



Metro

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

Agenda - Final

Wednesday, February 19, 2025

11:00 AM

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Planning and Programming Committee

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Ara J. Najarian

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general public comment period, which will be held at the beginning and /or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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

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

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

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323.466.3876

x2 *Español (Spanish)*

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The Meeting begins at 11:00 AM Pacific Time on February 19, 2025; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

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Marque: 888-978-8818 y ingrese el codigo
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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
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One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

7. **SUBJECT: SR 57/60 INTERCHANGE IMPROVEMENT PROJECT UPDATE**

[2024-1085](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 1 to Project Identification No. MM500201 with the San Gabriel Valley Council of Governments (SGVCOG) for the SR-57/60 Interchange Improvement Project (Project) in the amount of \$13,344,233.05, increasing the contract value from \$29,525,000 to \$42,869,233.05 construction management services;
- B. EXECUTE Modification No. 5 to Contract No. AE51890001 with WKE, Inc. for the Project in the amount of \$3,037,366, increasing the contract value from \$29,213,933 to \$32,251,299 for design services during construction and extend the period of performance from December 31, 2026 to December 31, 2029; and
- C. APPROVE a reduction in the retention amount withheld in the Funding Agreement with SGVCOG from 10% to 5% to be consistent with other grantees awarded similar funding amounts and at this stage of construction.

Attachments: [Attachment A - SR 5760 Interchange Improvement Project Map](#)
[Attachment B - Procurement Summary](#)
[Attachment C - Contract Modification/Change Order Log](#)
[Attachment D - DEOD Summary](#)
[Presentation](#)

8. **SUBJECT: REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS**

[2024-1140](#)

RECOMMENDATION

APPROVE the amendments to the Regional Transportation Improvement Program as shown in Attachment A.

Attachments: [Attachment A - Amendments to Los Angeles County RTIP](#)
[Presentation](#)

9. **SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - LAS VIRGENES/MALIBU SUBREGION** [2024-1162](#)

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. programming an additional \$8,904,127 of Measure M Multi-Year Subregional Program (MSP) Active Transportation, Transit, and Tech Program, including inter-program borrowing of \$4,531,812 from the Measure M MSP Highway Efficiency Program, shown in Attachment A;
2. programming an additional \$15,221,093 within the capacity of Measure M MSP Highway Efficiency Program, as shown in Attachment B; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Attachments: [Attachment A - Active Transportation/Transit/Tech Program Projects](#)
[Attachment B - Highway Efficiency Program Projects](#)
[Presentation](#)

- SUBJECT: GENERAL PUBLIC COMMENT** [2025-0099](#)

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 #: 2024-1085, **File Type:** Contract**Agenda Number:** 7.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 19, 2025****SUBJECT: SR 57/60 INTERCHANGE IMPROVEMENT PROJECT UPDATE****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 1 to Project Identification No. MM500201 with the San Gabriel Valley Council of Governments (SGVCOG) for the SR-57/60 Interchange Improvement Project (Project) in the amount of \$13,344,233.05, increasing the contract value from \$29,525,000 to \$42,869,233.05 construction management services;
- B. EXECUTE Modification No. 5 to Contract No. AE51890001 with WKE, Inc. for the Project in the amount of \$3,037,366, increasing the contract value from \$29,213,933 to \$32,251,299 for design services during construction and extend the period of performance from December 31, 2026 to December 31, 2029; and
- C. APPROVE a reduction in the retention amount withheld in the Funding Agreement with SGVCOG from 10% to 5% to be consistent with other grantees awarded similar funding amounts and at this stage of construction.

ISSUE

In February 2019, the Board approved \$29,525,000 in Measure M funds for the SGVCOG to support utility coordination, right-of-way acquisitions, and procurement and construction services for the Project. The SGVCOG has reported, and Metro staff concurs, an increase in both general administration and construction management costs, primarily driven by escalating labor expenses and additional requirements resulting from the Project's size and complexity.

In addition, Metro directly contracts with WKE, the original designer, to support SGVCOG with design services during construction. The Project has experienced a greater number of necessary design refinements than anticipated, revisions to the Diamond Bar Golf Course mitigation, and additional need for Project drawings caused by unforeseen field conditions. Additional efforts have also been made to review and approve contractor submittals required by Caltrans, respond to Requests for Information, and provide clarifications on plans and specifications related to Project improvements

affecting the Diamond Bar Golf Course mitigation.

The funding agreement for the Project stipulates withholding 10% of eligible expenditure per invoice as retention, which is not typical at this stage of construction for a major construction project.

BACKGROUND

The SR-57 and SR-60 freeways are critical transportation and goods movement corridors within San Gabriel Valley in Los Angeles County. The current lane configuration, combined with high truck and vehicle volumes, creates a chokepoint causing severe congestion and frequent collisions. This segment of SR-57 and SR-60 has been identified by the American Transportation Research Institute's 2024 ranking as the seventh worst bottleneck in the United States and among the worst bottlenecks in California, with a truck-related collision rate 50 percent higher than the state average for comparable facilities.

In July 2018, the Board approved a contract with WKE Inc. for professional services to prepare the Plans, Specifications, and Estimates (PS&E) for the Project. In February 2019, the Board authorized a Funding Agreement between Metro and SGVCOG to provide right of way, utility relocation, contract administration, and construction support services during construction for the Project. In April 2021, the Board approved a contract modification with WKE Inc. to fund design services during construction. In January 2023, the Board authorized funding for construction allowing SGVCOG to award a construction contract and initiate construction.

Currently, the Project is in the construction phase, with 27% of the work completed as of December 30, 2024. The Project is scheduled to open to traffic in July 2028, as the facility will provide access to a nearby venue for the Olympic and Paralympic Games.

The actions being requested in this Board report pertain only to the SGVCOG contract for construction management and the WKE contract for design services during construction.

DISCUSSION

The SGVCOG has reported an increase in both general administration and construction management costs for the project, primarily driven by escalating labor expenses and additional requirements resulting from the Project's size and complexity. The increased costs stem from several factors, including the need for additional staff and time to manage the expanded scope, which now includes more extensive financial administration and reporting obligations tied to the state and federal grant funds. These obligations involve detailed compliance documentation and frequent communication with multiple agencies to meet reporting requirements for state and federal stakeholders.

The funding agreement with SGVCOG (Project Identification No. MM500201), established in early 2019, is also affected by rising labor costs. Inflation and changing market conditions have led to higher labor rates, further requiring additional resources. In addition, addressing the 9.4-acre site from the Diamond Bar Golf Course, property acquisitions, litigation issues, and the need to accelerate deliverables to meet critical grant deadlines have required more effort than initially

anticipated. These actions were crucial for securing the necessary right-of-way to meet funding timelines and obligations.

The Project also required further coordination with resource agencies, such as the California Department of Fish and Wildlife and the Army Corps of Engineers. This included extended reviews and approvals to ensure compliance with environmental regulations and permitting conditions, as well as addressing agency feedback and integrating resource protection measures into the project design and construction. Additionally, unforeseen site conditions were encountered, including varying soil conditions, groundwater levels, and man-made buried objects, all of which were addressed.

Public outreach efforts have also required additional resources not originally anticipated to ensure the community remains informed about construction activities, road closures, and detours. Consistent communication through public announcements, project updates, and signage has been essential to minimize disruption and maintain community awareness.

These unforeseen demands, which were not anticipated during the initial contract cost agreement, have been essential to maintaining compliance, meeting funding requirements, ensuring public awareness, and moving the project toward successful completion. As a result, the total increase in SGVCOG general administration and Construction Management costs amounts to \$13,344,233.05, raising the contract amount from \$29,525,000 to \$42,869,233.05.

Furthermore, the Funding Agreement for the Project stipulates withholding 10% of eligible expenditure per invoice as retention. This figure is inconsistent with other Funding Agreements of similar amounts, particularly at this stage of construction, which stipulate a 5% retention rate. Staff recommend reducing the retention rate for the Project from 10% to 5%.

In addition to the Funding Agreement with SGVCOG, needed design refinements and project drawings were required due to unforeseen field conditions, along with revisions to the Diamond Bar Golf Course mitigation under Contract No. AE51890001 with WKE Inc. Additional efforts were also made to review and approve contractor submittals, respond to Requests for Information (RFI), and clarify plans and specifications related to project improvements affecting the Diamond Bar Golf Course mitigation. This contract modification supports design interface and coordination among various parties involved in the SR 57/60 Interchange Improvement Project, including the San Gabriel Valley Council of Governments (Contracting Agency), WSP (Construction Management Contractor), Skanska (Construction Contractor), Caltrans (Highway Oversight), and Metro (Sponsoring Agency).

Additionally, Program Management has participated in reviewing the contract modification request and will continue to review future contractor submissions, RFIs, and clarifications to plans and specifications during the remainder of the construction phase with SGVCOG and WKE Inc.

The following chart identifies the Funding Agreement and Contract modifications being requested:

\$ in thousands

Contract	Metro Board Approval	Activity	Funding Source	Amount	Request February 2025	Total
MM500201	February 2019	Construction Management	Measure M	\$ 29,525	\$ 13,344	\$ 42,869
AE5189001	July 2018	Design	Measure M/TCEP	\$ 29,214	\$ 3,037	\$ 32,251

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no direct impact on the safety of Metro customers or employees. Caltrans and local safety standards will be adhered to during the implementation of the proposed Project improvements.

FINANCIAL IMPACT

There are multiple fund sources for the Project, including Measure M Highway Capital (17%), Trade Corridor Enhancement Program (TCEP), and Infrastructure for Rebuilding America (INFRA) funds. These fund sources are not eligible for bus and rail (transit) capital and operations expenses.

The balance of the Measure M Expenditure Plan allocation of \$205 million designated for the Project is available to cover the costs and contract modifications that staff recommend for Board approval.

The FY25 budget includes \$81.277 million in Complete Streets and Highway Cost Center 0442, in SR 57/60 Interchange Improvements Project 475002. No budget adjustment is needed at this time. Staff will revisit the already-established departmental budget to make any necessary adjustments in the current Fiscal Year.

Since this is a multi-year project, the Project Manager, the Cost Center Manager, the Executive Officer for Complete Streets and Highways, the Senior Executive Officer for Multimodal Integrated Planning, and the Chief Planning Officer will be responsible for coordinating the programming and budgeting costs in future fiscal years.

This action will not impact the approved FY25 budget.

EQUITY PLATFORM

The Project area is not located within or directly adjacent to Equity Focus Communities (EFCs). The implementation of the Project will not result in the displacement of or other negative impacts on disadvantaged or low-income communities. However, EFCs are located within 10 miles to the east, northeast, and west of the Project locations. Additionally, California State Polytechnic University, Pomona, which is nationally recognized as one of the most diverse universities in the country, is located within two miles of the project site. Commuter students at the university will benefit from the safety improvements that will be developed as part of the Project. In preparation for future lane and/or ramp closures, the SGVCOG will proactively coordinate with various public information officers of nearby jurisdictions, utilize social media channels, and work with Caltrans to provide alerts

of any potential temporary lane and/or ramp closures during the current construction period.

WKE made a 24.25% Small Business Enterprise (SBE) and a 3.03% Disabled Veteran Business Enterprise (DVBE) commitment. Based on payment, the project is 90% complete and the current SBE participation is 25.12%, exceeding the commitment by 0.87% and the current DVBE participation is 1.94%, representing a 1.09% shortfall.

WKE is currently under construction with the design team responding to Requests for Information (RFI). WKE has received a lower than anticipated number of RFIs that are directed to the SBE and DVBE firms, which is impacting the utilization of some firms. To mitigate the shortfall, WKE will expand the scope of work and have identified additional tasks for SBE and DVBE firms to perform. WKE anticipates that the SBE and DVBE utilization will steadily increase over the remaining three years of construction and is projecting to meet the SBE and DVBE commitments by the end of the project.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. This Board item will likely increase VMT in LA County. Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

Los Angeles County voters approved Measure M in 2016, which included the Project as part of the Major Projects within the Expenditure Plan (Line 18). In addition, a CEQA document released for public review before July 1, 2020, was not required to incorporate a VMT analysis. Based on CEQA Guidelines Section 15007(c), CEQA documents that meet requirements in effect when a document is sent out for public review do not need to be revised to include new requirements taking effect before the document is fully approved. The 2013 FEIR/FONSI for the project was approved prior to the statewide implementation of SB 743; therefore, a VMT analysis was not required in the CEQA document.

However, data estimates that 118,000 number of eastbound trips occurred through the eastbound Project limits in 2019 for a total of approximately 342,500 VMT. Total traffic is estimated to increase by 12 percent by 2036 with VMT reaching approximately 382,100. Although the number of vehicles traveling through the corridor is expected to increase, this project will help decrease congestion and

vehicle idling on arterials and local roads.

The Project has been determined to be a regionally conforming project. The Project has been listed and accounted for in the modeling associated with the currently conforming Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP). Furthermore, the Project underwent the required interagency consultation process (Title 40 Code of Federal Regulations [CFR] 93.105) to review the Project-level carbon monoxide and Particulate Matter conformity and documentation for adequacy and completeness.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the strategic plan goal:

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

Goal 1.1. Approval of the multimodal highway subregional programs will expand the transportation system as responsibly and quickly as possible as approved in Measure R and M to strengthen and expand LA County's transportation system.

“Goal 4: Transform LA County through regional collaboration”

Goal 4.1. Metro will work closely with municipalities, councils of governments, and Caltrans to implement holistic strategies for advancing mobility goals”

ALTERNATIVES CONSIDERED

The Board may choose not to accept the staff recommendations. However, this is not recommended as the Project is currently in the construction phase and on track for completion by July 2028. Failing to provide the necessary resources would negatively impact the project's delivery and construction schedule, leading to higher costs and the inability to complete the Project.

NEXT STEPS

Upon Board approval, staff will work with SGVCOG to execute the necessary funding agreement amendments approved by this action and also execute Modification No. 5 to Contract No. AE51890001 with WKE, Inc. to provide additional engineering and design support and extend the period of performance through December 31, 2029. Staff will continue to work with the various partners and contractors to identify risk and cost containment mitigation measures. This will be achieved through ongoing weekly progress meetings with SGVCOG and contractors, monthly coordination meetings with SGVCOG and Caltrans, quarterly meetings with Federal Highway Administration staff, and regular updates to the Risk Assessment and the Financial Plan Annual Update Report.

ATTACHMENTS

Attachment A - SR 57/60 Interchange Improvements Project Map

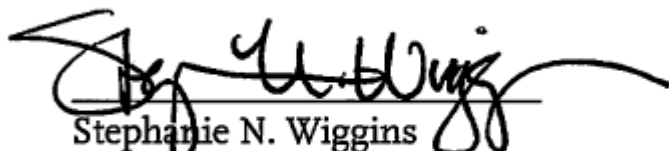
Attachment B - Procurement Summary

Attachment C - Contract Modification/Change Order Log

Attachment D - DEOD Summary

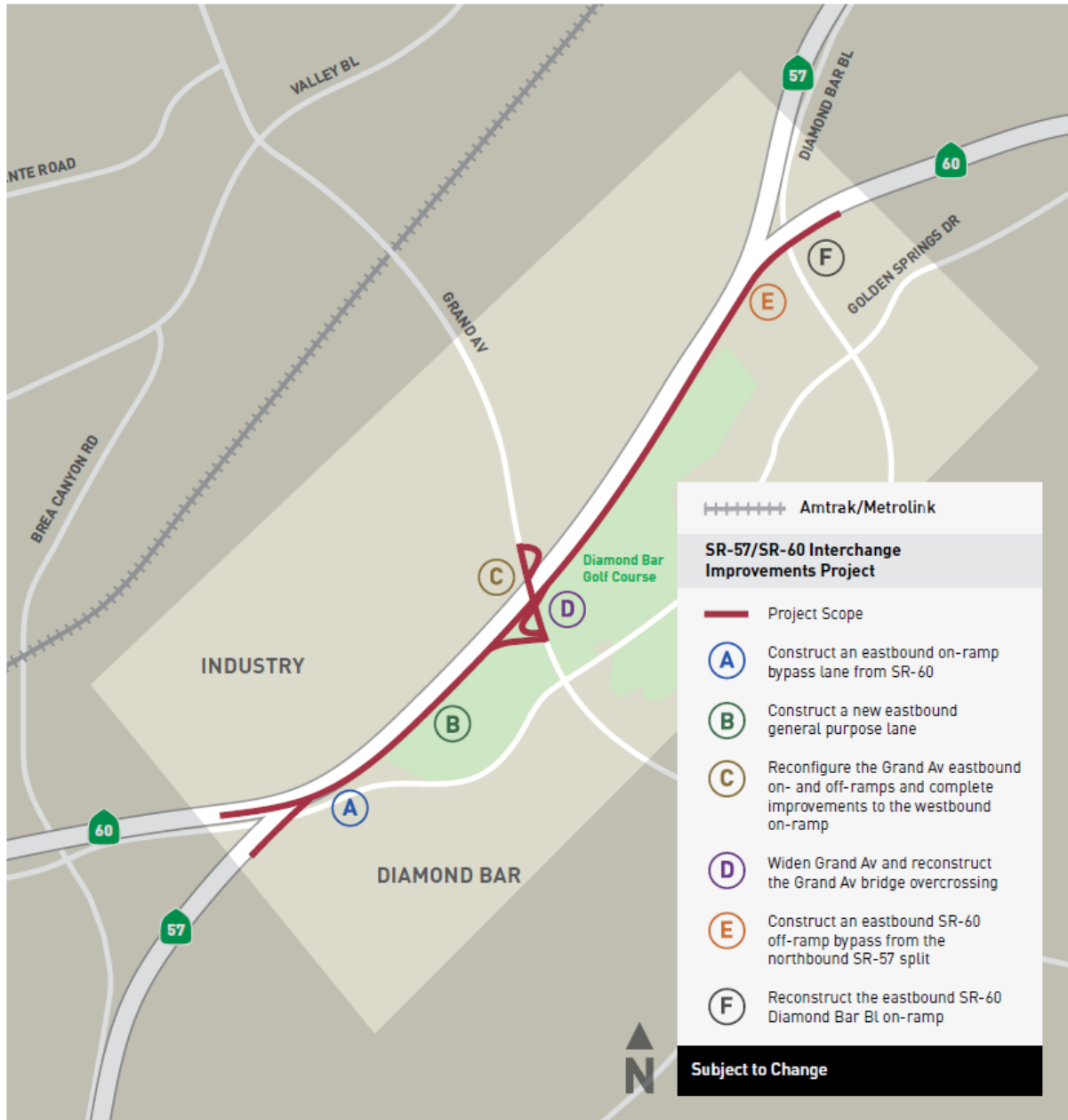
Prepared by: Roberto Machuca, Deputy Executive Officer, Complete Streets and Highways,
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Stephanie N. Wiggins
Chief Executive Officer

SR 57/60 Interchange Improvement Project



PROCUREMENT SUMMARY

SR 57/60 INTERCHANGE IMPROVEMENTS / AE51890001

1.	Contract Number: AE51890001		
2.	Contractor: WKE, Inc.		
3.	Mod. Work Description: Provide additional engineering design and support services during construction and extend the period of performance through 12/31/29.		
4.	Contract Work Description: Plans, Specifications, & Estimates (PS&E) for SR 57/60 Interchange Improvements		
5.	The following data is current as of: 1/8/2025		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	9/27/2018	Contract Award Amount: \$21,771,625
	Notice to Proceed (NTP):	10/15/2018	Total of Modifications Approved: \$7,442,308
	Original Complete Date:	9/30/2021	Pending Modifications (including this action): \$3,037,366
	Current Est. Complete Date:	12/31/2029	Current Contract Value (with this action): \$32,251,299
7.	Contract Administrator: Andrew Conriquez		Telephone Number: (213) 922-3528
8.	Project Manager: Roberto Machuca		Telephone Number: (213) 418-3467

A. Procurement Background

This Board Action is to approve Contract Modification No. 5 issued to provide additional engineering and design support services during construction for the SR57/60 Interchange Improvements Project. This Modification will also extend the period of performance from December 31, 2026 to December 31, 2029.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On September 27, 2018, the Board awarded a 36-month firm fixed price Contract No. AE51890001 to WKE, Inc., for plans specifications and estimates (PS&E) for SR57/60 Interchange Improvements in an amount of \$21,771,625.

A total of four modifications have been issued to date.

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

B. Cost Analysis

The recommended amount has been determined to be fair and reasonable based on a technical analysis, Independent Cost Estimate (ICE), and cost analysis using certified payroll.

Proposal Amount	Metro ICE	Recommended Amount
\$3,037,366	\$3,500,253	\$3,037,366

The difference between the ICE and the recommended amount is due to overestimating the level of effort for subtasks related to the design services during construction.

CONTRACT MODIFICATION/CHANGE ORDER LOG

SR 57/60 INTERCHANGE IMPROVEMENTS / AE51890001

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Change in the project geometry and design services for the Diamond Bar Golf Course mitigation reconstruction PS&E.	Approved	11/16/19	\$3,384,082
2	Design change to provide additional engineering design and support services during construction and period of performance (POP) extension through 12/31/2026.	Approved	4/22/21	\$3,251,666
3	Supplemental work to provide right of way, drainage design, and PS&E of maintenance traffic work.	Approved	5/3/22	\$350,718
4	Supplemental work to provide turf reduction, and biological monitoring for the reconstruction of golf course.	Approved	7/13/23	\$455,842
5	Supplemental work to provide design services during construction and POP extension through 12/31/2029.	Pending	Pending	\$3,037,366
	Modification Total:			\$10,479,674
	Original Contract:		9/27/18	\$21,771,625
	Total:			\$32,251,299

DEOD SUMMARY

SR 57/60 INTERCHANGE IMPROVEMENTS / AE51890001

A. Small Business Participation

WKE, Inc. (WKE) made a 24.25% Small Business Enterprise (SBE) and a 3.03% Disabled Veteran Business Enterprise (DVBE) commitment. Based on payment, the project is 90% complete and the current SBE participation is 25.12%, exceeding the commitment by 0.87% and the current DVBE participation is 1.94%, representing a 1.09% shortfall.

WKE contends that the project is currently under construction with the design team responding to Requests for Information (RFI). WKE further stated that they have received a lower than anticipated number of RFI's that are directed to the SBE and DVBE firms, which is impacting the utilization of some firms, and confirmed by Metro's Project Manager. To mitigate the shortfall, WKE reported they are expanding the scope of work and have identified additional tasks for SBE and DVBE firms to perform. WKE anticipates that the SBE and DVBE utilization will steadily increase over the remaining three years of construction and is projecting to meet the SBE and DVBE commitments by the end of the project.

Small Business Commitment	24.25% SBE 3.03% DVBE	Small Business Participation	25.12% SBE 1.94% DVBE
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	SBE Subcontractors	% Committed	Current Participation¹
1	ADVANTEC Consulting Engineers, Inc.	2.18%	2.41%
2	Arellano Associates, LLC	0.49%	0.22%
3	D'Leon Consulting Engineers	0.23%	0.18%
4	Earth Mechanics, Inc.	4.62%	4.71%
5	2R Drilling Incorporated	1.04%	1.00%
6	A Cone Zone, Inc.	0.41%	0.50%
7	FRS Environmental, Inc.	0.06%	0.18%
8	Galvin Preservation Associates Inc.	1.39%	2.69%
9	Impact Sciences, Inc.	0.18%	0.00%
10	Geo-Advantec, Inc.	1.22%	1.10%
11	2R Drilling Incorporated	0.27%	0.08%
12	A Cone Zone, Inc.	0.22%	0.03%
13	Kroner Environmental Services, Inc.	1.78%	3.35%
14	DC Traffic Control	0.18%	0.19%
15	Martini Drilling Corp.	0.22%	0.07%
16	Performance Analytical	0.69%	0.64%

	Laboratories, Inc.		
17	V & A Inc.	0.16%	0.00%
18	LIN Consulting, Inc.	5.51%	2.20%
19	Tatsumi and Partners, Inc.	1.37%	1.38%
20	Wagner Engineering & Survey, Inc.	1.27%	1.28%
21	A Cone Zone, Inc.	0.35%	0.00%
22	Safeprobe, Inc.	0.41%	0.19%
23	CWE	Added	0.26%
24	Guida	Added	0.25%
25	OPTITRANS Engineering, Inc.	Added	0.54%
26	PacRim Engineering Inc	Added	1.67%
	Total	24.25%	25.12%

	DVBE Subcontractors	% Committed	Current Participation¹
1	Brentwood Reprographics, Inc	0.88%	0.09%
2	MA Engineering	2.15%	1.85%
	Total	3.03%	1.94%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

SR 57/60 INTERCHANGE IMPROVEMENT PROJECT UPDATE AND CONTRACT MODIFICATION



Staff Recommendation

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 1 to Project Identification No. MM500201 with the San Gabriel Valley Council of Governments (SGVCOG) for the SR-57/60 Interchange Improvement Project (Project) in the amount of \$13,344,233.05, increasing the contract value from \$29,525,000 to \$42,869,233.05 construction management services; and
- B. EXECUTE Modification No. 5 to Contract No. AE51890001 with WKE, Inc. for the Project in the amount of \$3,037,366, increasing the contract value from \$29,213,933 to \$32,251,299 for design services during construction and extend the period of performance from December 31, 2026 to December 31, 2029; and
- C. APPROVE a reduction in the retention amount withheld in the Funding Agreement with SGVCOG from 10% to 5% to be consistent with other grantees awarded similar funding amounts and at this stage of construction.

SR 57/60 Interchange Improvements

SGVCOG (Project ID: MM500201)

- Metro Board authorization (February 2019) for utility coordination, right-of-way acquisition, procurement and construction management services.
- \$13,344,233.05 increase for construction contract administration.
- Contributing factors: Escalating labor costs, expanded scope of services, additional reporting requirements, increased coordination for right-of-way acquisitions, litigation, and unforeseen field conditions.

WKE Inc. (Contract No. AE51890001)

- Metro Board authorization (July 2018) for Final Design and later amended to include professional services during the construction bid and construction phase.
- \$3,037,366 increase for design services during construction.
- Contributing factors: Unforeseen field conditions, design refinements, additional drawings especially related to the Diamond Bar Golf Course mitigation, additional submittal reviews and clarifications.

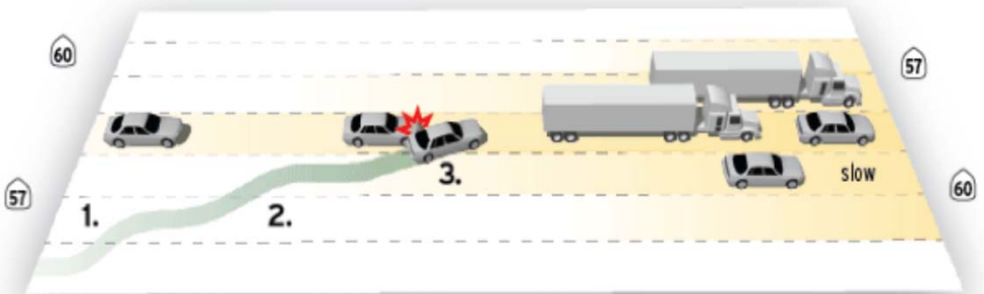
Funding Agreement Retention Change

- Reduce retention amount from 10% to 5%, which is more typical for this stage of construction and is consistent with other Metro-funded highway projects.

SR 57/60 Interchange Improvements

How collisions occur

Motorists trying to cross into the opposite freeway must sweep across several lanes quickly, one reason why the confluence is a hotspot for accidents.



- 1. Motorists on the 57 and 60 freeways are often traveling at different speeds as they enter into the confluence.**
- 2. A driver may try to transfer lanes quickly before the freeways separate again.**
- 3. This can result in collisions as motorists weave across multiple lanes in the 2-mile stretch.**



Equity Platform

- Implementation of the Project will not result in displacement of or other negative impacts on disadvantaged or low-income communities.
- Equity Focus Communities are located within 10 miles to the east, northeast, and west of the Project locations.

Next Steps

- Staff will work with SGVCOG and the Design Contractor to execute the necessary funding agreement amendments approved by this action.
- Staff will continue to work with the various partners (SGVCOG, Caltrans, Federal Highway Administration) and contractors to identify risk and cost containment mitigation measures.



Board Report

File #: 2024-1140, File Type: Program

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE FEBRUARY 19, 2025

SUBJECT: REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the amendments to the Regional Transportation Improvement Program as shown in Attachment A.

ISSUE

In March 2024, the California Transportation Commission (CTC) adopted the 2024 State Transportation Improvement Program (STIP), which included the Regional Transportation Improvement Plan (RTIP) for Los Angeles County. In July 2024, the Board approved changes requested by the City of Los Angeles to State Route 710 Mobility Improvement Projects (SR-710 MIPs) that are currently programmed in the RTIP. The Board action necessitates changes to the RTIP to consistently reflect the updated MIPs, including partially deprogramming STIP funds from the Soto Street Widening Project and reallocating the STIP funds to other MIPs.

BACKGROUND

The STIP is a five-year capital improvement program for transportation projects that is updated every two years. Metro is responsible for submitting the RTIP to every two-year STIP cycle and managing the RTIP in between STIP cycles. To manage the RTIP, Metro may request amendments to change the scope, cost, or program year of existing RTIP projects and propose new projects.

Two MIPs are currently programmed in the RTIP: the City of Los Angeles' Soto Street Widening Project and the County of Los Angeles' USC Medical Center Mobility Improvements [Valley Blvd Multimodal/Safety Improvements]. The Soto Street Widening Project is programmed with \$26.3 million of STIP and will reconfigure Soto Street to increase travel lanes, introduce protected bicycle facilities, and widen and construct new sidewalks between Multnomah Street and Mission Road. The USC Medical Center Mobility Improvements [Valley Blvd Multimodal/Safety Improvements] is programmed with \$27.3 million of STIP and will improve transit, bicycle, and pedestrian facilities on Valley Boulevard and surrounding streets between Soto Street and the LA County + USC Medical Center.

DISCUSSION

To make the RTIP consistent with the Board-approved MIP updates and support the delivery of previously programmed MIPs, staff requests to shift STIP funding from one MIP to several others and update project sponsorship.

The July 2024 Board action deprograms \$9.1 million from the Soto Street Widening Project and reallocates the funds to other City MIPs:

- \$1.7 million to the Valley Boulevard Multi-modal Transportation Improvements and
- \$6.5 million to the Northeast Los Angeles Active Transportation and Transit Connectivity Enhancements.

The Valley Boulevard Multi-modal Transportation Improvements will introduce transit, bicycle, and pedestrian improvements to Cesar Chavez Avenue, Mission Road, and Valley Boulevard between Union Station and the SR-710. The July 2024 Board action also updates project sponsorship of the USC Medical Center Mobility Improvements [Valley Blvd Multimodal/Safety Improvements] from County of Los Angeles to City of Los Angeles. The City will combine delivery of the USC Medical Center Mobility Improvements [Valley Blvd Multimodal/Safety Improvements] and the Valley Boulevard Multi-modal Transportation Improvements. Therefore, staff proposes to amend the RTIP to reflect both projects under the existing USC Medical Center Mobility Improvements [Valley Blvd Multimodal/Safety Improvements]. The Northeast Los Angeles Active Transportation and Transit Connectivity Enhancements will make pedestrian improvements on Figueroa Street, Meridian Street, and Avenue 63 in the northeast region of the City of Los Angeles. Staff proposes to program this as a new project to the RTIP.

In addition to the MIP updates already approved by the Board, there is an opportunity to program the remaining \$1 million unprogrammed STIP balance to another MIP which is currently partially programmed. Staff has identified the County of Los Angeles' Ford Boulevard Traffic Corridor Improvement Project (N-S) with an unprogrammed MIP commitment. The project will improve communication and traffic signal infrastructure and synchronize traffic signals on Ford Boulevard between Floral Drive and Olympic Boulevard. The STIP funds will allow the project to be fully programmed for the amount originally approved by the Board. Staff proposes to program this as a new project to the RTIP.

Attachment A describes and illustrates the programming amendments described above in more detail.

DETERMINATION OF SAFETY IMPACT

Approval of the RTIP amendments will have no negative impact to the safety of Metro patrons or employees.

FINANCIAL IMPACT

Approval of the RTIP amendments would have no negative impact to the agency. The RTIP amendments fulfill prior funding commitments for transportation projects in Los Angeles County.

Impact to Budget

The RTIP includes funding for FY 2025 through FY 2029 and has no impact to the FY 2025 budget.

EQUITY PLATFORM

The proposed amendments are necessary to deliver projects that will provide multimodal improvement benefits. The STIP does not require that individual projects have or will conduct community engagement or meet equity criteria to receive funding. However, the STIP asks Metro to describe how engagement was conducted for the RTIP as a whole. For this discussion, Metro describes the engagement process for the 2020 Long Range Transportation Plan (LRTP) and Measure M from which Metro staff identifies projects for the RTIP. Projects in the RTIP are included in or directly advance specific projects and programs in the 2020 LRTP or Measure M. The SR-710 MIPs are listed in the 2020 LRTP as investments supporting the “Less Congestion” priority area. Independent of any STIP requirements or conditions for funding, the project sponsor of each MIP has conducted engagement activities.

The Soto Street Widening Project and USC Medical Center Mobility Improvements [Valley Blvd Multimodal/Safety Improvements] currently programmed in the RTIP involve active transportation and safety improvements. Both projects are within Metro Equity Focus Communities (EFCs) in Lincoln Heights and El Sereno and are in the engagement, planning, and development stages led by the City of Los Angeles.

The proposed City of Los Angeles Northeast Los Angeles Active Transportation and Transit Connectivity Enhancements is partially located within an EFC in Highland Park. A project goal is to improve connections to transit for people walking to the Highland Park A Line Station. The City of Los Angeles is currently leading the engagement, planning, and development phases of the project. The proposed County of Los Angeles Ford Boulevard Traffic Corridor Improvement Project (N-S) is fully located within EFCs in unincorporated East Los Angeles. The project will upgrade technology to improve traffic safety and management along a corridor directly adjacent to the SR-710 in east Los Angeles. The County of Los Angeles is currently leading the engagement, planning, and development stage phases of the project.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro’s significant investment in rail and bus transit.* Metro’s Board-adopted VMT reduction targets align with California’s statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This Board item will likely increase Vehicle Miles Traveled (VMT) in LA County, as it includes an investment in 0.6 miles of new lane miles which encourages driving alone. Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets

were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

At the same time, the changes proposed in this report will also enable the expansion of other modes, including new bikes lanes and improved sidewalks. which may help offset the VMT increase facilitated by the road improvements.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goal #1 to “provide high-quality mobility options that enable people to spend less time traveling” by obtaining funding to support the delivery of transportation improvements that support the safety and performance of the highway system and expand high-quality transit options

ALTERNATIVES CONSIDERED

The Board could elect not to approve the RTIP amendments. This alternative is not recommended as it is contradictory to previous Board action and would prevent staff from carrying out programming changes approved by the Board for the SR-710 MIP.

NEXT STEPS

With Board approval, staff will proceed with and monitor the following steps to secure CTC approval of the amendment:

- February 27, 2025 - Metro staff submits the complete amendment request to Caltrans
- March 20-21, 2025 - CTC receives notice of the amendment
- May 15-16, 2025 - CTC considers adopting the amendment

ATTACHMENTS

Attachment A - Amendments to Los Angeles County RTIP

Prepared by: Shelly Quan, Manager, Transportation Planning, (213) 547-4303
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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie N. Wiggins
Chief Executive Officer

Amendments to Los Angeles County Regional Transportation Improvement Program

Metro staff will request the following amendments:

- Deprogram \$9,147,854 from the construction of the Soto Street Widening Project currently in the RTIP with no changes to project scope (MIP ID# LA8.1.1.07)
- Program \$6,500,000 for construction of the Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements as a new project (MIP ID# LA8.5.2.03)
- For the USC Medical Center Mobility Improvements [Valley Blvd Multimodal/Safety Improvements] currently in the RTIP (MIP ID# LA8.4.2.07 and LA9.5.2.10):
 - Update project sponsorship/implementation from County of Los Angeles to City of Los Angeles
 - Program \$1,647,854 for construction
 - Update the project scope to reflect the full scope of the improvements
- Program \$1,000,000 for construction of the Ford Boulevard Traffic Corridor Improvement Project (N-S) as a new project (MIP ID# LA9.3.1.30)

The table on the next page illustrates the projects currently programmed in the RTIP and the proposed amendments and new programming.

This table summarizes the projects programmed in the RTIP and the proposed amendments and new programming.

Implementing Agency	Project Name	Programming Status	Prior	FY 25	FY 26	FY 27	FY 28	FY 29	Total	E&P	PS&E	R/W	CON
Amendments to Funding													
City of LA	Soto Street Widening Project	Existing				26,330			26,330				26,330
		Change				-9,148			-9,148				-9,148
		Proposed				17,182			17,182				17,182
County of LA City of LA	USC Medical Center Mobility Improvements [Valley Blvd Multimodal/Safety Improvements]	Current			9,432	17,872			27,304		9,432		17,872
		Change			0	1,648			1,648		0		1,648
		Proposed			9,432	19,520			28,952		9,432		19,520
		Net Change			0	-7,500			-7,500		0		-7,500
New Projects													
City of LA	Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements	Existing				0			0				0
		Change				6,500			6,500				6,500
		Proposed				6,500			6,500				6,500
County of LA	Ford Boulevard Traffic Corridor Improvement Project (N-S)	Existing				0			0				0
		Change				1,000			1,000				1,000
		Proposed				1,000			1,000				1,000
		Net Change				7,500			7,500				7,500
Net Change			0	0	0	0	0	0	0	0	0	0	0

FY = State Fiscal Year
 E&P = Environmental and permits
 PS&E = Plans, specifications, and estimates
 R/W = Right of way
 CON = Construction



Regional Transportation Improvement Program Amendments

Planning and Programming Committee

February 19, 2025

File No. 2024-1140



Metro

Recommendation

APPROVE the amendments to the Regional Transportation Improvement Program as shown in Attachment A.

Background

- November 2023: The Metro Board approved the RTIP for LA County.
- March 2024: The California Transportation Commission adopted the RTIP.
- July 2024: The Metro Board approved updates to the City and County of LA's State Route 710 Mobility Improvement Projects (MIPs), including two projects funded in the RTIP.
- The RTIP must be amended to be consistent with the Metro Board's actions.



Valley Blvd before (top) and after (bottom)

Summary of Amendments

Existing projects:

- Partially deprogram \$9.1m from the \$26.3m available for the **Soto Street Widening Project**
- **USC Medical Center Mobility Improvements [Valley Blvd Multimodal/Safety Improvements]:**
 - Update project sponsorship/implementation from County to City of Los Angeles
 - Program \$1.6m for construction
 - Update the project scope to reflect the full scope of the improvements

New projects:

- Program \$6.5m for the **Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements**
- Program \$1.0m for the **Ford Boulevard Traffic Corridor Improvement Project (N-S)**

FORD BOULEVARD
TRAFFIC CORRIDOR IMPROVEMENT PROJECT (N-S)



REF: I:\Planning-Eng\GIS\GMAPGIS_Services\MPGIS\projects\pdf\Ford_Bldv.mxd DATE: Feb 4, 2021



Attachment A

Implementing Agency	Project Name	Programming Status	Prior	FY 25	FY 26	FY 27	FY 28	FY 29	Total	E&P	PS&E	R/W	CON
Amendments to Funding													
City of LA	Soto Street Widening Project	Existing				26,330			26,330				26,330
		Change				-9,148			-9,148				-9,148
		Proposed				17,182			17,182				17,182
County of LA City of LA	USC Medical Center Mobility Improvements [Valley Blvd Multimodal/Safety Improvements]	Current			9,432	17,872			27,304		9,432		17,872
		Change			0	1,648			1,648		0		1,648
		Proposed			9,432	19,520			28,952		9,432		19,520
		Net Change			0	-7,500			-7,500		0		-7,500
New Projects													
City of LA	Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements	Existing				0			0				0
		Change				6,500			6,500				6,500
		Proposed				6,500			6,500				6,500
County of LA	Ford Boulevard Traffic Corridor Improvement Project (N-S)	Existing				0			0				0
		Change				1,000			1,000				1,000
		Proposed				1,000			1,000				1,000
		Net Change				7,500			7,500				7,500
Net Change			0	0	0	0	0	0	0	0	0	0	0



Board Report

File #: 2024-1162, File Type: Program

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 19, 2025

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - LAS VIRGENES/MALIBU SUBREGION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. programming an additional \$8,904,127 of Measure M Multi-Year Subregional Program (MSP) Active Transportation, Transit, and Tech Program, including inter-program borrowing of \$4,531,812 from the Measure M MSP Highway Efficiency Program, shown in Attachment A;
2. programming an additional \$15,221,093 within the capacity of Measure M MSP Highway Efficiency Program, as shown in Attachment B; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update approves additional eligible projects for funding. It also allows the Las Virgenes/Malibu Subregion and implementing agencies to approve new eligible projects for funding and revise project scope of work, budgets, and schedules for previously funded projects.

This update includes changes to projects that have received prior Board approval and funding allocation for new projects. Funds are programmed through Fiscal Year (FY) 2027-28. The Board's approval is required to program additional funds. The updated project lists (Attachments A and B) serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

In January 2019, the Board approved Las Virgenes/Malibu Subregion's first MSP Five-Year Plan and programmed funds in 1) Measure M MSP - Active Transportation/Transit/Tech Program (expenditure line 56); and 2) Measure M MSP - Highway Efficiency Program (expenditure line 57). Since the first Plan, staff has provided annual updates to the Board in February 2020, March 2021, February 2022, February 2023, and January 2024.

Based on the amount provided in the Measure M Expenditure Plan, a total of \$137 million was forecasted for programming from FY 2017-18 to FY 2027-28. Measure M MSP Lapsing Policy allows expending the funds within three years from the year the funds are programmed. In the prior actions, the Board approved programming of \$84.6 million. Therefore, \$52.4 million is available to the Subregion for programming as part of this update.

DISCUSSION

Metro staff worked closely with the Las Virgenes/Malibu Subregion Council of Governments (COG) and the implementing agencies on project eligibility reviews of the proposed projects for this annual update. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion. In line with the Board adopted guidelines and June 2022 Objectives for Multimodal Highways 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, undertakes 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. To date, \$84.6 million has been programmed in support of 23 of projects, of which \$29.8 million has been expended and four of projects have been completed.

During staff review, Metro required a detailed project scope of work to confirm project eligibility, reconfirm funding eligibility for those that request changes in the project scope of work, and establish the program nexus during project reviews, i.e. project location information and limits, length, elements, phases, total estimated expenses and funding request, schedules, etc. Final approval of funds for the projects shall be contingent upon the implementing agency demonstrating the eligibility of each project, as required in the Measure M Master Guidelines. Staff expect the collection of the project details in advance of Board action to enable the timely execution of project Funding Agreements for approved projects. Additionally, all projects are subject to a close-out audit after completion, according to the Guidelines.

This report includes inter-program borrowing of funds. This type of inter-program borrowing was approved in 2020, 2022, and 2024 for the Las Virgenes/Malibu Subregion and other Subregions in LA County. This is acceptable under the Board-adopted Measure M Master Guidelines, as long as the projects meet the Measure M MSP funding eligibility, have consent from the affected subregion, and obtain MetroBoard approval. In September 2024, the Las Virgenes/Malibu COG Board approved the inter-program borrowing.

This update includes funding adjustments for eight previously approved projects and four new projects. Attachments A and B show the changes in project funding allocations since the last update to the Board. Four projects have been completed and are in the close-out audit process.

Active Transportation/Transit/Tech Program (expenditure line 56)

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

Calabasas

- Program additional \$6,459,295 in FY 26 and FY 27 for MM4401.11 - Mulholland Highway Gap Closure - Old Topanga Canyon Road to City Limits (Phase II), an existing Measure R project #MR311.13. The project will provide spot shoulder widening and walkways where feasible in the 2.7-mile corridor, as well as a new traffic signal. This project will likely decrease Vehicle Miles Traveled (VMT). The funds will be used for the project's Plan Specifications and Estimates (PS&E) and construction phases.

Westlake Village

- Program additional \$2,444,832 in FY 26 and FY 27 for MM4401.12 - Lakeview Canyon Road Pedestrian Safety Improvements. This project is a Complete Street and Green Street project for the city. The project includes the installation of pedestrian and bicycle paths where no sidewalk currently exists. This project will likely decrease VMT. The funds will be used for the project's Project Approval and Environmental Document (PAED), PS&E, and construction phases.

Highway Efficiency Program (expenditure line 57)

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

Agoura Hills

- Program an additional \$3,284,924 in FY 27 and FY 28 for MM5503.02/ MM5503.07 - Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road, an existing Measure R project #MR311.14. This project will provide additional on and off-ramp lanes, traffic signal synchronization, and sidewalk upgrades. This project will likely increase VMT. The funds will be used for the project's Project Study Report (PSR), environmental, PS&E, and construction phases.
- Deobligate \$1,140,000 of the \$9,706,529 previously awarded for MM5503.12 - Agoura Road/Kanan Road Intersection Improvements, an existing Measure R project #MR311.04. This project will be a signalized intersection that would improve circulation, reduce delays, facilitate large truck movements, and reduce conflict points close to a freeway interchange. This project will likely increase VMT. The funds will be reallocated to another City led priority project - MM5503.13, noted below. The remaining funds will be used for the project's right-of-way (ROW) and construction phases

- Program additional \$3,560,000 in FY 26 for MM5503.13 - Agoura Hills Greenway Project, also funded by Measure R funds under #MR311.23. This project will be a mobility hub that includes bike and pedestrian trails and site lighting. This project will likely decrease VMT. The funds will be used for the project's ROW and construction phases.

Hidden Hills

- Program additional \$485,059 in FY 26 for MM5503.03 - Long Valley Road/Valley Circle/US-101 On-Ramp Improvements, an existing Measure R project #MR311.34. This project will include a right-turn pocket at the on-ramp and sidewalk installation where one does not currently exist. This project will likely increase VMT. The funds will be used for the project's PS&E, ROW, and construction phases.
- Deobligate \$1,500,000 from MM5503.14 - Hidden Hills Regional Smart Cities Fiber Network Backbone. The project is canceled, and funds will be reallocated to the Las Virgenes/Malibu COG for Subregion's Regional Smart Cities Fiber Network Project.

Malibu

- Program \$1,500,000 in FY 26 for MM5503.15 - PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd, an existing Measure R project #MR311.11. This project includes the installation of communication links between traffic signals and the Caltrans' Traffic Management Center, fiber links, adaptive signal control systems, changeable message signs, closed circuit television cameras, the development of timing plans, the installation of traffic loops and sensors and the installation of other traffic management techniques to manage traffic flow. This project will likely increase VMT. The funds will be used to complete the project's construction phase.
- Program \$2,036,110 in FY 26 for MM5503.16 - PCH at Las Flores Canyon Road and Rambla Pacifica Intersection Improvements, an existing Measure R project #MR311.17. This project will include a left turn lane as well as bike and pedestrian improvements. This project will likely increase VMT. The funds will be used to complete the Project's construction phase.
- Program \$2,000,000 as follow: \$1,500,000 in FY 25 and \$500,000 in FY 26 for MM5503.17 - Pacific Coast Highway Quick Build Roundabouts. This project will install a "quick-build" roundabout on PCH at the entrance to El Matador State Beach and the intersection of PCH and Encinal Canyon Road. The project will reduce the travel lanes going into the roundabout from two lanes to one lane but will retain two travel lanes exiting the roundabout in each direction. The project will also include new traffic striping and signage, solar streetlights, and pedestrian crosswalks and will include solar horizontal rapid flashing pedestrian beacons. The funds will be used to complete the Project's PS&E and construction phases. Because this particular roundabout is intended primarily to improve safety for people walking, biking, and rolling, and achieves that through a re-design that reduces vehicle lanes from 2 to 1, thereby decreasing crossing distances and overall reducing the speeds of vehicles, it is likely to decrease VMT.

Westlake Village

- Program \$495,000 in FY 26 for MM5503.18 - Westlake Village ITS Signal Project. This project will expand the City's ITS network by installing conduit and fiber along portions of Lindero Canyon Road and Via Colinas. This project will likely increase VMT. The funds will be used to complete the project's PS&E and construction phases.

Las Virgenes/Malibu COG

- Program additional \$4,500,000 in FY 25 and FY 26 for MM5503.11 - Regional Smart Cities Fiber Network Project. The project will construct a high-level fiber-optic network to synchronize 66 signals and connect a public-owned fiber network to other public and/or private regional middle-mile connections. This project will likely increase VMT. The funds will be used for the project's PS&E and construction phases.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

In FY 2024-25, \$15.3 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation Program (Project #474401), and \$1 million is budgeted in Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475503). 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 source of funds for these projects is Measure M Highway Construction 17%. This fund source is not eligible for Metro bus and rail operations expenses.

EQUITY PLATFORM

The Las Virgenes/Malibu subregion consists of the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu, Westlake Village, and the adjacent unincorporated area of Los Angeles County, but no Equity Focus Communities (EFCs) are located within this subregion.

The Subregion's proposed active transportation and highway efficiency projects have a range of potential equity benefits for non-drivers. For example, the Calabasas Mulholland Highway Gap Closure project will provide shoulder improvements that would improve bike safety along the route by reducing friction between vehicular traffic and bicyclists. The improvements will provide a wider road cross-section and wider shoulder to be utilized by bicyclists thus eliminating their encroachment into

a travel lane. This active transportation project enhances safety for bicyclists and allows them to access key destinations including schools.

VEHICLE MILES TRAVELED (VMT) OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. Each project's VMT outcome is included in the brief project description earlier in this report. This Board item, which looks at a number of smaller investments across modes, will likely increase VMT in LA County, as it includes several projects that encourage driving alone

Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

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 lead the development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the Las Virgenes/Malibu Subregion. This is not recommended as the Las Virgenes/Malibu Subregion developed the proposed projects in accordance with the Measure M

Ordinance, Guidelines, and Administrative Procedures and may delay the development and delivery of projects.

NEXT STEPS

Metro staff will continue to work with the Las Virgenes/Malibu Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2024-25. Program/project updates will be provided to the board annually.

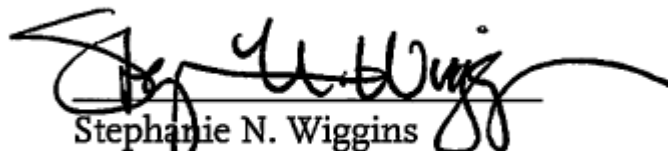
ATTACHMENTS

Attachment A - Active Transportation/Transit/Tech Program Projects

Attachment B - Highway Efficiency Program Projects

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


Las Virgenes/Malibu Subregion
 Measure M Multi-Year Subregional Plan - Active Transportation/Transit/Tech Program (Expenditure Line 56)

						Measure M MSP										
Agency	Project ID #	Project/Location	Funding Phases	Note	Total Project Costs	Pror Alloc	Alloc Change	Current Alloc	1st Program Year	Prior Years	FY2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	
1	LVMCOG	MM4401.01	Planning Activities for Measure M Multi-Year Subregional Program ^	Planning Development		\$ 119,097	\$ 119,097	\$ 119,097	2017-18	\$ 68,166	\$ 12,426	\$ 12,513	\$ 12,830	\$ 13,163		
2	Calabasas	MM4401.02	City-wide Green Streets - Malibu Hills Road, Calabasas Road, Old Town Calabasas, Las Virgenes Road and Parkway Calabasas	PS&E Construction		3,156,164	3,156,164	3,156,164	2019-20	257,069	800,000	2,064,095	35,000			
3	Calabasas	MM4401.03	Mulholland Highway Gap Closure - Old Topanga Canyon Road - Phase I (CFP #F7516)	PS&E ROW Construction	Compl	2,635,710	2,200,000	2,200,000	2020-21	\$ 2,200,000						
4	Calabasas	MM4401.11	Mulholland Highway Gap Closure - Old Topanga Canyon Road to City Limits (Phase II) (MR311.13)	PS&E Construction	Chg	14,959,880	8,500,585	6,459,295	14,959,880	2020-21	6,715,585	1,785,000		2,740,000	3,719,295	
5	Malibu	MM4401.05	Pedestrian/Bicyclist Crosswalk Improvements - PCH @ Big Rock Dr. & 20356 PCH	PS&E Construction		683,219	683,219	683,219	2023-24	-	35,000	165,000	313,219	170,000		
6	Malibu	MM4401.06	Westward Beach Parking and Walkway Improvements	PS&E Construction	Compl	4,360	4,360	4,360	2020-21	4,360						
7	Malibu	MM4401.13	Pedestrian Undercrossing at Malibu Seafood	PS&E Construction		2,250,000	2,250,000	2,250,000	2023-24	-	400,000	600,000	1,250,000			
8	Westlake Village	MM4401.07	Lindero Linear Park - Lindero Canyon Blvd from Agoura Rd to Foxfield Dr.	PS&E Construction	Compl	4,452,678	4,452,678	4,452,678	2018-19	4,452,678						
9	Westlake Village	MM4401.12	Lakeview Canyon Road Pedestrian Safety Improvements	PAED PS&E Construction	Chg	5,444,832	3,000,000	2,444,832	5,444,832	2024-25	-	3,000,000	1,101,000	1,343,832		
10	LA County	MM4401.09	Malibu Canyon Road Bridge Replacement	PS&E Construction		875,000	875,000	875,000	2019-20	285,245	220,000	369,755				
11	LA County	MM4401.10	Topanga Beach Shuttle Bus Stops Improvements (Metro Orange Line to Metro Expo Line in Downtown Santa Monica)	PS&E Construction		400,000	400,000	400,000	2018-19	150,000	220,000	30,000				
Total Programming Amount						34,980,940	\$25,641,103	\$8,904,127	\$ 34,545,230		\$14,133,103	\$3,472,426	\$6,241,363	\$5,452,049	\$5,246,290	\$ -

Las Virgenes/Malibu Subregion
 Measure M Multi-Year Subregional Plan - Highway Efficiency Program (Expenditure Line 57)

						Measure M MSP Funds									
Agency	Project ID #	Project/Location	Funding Phases	Note	Total Project Costs	Prior Alloc	Alloc Change	Current Alloc	1st Program Year	Prior Years	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
Agoura Hills	MM5503.01	Interchange - Chesebro Rd S to Driver Ave. & Chesebro Rd to N of interchange (MR311.03)	PS&E Construction		\$ 18,945,436	\$ 8,495,436		\$ 8,495,436	2018-19	\$ 8,495,436					
Agoura Hills	MM5503.02/ MM5503.07	Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road (MR311.14)	PSR Env PS&E Construction	Chg	9,298,417	5,313,493	3,284,924	8,598,417	2021-22	756,595	1,200,000	3,356,898		1,162,138	2,122,786
Agoura Hills	MM5503.12	Agoura Road/Kanan Road Intersection Improvements (MR311.04)	ROW Construction	Chg	9,706,529	9,706,529	(1,140,000)	8,566,529	2022-23	1,700,000	2,638,860	3,167,669	1,060,000		
Agoura Hills	MM5503.13	Agoura Hills Greenway Project (MR311.23)	ROW Construction	Chg	21,538,861	6,023,861	3,560,000	9,583,861	2022-23	4,023,861	2,000,000		3,560,000		
Calabasas	MM5503.08	Calabasas Road Improvements	PS&E Construction		4,500,000	4,500,000		4,500,000	2020-21	4,500,000					
Hidden Hills	MM5503.03	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements (MR311.34)	PS&E, ROW Construction	Chg	7,167,652	1,215,652	485,059	1,700,711	2020-21	1,215,652			485,059		
Hidden Hills	MM5503.14	Hidden Hills Reginal Smart Cities Fiber Network Backbone	Construction	Deob	-	1,500,000	(1,500,000)	-	N/A	-					
Malibu	MM5503.04	Malibu Park and Ride Lots (MR311.35)	ROW	Compl	6,600,000	3,100,000		3,100,000	2018-19	3,100,000					
Malibu	MM5503.05	Median Improvements PCH	PS&E Construction		2,000,000	2,000,000		2,000,000	2021-22	300,000	1,700,000				
Malibu	MM5503.15	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd (MR311.11)	Construction	New	1,500,000	-	1,500,000	1,500,000	2025-26				1,500,000		
Malibu	MM5503.16	PCH at Las Flores Canyon Road and Rambla Pacifica Intersection Improvements (MR311.17)	Construction	New	2,036,110	-	2,036,110	2,036,110	2025-26				2,036,110		
Malibu	MM5503.17	Pacific Coast Highway Quick Build Roundabouts	PS&E Construction	New	2,000,000	-	2,000,000	2,000,000	2024-25			1,500,000	500,000		
Westlake Village	MM5503.10	Lindero Sidewalk Extension - Baronsgate Rd. to Lakeview Canyon Rd. (MR311.21)	Construction		3,683,247	2,378,247		2,378,247	2023-24	-	2,378,247				
Westlake Village	MM5503.18	Westlake Village ITS Signal Project	PS&E Construction	New	850,000	-	495,000	495,000	2025-26				495,000		
LA County	MM5503.06	Malibu Canyon Road Improvements - Malibu Canyon Rd @ Piuma Rd. & Las Virgenes Rd @ Las Virgenes Canyon Rd	PS&E ROW Construction		1,500,000	1,500,000		1,500,000	2019-20	1,500,000					
LA County	MM5503.09	Agoura Hills and Westlake Village Intelligent Transportation System	PS&E Construction		2,380,000	2,380,000		2,380,000	2023-24	-	430,000	1,950,000			

						Measure M MSP Funds										
Agency	Project ID #	Project/Location	Funding Phases	Note	Total Project Costs	Prior Alloc	Alloc Change	Current Alloc	1st Program Year	Prior Years	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	
17	LVMCOG	MM4401.01	Planning Activities for Measure M Multi-Year Subregional Program	Planning Development		495,924	495,924	495,924	2017-18	283,311	51,644	52,935	53,326	54,708		
18	LVMCOG	MM5503.11	Regional Smart Cities Fiber Network	PS&E Construction	Chg	14,800,000	10,300,000	4,500,000	14,800,000	2022-23	300,000	6,500,000	8,000,000			
Total Programming Amount						\$ 109,002,176	\$ 58,909,142	\$ 15,221,093	\$ 74,130,235		\$26,174,855	\$10,398,751	\$16,527,502	\$17,689,495	\$ 1,216,846	\$ 2,122,786

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Measure M Multi-year Subregional Program Las Virgenes/Malibu Subregion

Planning and Programming Committee
February 19, 2025

Las Virgenes/Malibu Subregion

- Two Multi-Year Subregional Program (MSP)
 - Active Transportation/ Transit/Tech Program (expenditure line 56)
 - Highway Efficiency Program (expenditure line 57)
- Limited to Capital projects
 - Environmental Phase and forward

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2027 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date†	Expected Opening Date (3 year range)					
Multi-Year Subregional Programs									
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	\$0	\$857,500	\$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	\$0	\$20,000	\$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	\$0	\$35,000	\$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	\$0	\$293,500	\$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	\$0	\$361,000	\$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	\$0	\$264,000	\$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	\$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	\$0	\$215,000	\$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvn	\$0	\$32,000	\$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvn	\$0	\$133,000	\$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	\$0	\$55,000	\$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	\$0	\$198,000	\$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements @		FY 2018	FY 2057	gc	\$240,000	\$1,000,000	\$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	\$0	\$202,000	\$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	\$600,000	\$500,000	\$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	\$500,000	\$88,000	\$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	\$0	\$257,100	\$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	\$0	\$350,000	\$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	\$0	\$180,000	\$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057		TBD	TBD	\$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	\$0	\$50,000	\$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	\$0	\$50,000	\$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	\$0	\$136,500	\$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	\$0	\$250,000	\$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	\$0	\$239,000	\$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	\$0	\$50,000	\$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	\$0	\$726,130	\$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	\$0	\$250,000	\$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	\$0	\$195,000	\$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	\$0	\$33,000	\$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	\$0	\$104,000	\$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	\$0	\$81,700	\$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	\$0	\$128,870	\$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	\$0	\$534,000	\$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	\$0	\$602,800	\$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	\$0	\$66,000	\$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	\$0	\$450,000	\$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvn	\$0	\$68,000	\$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	\$0	\$402,000	\$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvn	\$0	\$63,000	\$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	\$0	\$50,000	\$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	\$0	\$110,600	\$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	\$90,000	\$10,000	\$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	\$0	\$100,000	\$100,000	T
93	Multi-Year Subregional Programs Subtotal					\$1,430,000	\$10,253,700	\$12,879,700	
94	GRAND TOTAL					\$21,011,027	\$31,243,641	\$53,450,669	

February 2025 Recommendations

CONSIDER:

A. APPROVING:

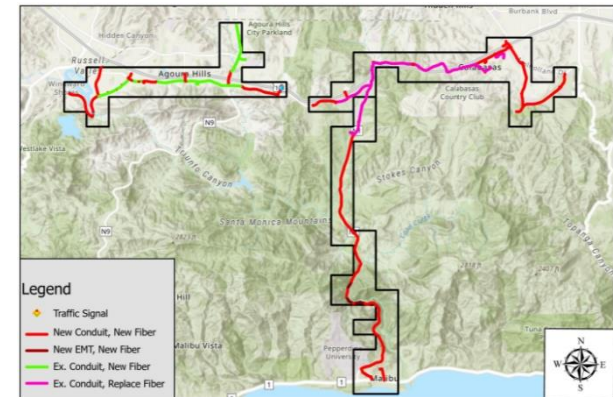
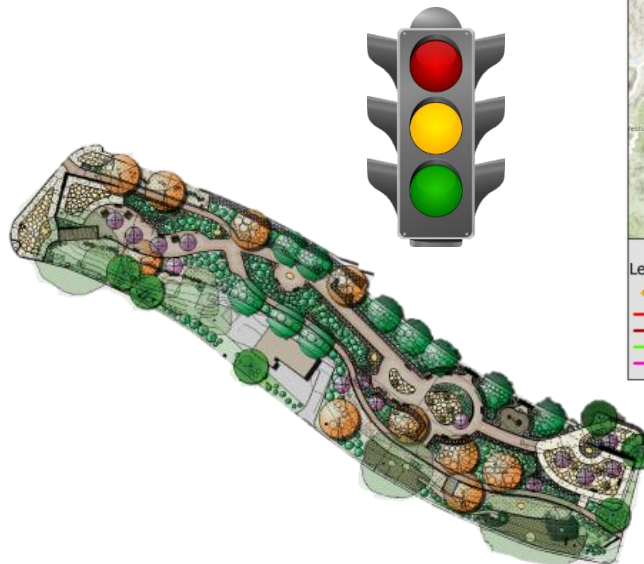
1. programming an additional \$8,904,127 of Measure M Multi-Year Subregional Program (MSP) Active Transportation, Transit, and Tech Program, including inter-program borrowing of \$4,531,812 from the Measure M MSP Highway Efficiency Program, shown in Attachment A;
2. programming an additional \$15,221,093 within the capacity of Measure M MSP Highway Efficiency Program, as shown in Attachment B; and

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

Recommended Projects

Funding Adjustments to Eight existing and Four new projects:

- Two Active Transportation - pedestrian and bicycle paths projects
- Four ITS Signal projects
- One Mobility Hub project
- One Roundabout project
- Four combination of Ramp, Intersection, and Pedestrian Safety projects



Next Steps

- Execute Funding Agreements with the implementing agencies to initiate projects
- Continue working with the Subregion to identify and deliver projects
- Return to the Board annually for Program/Project updates