Initial Segment) by 2033/35 Upcoming Key Milestones



Key upcoming milestones

1. Confirm Project Definition by October 2022
2. Execute Master Cooperative Agreements (MCAs) with Corridor Cities by October 2022
3. Initial “proof of Concept” MOU with UPRR/Ports by Winter 2023

WSAB Parallel Workstreams

1. Final Environmental Clearance: Confirm Project Definition by October 2022

- UPRR/Ports: New design comments received on June 18, 2022
- Cities & agencies: a wide range of comments, including additional traffic analysis and mitigation, parking capacity, noise/vibration analysis & mitigation, vertical profile, and other issues
- Staff is currently conducting several additional design studies to address many of these comments
- Complete cut & cover analysis by September

2. Advanced Preliminary Engineering Works: Early Due Diligence/ Early intervention

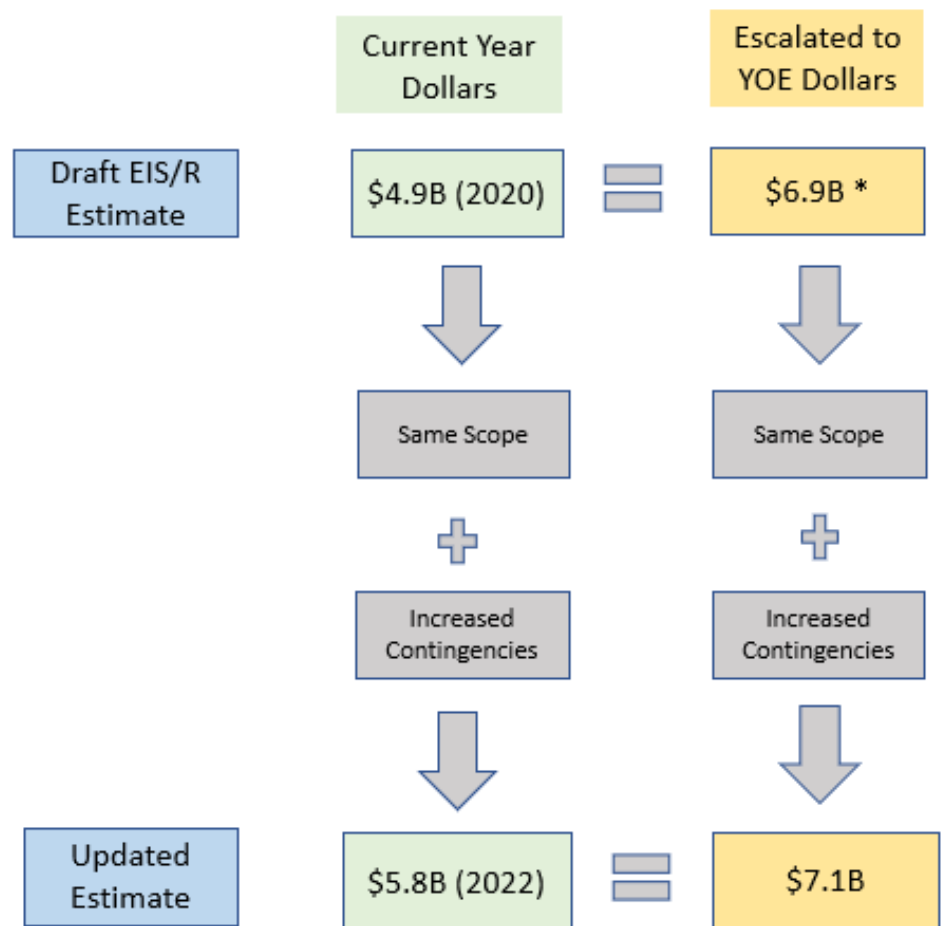
- Third party agreements
 - MCAs with corridor cities by October 2022
 - Initial “Proof of Concept” MOU with UPRR & Ports by January 2023
- Utility conflicts: identify and confirm
- Geotechnical subsurface explorations: early confirmation of soils condition
- Freight relocation

3. Initial LRT project delivery evaluation

- Advance PE Scope: Construction Manager/General Contractor (CM/GC)
- LRT Scope: Continuing to explore different alternative delivery models including a potential Design-Build-Finance-Operate-Maintain (DBFOM) Public-Private-Partnership (P3)

Project Cost Estimate Update

- The DEIS/R project cost is \$4.9B in current dollars.
- In December 2021 Metro submitted a funding plan to Metro Board based on DEIS/R cost and included inflation to year-of-expenditure (YOE). Total project cost including inflation was estimated at \$6.9B.
- Since the Board's approval of Alt 3 as the LPA, staff revised the DEIS/R estimate of \$4.9B to include larger contingency which aligns with lessons learned from recent projects with FTA oversight ==> \$5.8B in 2022 dollars, which when projected to corresponding YOE resulted in ==> \$7.1B.
- Recognizing industry best practices for estimating projects with this level of design and remaining uncertainty, staff would apply an upper bound of 30% as costs that may need to be considered. This would result in YOE costs of \$9B, which would be untenable for the project.
- To ensure the project remains at a fundable level, staff will continue to work with stakeholders in the coming month to confirm acceptability of current project scope.
- Updating the estimate based upon the above factors is an element of our Early Intervention tools to ensure transparency to the Board.



* Included in the Funding Plan as submitted to Metro Board in Dec 2021



Board Report

File #: 2022-0552, File Type: Policy

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 14, 2022

SUBJECT: I-405 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN (CMCP)

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER adoption of the I-405 Comprehensive Multimodal Corridor Plan (Attachment A).

ISSUE

Metro must prepare and adopt a qualifying Comprehensive Multimodal Corridor Plan (CMCP) as a prerequisite to compete for and secure a portion of the \$250 million in state funding made available annually through the Senate Bill (SB) 1 Solutions for Congested Corridors Program (SCCP). The next two-year funding cycle valued at \$500 million will initiate a call for projects in Fall 2022. The Draft I-405 CMCP was released in May 2022 for a 31-day public review and comment period. Staff have updated the final I-405 CMCP based on feedback received and are seeking Board adoption of the I-405 CMCP in order to have a qualifying plan in time for the upcoming 2022 SCCP funding cycle.

BACKGROUND

Requirements for a CMCP

SB 1 stipulated that projects funded by the SCCP be included in a qualifying CMCP. In December 2018, the California Transportation Commission (CTC) developed guidelines to direct and specify what is required for CMCPs to qualify as eligible planning documents. CMCP Guidelines are designed to be flexible and context-specific. At a minimum, a CMCP must meet the statutory requirements in the Streets and Highways Code (SHC) to:

1. Be designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects. [SHC 2391]
2. Reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions. [SHC 2392]
3. Be developed in collaboration with state, regional, and local partners. [SHC 2392]

4. Evaluate the following criteria as applicable [SHC 2394]

- Safety
- Congestion
- Accessibility
- Economic Development and Job Creation and Retention
- Air Quality and Greenhouse Gas Emissions Reduction
- Efficient Land Use

5. Be consistent with the goals and objectives of the Regional Transportation Plan [SHC 2393].

In addition to these statutory criteria, all SCCP applications will need to include the CTC's CMCP checklist in order to demonstrate that the qualifying CMCP overwhelmingly satisfies several elements and considerations such as the discussion of travel options for all modes within the corridor; recommendations for multimodal improvements; implementation timeline for short, medium, and long-term projects; and demonstration of stakeholder engagement in the CMCP's development. The full checklist is included in Attachment B.

DISCUSSION

I-405 CMCP Overview

The I-405 CMCP is anchored by the full 48 miles of the I-405 highway in LA County, but the Plan's multimodal approach requires a more expansive study area that extends three miles in every direction of the I-405 freeway. The Plan meets and exceeds the statutory requirements for a qualifying CMCP by presenting a holistic corridor vision with clear improvement strategies that represent and align with Metro's established policies to help advance our progress on the Plan's five goals to improve mobility and accessibility, advance equity, support economic vitality, achieve sustainability and enhance safety for the communities within the study area.

The CMCP consists of five key elements:

- a corridor assessment that examines the conditions, challenges and needs of the corridor's multimodal transportation system and communities
- defined plan goals that integrate and build on goals established by Metro and the state
- a comprehensive list of multimodal projects for the corridor planned by Metro, Caltrans, and other local partners
- a project evaluation that assesses projects against the CMCP goals as well as the criteria for SCCP; and

- improvement strategies that identify near-, mid-, and long-term actions that will guide the plan's implementation upon adoption.

The intent of the CMCP is to provide Metro and our partners with a near-term roadmap to guide the collaboration, delivery, and implementation of projects that will achieve the multiple objectives of the CMCP and improve and better integrate the shared-use, multimodal transportation system in the I-405 Corridor area.

SCCP Grant Considerations Informed by the CMCP

The Plan is a qualifying document that will support the eligibility of shovel-ready and competitive candidates for SCCP for multiple cycles of funding (Cycles 3, 4 and 5). Project competitiveness and readiness considerations are informed by the CMCP's project evaluation and tiering. Projects were tiered based on their alignment with CMCP goals and project readiness factors. Top-tier projects are those that best and most broadly support the five goal areas of the CMCP and can satisfy numerous project readiness factors. Tier 1 and Tier 2A address CMCP goals broadly; however, Tier 1 projects are more near-term and, therefore, likely to be eligible for SCCP compared to Tier 2A. Tier 2B and 3 are not as comprehensive in their benefits but may deliver on one or two of the SCCP goals. Tier 2B projects are more-timely, while Tier 3 projects are not. Metro will only consider Tier 1 and 2B projects for Solutions for Congested Corridors. Tier 2B projects will only be pursued if projects can be packaged or satisfactorily augmented to deliver a more complete suite of benefits. Metro will assess Tier 1 and 2B projects for each funding cycle using the Board-adopted Evaluative Criteria Framework to make eligibility and strategic grant determinations for the current grant funding cycle.

To the extent that the CMCP's goals mirror the criteria and objectives of other state and federal funding opportunities, the Plan and evaluation will help Metro and partners identify corridor projects that could be competitive for other funding opportunities.

Project Advancement through the CMCP

The CMCP does not directly advance projects or make specific project scope and delivery determinations. Metro, as the preparer of the CMCP, is required to identify the various modal improvements planned for the corridor area by Metro and other partner agencies, whether those projects are in concept, under study, in design, or in implementation. Metro's adoption of the CMCP is neither an endorsement of nor a commitment to the full list of projects included in the CMCP.

All projects included in the CMCP project list are subject to independent project development processes led by the project implementing agency such as Metro, Caltrans or local jurisdictions. Inclusion in the CMCP does not negate, override, or prejudice these independent project development processes. Any final determinations on individual project scope elements, technologies, and alignments will be guided by stakeholder input during that phase. Additionally, for those Metro-delivered projects, all will be developed in accordance with Metro's Equity Platform and other policies. Further, all highway improvements Metro plans, funds, and implements will be developed and considered through the board-adopted Multimodal Highway Investment Objectives policy, which will further inform what projects will be submitted for discretionary grant opportunities.

As projects undergo the planning, analyses, and stakeholder engagement activities, projects included

in the CMCP will become more defined in scope, benefits, schedule, and cost. As Metro and partners advance projects through these development phases, a project's tier could shift. Staff will update the project list and evaluation every two years in parallel with the SB 1 SCCP funding cycle.

Plan Outreach

Stakeholder engagement and feedback received throughout plan development shaped the I-405 CMCP. Stakeholders from 87 different agencies and organizations were involved in the development of this plan, including corridor partners, community-based organizations (CBOs), Councils of Governments (COGs), local jurisdictions, transit agencies, private sector stakeholders, and others. Various engagement activities generated input and feedback including the project's advisory committee comprised of key corridor stakeholders; focus group discussions and stakeholder interviews with local CBOs, municipal transit agencies, academic institutions and regional transportation facilities; a bilingual public survey targeting transit users, pedestrians, cyclists, and drivers along the corridor; discussions and briefings with corridor stakeholders; as well as two virtual public community meetings and public comment submissions. Feedback generated through these stakeholder engagement activities helped ground truth the understanding of corridor challenges and needs, identify multimodal projects in the corridor area, define corridor goals, formulate the project evaluation methodology, align evaluation metrics to the goals, and inform and guide the proposed improvement strategies. A stakeholder engagement summary can be found in Attachment A.

I-405 CMCP Public Comment Period

In May 2022, staff released the draft I-405 CMCP for a 31-day public comment period to gather community feedback and input to help inform the final I-405 CMCP. Metro hosted two virtual community meetings on Wednesday, May 25, 2022, and Wednesday, June 1, 2022. The meetings reviewed details of the I-405 CMCP and answered questions from the public regarding the plan. Spanish translation was provided at both meetings.

Staff took a multilayered approach to notify the public of the virtual public meetings and provide opportunities to engage with and comment on the CMCP. Staff conducted a phone and text campaign reaching over 88,000 landline and mobile phones within Equity Focus Communities (EFCs) to inform residents about the virtual community meetings and the Plan. An official press release was issued to alert local media and posts were included on Metro's The Source and El Pasajero blogs. Both virtual community meetings were promoted through social media advertising campaigns and email campaigns. Lastly, a social media/newsletter toolkit was developed and distributed to local partners to help spread the word about the meetings and draft CMCP. As a result, Metro received over 115 public comment submissions during the public comment period, which were further disaggregated by comment components into a total of 344 comments. Additionally, approximately 160 members of the public attended a public meeting to learn more about the CMCP. All comments received were considered and responded to, with many comments leading to updates and refinements to the Final I-405 CMCP (see Appendix C of Attachment A).

DETERMINATION OF SAFETY IMPACT

Adoption of the CMCP does not have an immediate safety impact to the Metro System. However,

through plan implementation, the CMCP will support projects that enhance the safety for all modes in the I-405 Corridor area.

FINANCIAL IMPACT

Adoption of the CMCP would have a positive financial impact to the agency as the CMCP would allow Metro to compete for state discretionary funding that requires an adopted CMCP to be in place for projects to be considered eligible for seeking and securing SCCP funding. SCCP is an important discretionary funding source for Metro, and the 2020 Long Range Transportation Plan (LRTP) and the accompanying Long Range Transportation Plan Financial Forecast assume approximately \$65 million annually in SCCP grant funding over the planning horizon to ensure the delivery of Measures R and M.

Impact to Budget

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

EQUITY PLATFORM

The CMCP delivers on Metro's Equity Platform pillar to "Define and Measure." Specifically, the plan examines corridor conditions as it relates to the Equity Focus Communities (EFCs) within the corridor, and more broadly considers the travel reaching the corridor from EFCs throughout Los Angeles County. Further, the plan explicitly outlines "Advancing Equity" as a core goal to guide the CMCP and support project evaluation. The CMCP evaluates projects based on their potential equity benefits such as expanding access to multimodal mobility options within EFCs and improving infrastructure that specifically serves EFC trips, reducing health impacts of transportation investments within EFCs, and lowering household transportation costs. All projects, strategies, and initiatives included in this plan were evaluated based on their ability to support this goal. For projects in Tiers 1, 83 percent received a high equity score, with 17 percent receiving a medium-high score. On the equity assessment, 20 percent of Tier 2B projects were high to medium-high, 37 percent were medium, and 43 percent had a non or neutral score. Tier 2B projects will only be pursued as a package of projects or if appropriate augmentation can be done to deliver a greater equity benefit. In addition to guiding the evaluation with equity considerations, the planning process for the CMCP resulted in a focused implementation strategy around reducing racial and economic disparities in transportation benefits and burden.

The CMCP's analysis was conducted using the 2019 EFC definition. In May 2022, the Board adopted an updated 2022 EFC index. The Office of Equity and Race instructed that, given the significant analysis performed using the prior methodology, the Plan should proceed with a commitment to updating the plan using the 2022 EFC as soon as possible. Staff will update the CMCP using the 2022 EFC in 2023.

Equity was integrated into the CMCP itself as well as the processes for developing the plan, including outreach. Early in the plan's development, corridor community-based organizations (CBOs) along the

corridor were invited to engage through the project's advisory committee and dedicated CBO focus group discussions. These processes helped ground-truth the challenges in the corridor and identify mobility priorities these CBOs would like to see addressed. The stakeholder engagement plan and outreach budget were established prior to the adoption of the CBO Partnering Strategy. All future CMCP activities will be conducted in accordance with the CBO Partnering Strategy Policy.

In April 2022, a bilingual (English and Spanish) public survey was conducted to inform the plan and gather information corridor challenges and transportation priorities from the perspective of transit riders, pedestrians, cyclists, and drivers along the corridor. To promote the survey, in-person transit intercept outreach was conducted at eight high-traffic transit stops and stations throughout the corridor, with half of these locations in corridor EFCs. Approximately 30% of the 428 completed surveys were provided in Spanish. Additionally, in parallel with the release of the Draft I-405 CMCP in May 2022, a bilingual StoryMap site was launched to provide an overview of the CMCP in an effort to allow the public alternative ways to become familiar with the plan outside of the larger, more technical document.

The two virtual public meetings held during the Draft Plan's release were conducted in both English and Spanish. The public received advanced notification of the meetings through the project's stakeholder database and geotargeted social media advertisements within the study area. Further, an added notification layer was employed specifically to reach Equity Focus Communities by geotargeting 88,000 landlines and mobile phones, informing recipients of the Plan and the opportunity to learn more through the virtual community meetings. For this outreach, 51,548 bilingual MMS text messages were sent, and 35,509 bilingual robocalls were made to landlines. Approximately 160 members of the public joined the meeting as a result of the various notification methods, including the robocalling and messaging campaign.

Response and comments received through the survey and public comment period were instructive in updates to the CMCP, including additional project considerations and strengthening the improvement strategies, particularly around equity and serving high-needs communities.

Some issues may be beyond the purview of Metro, such as mitigating displacement impacts, but the plan encourages lead agencies and jurisdictions to consider equity impacts to marginalized communities and implement harm reduction strategies in all projects and programs. As the CMCP is a first step for qualifying and prioritizing projects for SCCP grant funding, centering the plan around equity and evaluating projects against equity criteria supports Metro's ability to integrate equity considerations into our grant-seeking efforts.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The I-405 CMCP provides a more holistic and multimodal approach to addressing the needs of the I-405 Corridor area and outlines improving the corridor's multimodal transportation system with an emphasis on equity and sustainability for the communities that live around and depend on the I-405 Corridor. This approach supports Metro's efforts to "enhance communities and lives through mobility and access to opportunity" (#3). Additionally, through the CMCP's identification of multimodal solutions for the highly congested I-405 Corridor area the Plan strives to provide "high-quality mobility options that enable people to spend less time traveling" (#1). These multimodal solutions also expand the connectivity between and viability of a broader menu of transportation options to "deliver

outstanding trip experiences for all users of the transportation system" (#2).

ALTERNATIVES CONSIDERED

The Board could choose to delay approval of or not to approve the I-405 CMCP. Not approving the CMCP in a timely manner would compromise Metro's ability to position projects to compete for funding in Cycle 3 of the SCCP discretionary grant program.

NEXT STEPS

Upon board adoption, staff will assess the CMCP's Tier 1 and Tier 2B projects using the Evaluative Criteria Framework to identify individual projects and/or packages of projects that align with Metro's strategic grant decisions-making parameters and satisfy SCCP cycle-specific eligibility and timeliness factors.

Additionally, the CMCP will require regular updates and maintenance to ensure it continues to be aligned with Metro and State policies. Additionally, the project tiering will be updated every two years to make sure the project list is timely and reflects the latest project status. In 2023 Staff will update the Plan with the 2022 EFC tool and assessment.

ATTACHMENTS

Attachment A - Final I-405 CMCP

Attachment B - California Transportation Commission's CMCP Checklist

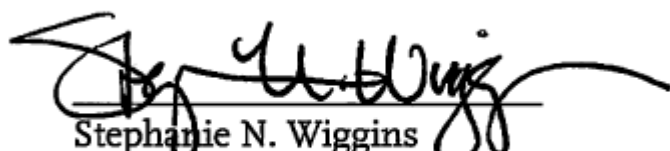
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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Final I-405 Comprehensive Multimodal Corridor Plan:

<https://www.dropbox.com/sh/rwu649qpij801ex/AACmrEk2nKmwPEWwImfl9H-pa?dl=0>

California Transportation Commission
2022 Solutions for Congested Corridors Program Guidelines

CMCP CHECKLIST			
#	CMCP Key Elements	Yes or No	Page #
1	Demonstration of state, regional, and local collaboration as applicable.	Yes	10-20
2	Inclusion of specific corridor objectives.	Yes	10, 87
3	Identification and evaluation of performance impacts of recommended projects and strategies.	Yes	86-84, Appendix E
4	Discussion of induced demand analysis for highway and local road projects as applicable.	Yes	94 Appendix D/E
5	Discussion of travel options for all modes of travel within the corridor, including streets and highways, transit and intercity rail, and bicycle and pedestrian modes.	Yes	94 Appendix D/E
6	Application of a range of performance metrics for the set of recommended projects and strategies.	Yes	86-91 Appendix D/E
7	Recommendations and prioritization of multimodal improvements for funding.	Yes	92-106 Appendix E
8	Identify a timeline for implementation (e.g., short, medium, and long-term projects).	Yes	92-106
9	Discussion of potential funding sources for transportation improvements.	Yes	8-9, 105-106
10	Inclusion of strategies for preserving the character of the local community and creating opportunities for neighborhood enhancement projects.	Yes	91-92, 94-95
11	Description of how the plan incorporates the principles of the federal Congestion Management Process and the intent of the state Congestion Management Program for designated Congestion Management Agencies.	No-Not Applicable	See CMP opt-out policy attached
12	Description of how the plan incorporates the principles of the California Transportation Plan, the Interregional Transportation Strategic Plan, the Caltrans Smart Mobility Framework, California's Climate Change Scoping Plan, and climate adaptation plans.	Yes	10-13 Appendix D
13	Description of how the plan is consistent with the goals and objectives of the regional transportation plan and the Sustainable Communities Strategy, where applicable.	Yes	10-13 Appendix D
14	Description of how the plan is consistent with other applicable regional or local planning frameworks such as local jurisdiction land use plans.	Yes	10-13 Appendix D
15	Incorporation of broadband planning, and Intelligent Transportation Systems (ITS) strategies, as applicable.	Yes	85-86, 94-95 102 Appendix E
16	Explanation of how community representatives and the general public were engaged throughout the development of the plan.	Yes	20-26, Appendix C
17	Explanation of how engagement with planning partners and stakeholders was conducted for the plan.	Yes	14-20, Appendix C
18	Description of how disadvantaged communities were specifically engaged.	Yes	14-20, Appendix C
19	Description of how feedback received influenced the final plan.	Yes	14-20, Appendix C

Approval by CMCP Agency Director			
			09/22/2022
FIRST AND LAST NAME	TITLE	SIGNATURE	DATE