



Metro®

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Metro

Los Angeles County
Metropolitan Transportation Authority

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December 14, 2021

Mr. Mitchell Weiss
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814
Attention: Ms. Teresa Favila

RE: Los Angeles County 2022 Regional Transportation Improvement Program

Dear Mr. Weiss:

Enclosed please find the Los Angeles County Metropolitan Transportation Authority (Metro) 2022 Los Angeles County Regional Transportation Improvement Program (RTIP) request (Enclosure A). The 2022 State Transportation Improvement Program (STIP) Fund Estimate included a zero-target for Los Angeles County. As a result, much of the proposed 2022 RTIP is constrained to only allow for schedule amendments to the existing programmed commitments carried forward into the 2022 RTIP period. These amendments are critical as they support the delivery of these ongoing STIP priorities. In addition to amendments, the proposal includes a request for Los Angeles County's Planning, Programming, and Monitoring share, as well as our Maximum Target Share of \$57 million for two Mobility Improvement Projects (MIPs), previously approved by the Metro Board as part of the Transportation System Management alternative to the I-710 North project. On December 2, 2021, the Metro Board adopted the LA County RTIP, consistent with the California Transportation Commission (CTC) 2022 STIP Guidelines.

The enclosed 2022 LA County RTIP proposes the following:

- \$6.8 million in new programming for Planning, Programming and Monitoring
- Up to \$57 million request of the Maximum Target Share to fund the proposed Mobility Improvement Projects; and
- Amendments to projects adopted in prior RTIPs.

The 2022 RTIP is consistent with the Southern California Association of Government's current approved Regional Transportation Plan and Sustainable Communities Strategies. It is modally balanced, providing investment for a multitude of transportation options for the region. Additionally, it is geographically balanced, investing LA County's STIP share in all corners of the county. Together, the total \$60,514,000 million requested in the RTIP will help fund safety improvements, expand transit capacity, reduce congestion, increase

mobility, reduce emissions and improve the state of good repair for Los Angeles County's transportation system.

Should you have questions regarding our proposed 2022 RTIP, please contact Executive Officer of State/Federal Policy and Programming Wil Ridder at (213) 922-2887. Thank you for your continuing support and commitment to improving transportation in Los Angeles County and the State of California.

Sincerely,

A handwritten signature in black ink, appearing to read 'Step N. Wiggins', with a long horizontal flourish extending to the right.

Stephanie N. Wiggins
Chief Executive Officer

Enclosure:

A – 2022 Los Angeles County RTIP

cc:

Toks Omishakin, Caltrans
Tony Tovaes, Caltrans District 7
Rambabu Bavrisetty, Caltrans
Kome Ajise, Southern California Association of Governments

LOS ANGELES COUNTY 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2022 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

The 2022 Regional Transportation Improvement Program (RTIP) for Los Angeles County satisfies the State Transportation Improvement Program (STIP) requirements for an urbanized county. The RTIP is a listing of highway and transit projects that Los Angeles County proposes for funding through the 2022 STIP covering the five-year period from Fiscal Year 2023 to 2027. The primary purpose of the RTIP is to help implement the 2020 Long Range Transportation Plan and the Southern California Association of Government's adopted Regional Transportation Plan/Sustainable Communities Strategy. The Los Angeles County Metropolitan Transportation Authority (Metro), as the County Transportation Commission for Los Angeles County, is responsible for developing the county's funding priorities for the STIP, and for submitting the projects to the California Transportation Commission (CTC) by way of the RTIP. On August 18, 2021, the CTC adopted the 2022 STIP Fund Estimate (Fund Estimate). The Fund Estimate identified \$0 Total Share Target for Los Angeles County due to shares advanced for the region into the 2018 and 2020 STIP periods. The Fund Estimate did include a Maximum Share Target for Los Angeles County of \$57 million, should the CTC have capacity to advance shares for the region in the 2022 STIP period. The Fund Estimate also includes a Planning, Programming and Monitoring Target of \$6.8 million. The 2022 RTIP for Los Angeles County proposes programming amendments that are constrained within the committed, previously programmed regional capacity and programming of new Planning, Programming and Monitoring (PPM) shares. Lastly, the RTIP proposes the programming of \$57 million of the maximum target capacity for two Mobility Improvement Projects (MIPs) previously approved by the Board.

Section 2. General Information

- **Regional Agency Name**

Los Angeles County Metropolitan Transportation Authority

Regional Agency Website Link: <http://www.metro.net>

RTIP document link: <https://www.metro.net/about/stip/>

RTP link: <https://scag.ca.gov/sites/main/files/file-attachments/final-amendment-01-connect-socal-110421.pdf?1636060850>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

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- **RTIP Manager Staff Contact Information**

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- **California Transportation Commission (CTC) Staff Contact Information**

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Fax 916-653-2134

Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

The Los Angeles County Metropolitan Transportation Authority (L.A. Metro) typically develops the biennial RTIP based on the projects identified in the L.A. Metro Long Range Transportation Plan, and L.A. Metro's Measure R and Measure M Expenditure Plans, and the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy. For the 2022 RTIP, L.A. Metro proposes to request RTIP for Mobility Improvement Projects (MIPs), previously approved by the Metro Board. Additionally, Metro coordinates with Caltrans District 7 as well as our local agency partners for identifying projects to be submitted in the RTIP. Metro employed the Metro Board-adopted Evaluative Criteria Framework [File No. 2017-0696](#) and Rapid Equity Assessment [File No. 2020-0514](#) to develop the program of projects proposed. All the projects submitted in the RTIP from Los Angeles County have gone through thorough analysis and public outreach.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

The Los Angeles County Metropolitan Authority and our regional partners have not completed any projects between the adoption of the RTIP and the adoption of the previous RTIP.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 18, 2021
Caltrans identifies State Highway Needs	September 15, 2012 ¹
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	November 2021
CTC ITIP Hearing, South	November 2021
Regional Agency adopts 2022 RTIP	RTPA Board Approval Date Dec. 2, 2021
Regions submit RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2020 STIP	March 23-24, 2022

B. Public Participation/Project Selection Process

Metro has undertaken several initiatives to ensure the projects submitted in the RTIP have received the proper public vetting and meet the needs of the residents of Los Angeles County. This section will describe the outreach strategy for the 710 North Mobility Improvement Projects.

Project Selection Process: Beginning in 2017, Metro developed the Evaluative Criteria Framework, a Metro Board- approved set of guiding principles to support decisions on project evaluation and selection for the various funding programs. The framework consists of six main project assessment parameters to guide project selection, and they include:

1. Sustain Measure M and other Pre-Measure M/LRTP Priorities and Schedules
2. Match Competitiveness/Alignment of Projects to New/Expanded Programs Criteria
3. Project Risk Tolerance, e.g. Certainty (Formula) vs. Risk (Competitive/Discretionary)
4. Geographic Balance
5. Consistency with Metro Board Policies and Directives
6. Consistency with Metro LRTP and SCAG Regional Transportation Plan (RTP)

Metro used these criteria to prepare the 2018, 2020, and 2022 RTIPs.

Public Participation: Consistent with the Evaluative Criteria Framework, projects proposed for the RTIP program were identified in the 2020 Long Range Transportation Plan and Metro's Measure R and/or Measure M Expenditure Plans, as well as the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy. Each one of these planning documents underwent extensive public outreach and involvement.

710 North Mobility Improvement Projects: Exhaustive outreach activities were performed as part of the environmental clearance of the I-710 North project. Upon completion of the SR-710 North Gap Closure Project environmental process, the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative was selected in an

effort to bring immediate relief to the SR-710 North corridor cities in the San Gabriel Valley, the Central subregion (City of Los Angeles) and the Los Angeles County unincorporated area of East Los Angeles affected by the SR-710 freeway impacts.

At its December 2018 and September 2019 meeting, the Board authorized programming remaining funds in the SR-710 North Gap Closure Project to the MIPs [File No 2019-0245](#). Approximately, \$730 million in Measure R funds were set aside for the San Gabriel Valley cities and \$297.3 million in State and federal funds were set aside for the projects in the City and County of Los Angeles for a total of \$1.0273 billion starting in FY2020, subject to the availability of funds.

More than 250 project proposals were submitted by local agencies for consideration, of which, 104 were selected based on the eligibility criteria. Metro Highway Program staff has been actively engaged in validating project information and reviewing supporting documents and scopes of work provided by the project sponsors. In addition, staff has been coordinating with project sponsors and various Metro departments to establish the multi-year schedule of SR-710 programmed funds for the MIPs.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 7

Metro and Caltrans District 7 worked together to develop the 2022 RTIP proposal to ensure the necessary amendments were included to support the delivery of the 2020 RTIP state highway and transit projects. Those projects include the SR 138 Segments 4 and 13 and LinkUS. Additionally, Caltrans District 7 and Metro coordinated to provide the most up-to-date information regarding prior STIP projects including the SR 71 North. The project information provided herein has been closely coordinated between Metro and Caltrans.

B. 2022 STIP Regional Funding Request

Section 6. 2022 STIP Regional Share and Request for Programming

A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

The adopted 2022 STIP Fund Estimate (FE) included a \$0 Total Target Share for Los Angeles County. The FE included a \$6.8 million Planning Programming and Monitoring (PPM) Target, along with a Maximum Target of up-to \$57 million.

As such, Los Angeles County's Requested Programming consists of RTIP schedule amendments, an additional \$6.8 million in PPM, and a tier II request for \$57 million, should the county be eligible for receiving the Maximum Target. The tables below detail the new and amended programming being proposed.

LA Metro programmed its \$38.2 million in COVID Relief shares during the mid-cycle STIP.

B. Summary of Requested Programming

PROPOSED REQUESTED PROGRAMMING: \$60,514,000

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming and Monitoring	The planning, programming and monitoring of STIP and other State Funded Projects.	\$6.8 million
<u>USC Medical Center Project, LA County – (Advance)</u>	Design and construction of multimodal corridor improvements along Valley Boulevard which may include active transportation safety and accessibility enhancements as well as additional necessary infrastructure upgrades along Valley Boulevard.	\$27.5 million
<u>LA City Soto St. Project, LA County – (Advance)</u>	Widen Soto St between Multnomah St and North Mission Rd (0.6 mile) from three lanes to four lanes (two lanes in each direction) by adding an additional through lane in the southbound direction; (2) Widen existing sidewalks from 4 ft to 8 ft for	\$26.33 million

	wheelchair accessibility; (3) Construct Class II bike lane in both directions, pedestrian lighting, a new striped median, and shoulders on both sides of the street.	
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PROPOSED AMENDED PROGRAMMING: \$131,299,000

Project Name and Location	Project Description	Requested RIP Amount
SR 138 (Segment 4)	Programming year amended to support project delivery on schedule.	\$39.15 million (unchanged)
SR 138 (Segment 13)	Programming year amended to support project delivery on schedule.	\$58.1 million (unchanged)
Buses and Infrastructure, 100 ZEBs, Project #2 (Tier II)	Project split into two PPRs to support separate allocations for buses and charging infrastructure.	\$40.749 million (reduced)
Bus Infrastructure Project	Newly created PPR to support allocations for bus charging infrastructure.	\$500,000 (increased)

Section 7. Overview of Other Funding Included with Delivery of Regional Improvement Program (RIP) Projects

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project's other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending).

Proposed 2020 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	STBG/CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
							-
							-
							-
							-
							-
							-
							-
							-
							-
							-
							-
Totals	-	-	-	-	-	-	-

Notes: NOT APPLICABLE

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

As a result of rapid and progressive development of new housing in the SCAG region and longer distances between homes and job centers, the Interstate and the State Highway System in southern California in general, and in the greater Los Angeles area in specific, continues to be overtasked and congestion hours are prolonged.

With consideration of recent changes in policies in favor of minimizing major capacity enhancement investments on the highway system, Metro aims to identify projects that would improve the operation and enhance the safety of the freeway system without adverse impacts on communities and the environment, and to provide equitable benefits to all users. Metro Highway Programs is currently working on a systemwide need assessment to invest in local interchange improvements, auxiliary lanes, HOV system enhancements, signal synchronizations on local streets, and other projects. Currently, the I-405, I-5, I-710, I-10, and the I-605 and the connecting State highways are the focus of these efforts.

Los Angeles County has two key needs in terms of interregional rail. First, since the commuter/intercity tracks in LA county are largely over 60% single track, double tracking the corridor is vital to support existing operational service reliability and on-time performance and increasing future service. Second, Upgrades are needed at several existing stations to meet current ADA standards. Improvements to Los Angeles Union Station are planned as part of Link US Phase B. Improvements are also needed at Chatsworth Station, Burbank Airport South Station, and Burbank Downtown Station.

LA Metro is partnering with the City of Los Angeles to close two gaps in the 51-mile Los Angeles River bicycle and pedestrian path. The northernmost gap is located in the San Fernando Valley, roughly following the I-5 and US-101, which are the two interregional highway routes in Los Angeles County. The LA River facility also provides connections to multiple Pacific Surfliner intercity rail stations. LA Metro submitted a request for ITIP funds for this gap closure and is currently working with Caltrans to seek other potential funding sources.

Section 9. Projects Planned Within Multi-Modal Corridors

Soto St Widening

The Soto St Widening project is a component of a larger Soto St corridor improvement effort which includes three major projects. The first project, just north of the Soto St Widening project was completed in 2017 which included significant intersection improvements at Soto St and Mission Rd which removed the Mission St bridge grade separation to allow for better turning movements for vehicles and improved pedestrian and bicycle access from Mission Rd to Soto St. Under construction now just south of the subject project is the Soto St Bridge Widening over Valley Bl project which widens the bridge to include additional sidewalks on both sides of the bridge and additional roadway space for bike lanes. The Soto St Widening project will complete this corridor improvement by connecting the pedestrian, bicycle, and vehicular improvements of the other two adjacent projects.

USC Valley Bl Project

The Valley Bl project is one of several multi-modal improvement projects within the vicinity to improve overall access from the San Gabriel Valley to Downtown LA in addition to improved local access in and around the neighborhoods along Valley Bl. Running parallel but northerly to the Valley Bl project is the Huntington Dr Multi-Modal project between Mission Rd and Kendall Ave which is meant to serve as a complimentary corridor to Valley Bl's scope of work. Running North-South connecting Valley Bl and Huntington Dr is the Eastern Ave Multi-Modal project to connect

travelers between these two corridors. All projects are being implemented in conjunction with each other and intend to build out transit, pedestrian, and bicycle infrastructure to better facilitate movement through and in the community.

Section 10. Highways to Boulevards Conversion Pilot Program

LA Metro sent communication out to the County of Los Angeles and cities throughout the County soliciting information on state routes that might be potential candidates for a highways to boulevard conversion pilot program. At this time, LA Metro has not heard from stakeholders regarding state routes to recommend for consideration.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 11 – 12 Regional Level Performance Evaluation (per Section 19A of the guidelines) and Regional Statewide Benefits of RTIP

Pursuant to the State Transportation Improvement Program (STIP) guidelines recently adopted by the California Transportation Commission (Commission), the Southern California Association of Governments (SCAG) is pleased to submit the requested regional performance evaluation for SCAG region's 2022 STIP.

SCAG is the largest Metropolitan Planning Organization (MPO) in the country and the region is home to approximately 19 million Californians. SCAG region's STIP includes several, often partial projects included in SCAG's 2020 Regional Transportation Plan (RTP)/Sustainable Communities Strategies (SCS). The RTP/SCS meets the GHG targets established by the California Air Resources Board (CARB) pursuant to Senate Bill 375 (SB 375) specific to the SCAG region. Given these projects are drawn from the conforming RTP/SCS, it is reasonable to affirm that these STIP projects move the region towards the successful implementation of the RTP/SCS. Please note the following related to the 2022 STIP-RTIP:

- The STIP-RTIP does not include system wide preservation investments. As such, it does not impact asset conditions on the State Highway System (SHS), local roads, or transit assets. However, life-cycle costs are considered in the analysis for the capital projects proposed by these STIP-RTIP Submittals.
- This STIP-RTIP does not include land use strategies and only modest transit and active transportation investments. Therefore, mode shift impacts are negligible.
- The STIP-RTIP includes several highway projects, several involving pricing on High Occupancy Toll (HOT) lanes. These projects work best in tandem with SCAG's RTP/SCS Travel Demand Management (TDM) strategies. As such, TDM strategies are included in the analysis.
- The STIP-RTIP does not include smart land use strategies or other broad based pricing strategies (mileage based user charges) included in the RTP/SCS. Therefore, impacts on several measures in the STIP guidelines are not considered (e.g., percent of housing and jobs within 0.5 miles of transit stops with frequent transit service).

The STIP guidelines list a number of measures to report, depending on available data and tools. A brief summary of the analysis results for the applicable measures is provided below.

Investment Effectiveness

The 2022 STIP benefit/cost (B/C) analysis for the SCAG region utilizes the Cal-B/C model to calculate regional network benefits. It calculates and aggregates scenario benefits after travel impacts are evaluated using a regional travel demand model. The benefit/cost ratio compares the incremental benefits with the incremental costs of transportation investments. The benefits are divided into several general categories, including:

- Savings resulting from reduced travel delay;
- Accident cost savings;
- Air quality improvements; and
- Reductions in vehicle operating costs

For these categories, SCAG's travel demand model results are used to estimate the benefits of the 2022 STIP *Build* planning scenario compared with the *No Build* planning scenario. Model data for the 2022 STIP were summarized to facilitate analysis. Consistent with the overall STIP performance evaluation, benefits associated with SCAG's 2020 RTP/SCS TDM strategies are reflected in the analysis. Most of these benefits are a function of changes in Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT). Costs included in the analysis reflect estimates of lifecycle costs including capital and ongoing operations and maintenance costs. The 2022 STIP provides a regional network-level benefit/cost ratio of 5.54. Benefits and costs are estimated over the planning period of fifty years.

INVESTMENT ANALYSIS SUMMARY RESULTS																																																					
Life-Cycle Costs (mil. \$) <input type="text" value="\$1,065.1"/> Life-Cycle Benefits (mil. \$) <input type="text" value="\$5,900.5"/> Net Present Value (mil. \$) <input type="text" value="\$4,835.5"/>		ITEMIZED BENEFITS (mil. \$)																																																			
Benefit / Cost Ratio: <input type="text" value="5.54"/>		<table border="1"> <thead> <tr> <th></th> <th>Total Over 20 Years</th> <th>Average Annual</th> </tr> </thead> <tbody> <tr> <td>Travel Time Savings</td> <td>\$5,022.7</td> <td>\$251.1</td> </tr> <tr> <td>Veh. Op. Cost Savings</td> <td>\$519.1</td> <td>\$26.0</td> </tr> <tr> <td>Accident Cost Savings</td> <td>\$148.9</td> <td>\$7.4</td> </tr> <tr> <td>Emission Cost Savings</td> <td>\$199.0</td> <td>\$10.0</td> </tr> <tr> <td>Other Cost Savings (e.g., residual value, journey quality)</td> <td>\$54.2</td> <td>\$2.7</td> </tr> <tr> <td>TOTAL BENEFITS</td> <td>\$5,943.9</td> <td>\$297.2</td> </tr> </tbody> </table>			Total Over 20 Years	Average Annual	Travel Time Savings	\$5,022.7	\$251.1	Veh. Op. Cost Savings	\$519.1	\$26.0	Accident Cost Savings	\$148.9	\$7.4	Emission Cost Savings	\$199.0	\$10.0	Other Cost Savings (e.g., residual value, journey quality)	\$54.2	\$2.7	TOTAL BENEFITS	\$5,943.9	\$297.2																													
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VOC Emissions Saved	644	32	\$1.4	\$0.1																																																	
2) Vehicle Operating Costs? (y/n) <input type="text" value="Y"/> <small>Default = Y</small>																																																					
3) Accident Costs? (y/n) <input type="text" value="Y"/> <small>Default = Y</small>																																																					
4) Vehicle Emissions? (y/n) <input type="text" value="Y"/> <small>includes value for CO₂e Default = Y</small>																																																					

Please note that a regional travel demand model may not be as sensitive to individual project-level impacts. As such, this analysis is not necessarily comparable to the project-level assessments as the regional evaluation accounts for the complementary or duplicative benefits of combinations of projects with the scenarios modeled externally using SCAG's regional travel demand model.

VT per Capita

Impacts are projected to reduce VT per capita by 0.004 miles or 0.02 percent per day (compared to the 2045 No Build scenario as previously discussed)

Percent of congested VT at or below 35 mph

Impacts are projected to reduce congested VT by 0.02 percent.

Commute mode share (travel to work or school)

Impacts are expected to maintain No Build scenario conditions.

Asset Conditions (State Highway and Local Streets)

Based on the 2018 California Asset Management Plan, 14.4 percent of the State Highway System (SHS) lane miles are in poor conditions. The average Pavement Condition Index (PCI) for the region's local roads is 70 based on the 2020 Statewide Local Streets and Roads Needs Assessment. The STIP does not impact asset conditions in this cycle.

Percent of transit assets that have surpassed the FTA useful life period

Not applicable

Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)

The full implementation of the region's STIP projects will improve travel time reliability since HOT lane implementations, auxiliary lanes, and interchange improvements have been shown to improve overall travel time reliability. However, it is not possible to estimate these impacts with current tools.

Fatalities

Not applicable

Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service

The full implementation of the region's STIP projects will maintain the No Build scenario percentage of housing and jobs within 0.5 miles of frequent transit service.

Mean commute travel time (to work or school)

Impacts are projected to maintain No Build scenario conditions.

Change in acres of agricultural land

Not applicable

GHG Impacts

CO2 emissions/capita are projected to be reduced by 0.001 pounds per capita daily.

The table on the next page summarizes the performance measures results as suggested by the RTP guidelines. Note that the table compares future conditions, as opposed to comparing to current condition, without the STIP-RTIP against future conditions with the STIP-RTIP. This allows for isolating the impacts of the STIP-RTIP without taking credit for other developments, such as improved fuel efficiencies or smart land use strategies.

D. Performance and Effectiveness of RTIP

Section 13. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Table B2 Evaluation Cost-Effectiveness Indicators and Measures					
Goal	Indicator/Measure	Future Level of Performance (No Build planning scenario)		Projected Performance Improvement (2045)	
Congestion Reduction	Reduce Vehicle Miles Traveled/capita	20.679		Decrease in VMT per capita = 0.004 miles per day	
	Reduce Percent of congested VMT (at or below 35 mph)	7.79%		Reduction of 0.02%	
	Change in commute mode share (travel to work or school)			Travel to Work: Maintains No Build scenario conditions.	Travel to School: Maintains No Build scenario conditions.
	Vehicle Trips Drive Alone	Travel to Work 66.91%	Travel to School 9.96%		
	Vehicle Trips 2 Person Carpool	9.04%	1.49%		
	Vehicle Trips 3+ Person Carpool	6.52%	0.66%		
	Auto Passenger Trips	7.34%	52.71%		
	Transit Trips	6.03%	10.79%		
	Non-Motorized Person Trips	4.16%	24.29%		
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	Not applicable			
	Improve Pavement Condition Index (local streets and roads)	Not applicable		Not applicable	
	Reduce percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	Not applicable		Not applicable	
	Reduce percent of transit assets that have surpassed the FTA useful life period	Not applicable		Not applicable	
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	Future conditions cannot be modeled		Improvement cannot be modeled	
Safety	Reduce fatalities and serious injuries per capita (daily)	Not applicable		Not applicable	
	Reduce fatalities and serious injuries per VMT	Not applicable		Not applicable	
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Household % = 59.81% Jobs % = 69.26%		Household % = No change Jobs % = No change	
	Reduce mean commute travel time (to work or school)	Auto Home Based Work = 27.74 mins Auto School = 10.28 mins Transit Home Based Work = 69.52 mins Transit School = 20.68 mins		Maintains No Build scenario conditions	

Environmental Sustainability	Change in acres of agricultural land	Not applicable	Not applicable
	CO ₂ emissions reduction per capita (daily)	9.383 lbs	Daily Reduction per capita = 0.001 lbs

SCAG certifies that the proposed 2022 Regional Transportation Improvement Program is consistent with the current approved Regional Transportation Plan and Sustainable Communities Strategies.

Section 14. Project Specific Evaluation (Required per Section 19D)

Soto St. Widening Project, LA City

The Soto Street Roadway Widening Project (project) is a complete streets project located in the northeast part of Los Angeles, along Soto Street between Multnomah Street and Mission Road. Soto Street serves as a corridor connecting the Cities of Pasadena, South Pasadena, and Alhambra to the north and west, with the Communities of Lincoln Heights, Boyle Heights, and El Sereno to the east and south. The project is surrounded by the neighborhoods of Lincoln Heights in the south and west, and Montecito Heights in the north, and El Sereno in the east. Land uses in this area include vacant land and residential uses to the east, industrial uses to the west and south, public education facilities to the south, and commercial uses to the north. Soto Street consists of four lanes, except in the project area, where it currently consists of three traffic lanes: two in the northbound direction and one in the southbound direction, with no center median. There is a curb, gutter, and sidewalk on the westerly side of Soto Street, and curb and gutter, but no sidewalk on the easterly side of Soto Street. The project would widen 0.6 miles of Soto Street from three lanes to four lanes (two lanes in each direction) by adding an additional through lane in the southbound direction; add and widen approximately 2,500 feet of sidewalk on the west side of the street and add approximately 2,700 feet of new sidewalk on east side of the street; create a new striped median and add protected bicycle lanes and shoulders to both sides of Soto Street; and incorporate Green Street elements consisting of infiltration basins with drought-tolerant planting, that would include approximately 2,500 feet of new storm drain culvert. The project would also improve the existing signalized intersection of Multnomah Street and Soto Street as well street lighting improvements along Soto Street.

The project would eliminate a bottleneck in order to reduce traffic delays and encourage local travel by providing bicycle lanes and widening of the sidewalk. The project would require approximately 20 feet of right-of-way ROW from one parcel (Assessor's Parcel Number 5214-025-001) located east of Soto Street, to accommodate the widening of the roadway to close a 0.6 mile gap, for a total roadway width of 90 feet. Approximately 80 feet of additional permanent easements would be required to the east of Soto Street to accommodate the design of the retaining wall; however, the additional ROW acquisition would not impact the proposed width of the roadway.

The project would relieve traffic congestion and safety due to reduced weaving in the southbound direction, improve vehicular safety by constructing a retaining wall to help keep hillside debris off the roadway, improve pedestrian safety by providing newer and wider sidewalks with wheelchair accessibility on the west side of the street and new sidewalks on the east side of the street, and protected bicycle lanes on the east and west sides of the roadway.

Upon completion, the project will reduce vehicle delays and improve Journey Quality, resulting in reduced greenhouse gas emission from transportation sources, consistent with Executive Order B-30-15.

INVESTMENT ANALYSIS SUMMARY RESULTS																																																					
Life-Cycle Costs (mil. \$) <input type="text" value="\$2.4"/>		ITEMIZED BENEFITS (mil. \$)																																																			
Life-Cycle Benefits (mil. \$) <input type="text" value="\$10.7"/>		<table border="1"> <thead> <tr> <th></th> <th>Total Over 20 Years</th> <th>Average Annual</th> </tr> </thead> <tbody> <tr> <td>Journey Quality</td> <td>\$5.1</td> <td>\$0.3</td> </tr> <tr> <td>Additional Delay Savings</td> <td>\$0.0</td> <td>\$0.0</td> </tr> <tr> <td>Additional Safety Benefits</td> <td>\$0.2</td> <td>\$0.0</td> </tr> <tr> <td>Health Benefits</td> <td>\$5.4</td> <td>\$0.3</td> </tr> <tr> <td>Emission Cost Savings</td> <td>\$0.0</td> <td>\$0.0</td> </tr> <tr> <td>TOTAL BENEFITS</td> <td>\$10.7</td> <td>\$0.5</td> </tr> </tbody> </table>			Total Over 20 Years	Average Annual	Journey Quality	\$5.1	\$0.3	Additional Delay Savings	\$0.0	\$0.0	Additional Safety Benefits	\$0.2	\$0.0	Health Benefits	\$5.4	\$0.3	Emission Cost Savings	\$0.0	\$0.0	TOTAL BENEFITS	\$10.7	\$0.5																													
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TOTAL BENEFITS	\$10.7	\$0.5																																																			
Net Present Value (mil. \$) <input type="text" value="\$8.3"/>		SRTS-SPECIFIC BENEFITS (mil. \$)																																																			
Benefit / Cost Ratio: <input type="text" value="4.4"/>		<table border="1"> <tbody> <tr> <td>Journey Quality</td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td>Additional Delay Savings</td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td>Additional Safety Benefits</td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td>TOTAL SRTS BENEFITS</td> <td>N/A</td> <td>N/A</td> </tr> </tbody> </table>		Journey Quality	N/A	N/A	Additional Delay Savings	N/A	N/A	Additional Safety Benefits	N/A	N/A	TOTAL SRTS BENEFITS	N/A	N/A																																						
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Additional Safety Benefits	N/A	N/A																																																			
TOTAL SRTS BENEFITS	N/A	N/A																																																			
Rate of Return on Investment: <input type="text" value="19.3%"/>																																																					
Payback Period: <input type="text" value="5 years"/>																																																					
NON-INFRASTRUCTURE IMPLEMENTATION COST																																																					
Per Bike Program Impact Score <input type="text" value="N/A"/>																																																					
Per Ped Program Impact Score <input type="text" value="N/A"/>																																																					
Factors that Differentiate Benefits and Performance Measures																																																					
Safe Route to School <input type="text" value="No"/>																																																					
Intersection Improvements on SRTS <input type="text" value="No"/>																																																					
Programmatic Initiatives <input type="text" value="No"/>																																																					
Recreational Benefits <input type="text" value="0"/>																																																					
<i>(enter 1 for Yes, 0 for No)</i>																																																					
		<table border="1"> <thead> <tr> <th></th> <th colspan="2">Tons</th> <th colspan="2">Value (mil. \$)</th> </tr> <tr> <th></th> <th>Total Over 20 Years</th> <th>Average Annual</th> <th>Total Over 20 Years</th> <th>Average Annual</th> </tr> </thead> <tbody> <tr> <td>EMISSIONS REDUCTION</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>CO Emissions Saved</td> <td>1</td> <td>0</td> <td>\$0.0</td> <td>\$0.0</td> </tr> <tr> <td>CO₂ Emissions Saved</td> <td>475</td> <td>24</td> <td>\$0.0</td> <td>\$0.0</td> </tr> <tr> <td>NO_x Emissions Saved</td> <td>0</td> <td>0</td> <td>\$0.0</td> <td>\$0.0</td> </tr> <tr> <td>PM₁₀ Emissions Saved</td> <td>0</td> <td>0</td> <td>\$0.0</td> <td>\$0.0</td> </tr> <tr> <td>PM_{2.5} Emissions Saved</td> <td>0</td> <td>0</td> <td></td> <td></td> </tr> <tr> <td>SO_x Emissions Saved</td> <td>0</td> <td>0</td> <td>\$0.0</td> <td>\$0.0</td> </tr> <tr> <td>VOC Emissions Saved</td> <td>0</td> <td>0</td> <td>\$0.0</td> <td>\$0.0</td> </tr> </tbody> </table>			Tons		Value (mil. \$)			Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual	EMISSIONS REDUCTION					CO Emissions Saved	1	0	\$0.0	\$0.0	CO ₂ Emissions Saved	475	24	\$0.0	\$0.0	NO _x Emissions Saved	0	0	\$0.0	\$0.0	PM ₁₀ Emissions Saved	0	0	\$0.0	\$0.0	PM _{2.5} Emissions Saved	0	0			SO _x Emissions Saved	0	0	\$0.0	\$0.0	VOC Emissions Saved	0	0	\$0.0	\$0.0
	Tons		Value (mil. \$)																																																		
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PM _{2.5} Emissions Saved	0	0																																																			
SO _x Emissions Saved	0	0	\$0.0	\$0.0																																																	
VOC Emissions Saved	0	0	\$0.0	\$0.0																																																	

USC Medical Center Project, LA County

The purpose of the project is to improve access to the USC Medical Center with multimodal corridor improvements along Valley Boulevard. The project will benefit active transportation and transit users. Improvements will include safety and accessibility enhancements as well as additional necessary infrastructure upgrades along Valley Boulevard, and enhancements to the Silver Line Bus Stop. Additional improvements will be made along San Pablo St, Marengo St and other streets in the vicinity. The project will accommodate sidewalks and transit stop amenities; and grade crossing improvements.

E. Detailed Project Information

Section 15. Overview of Projects Programmed with RIP Funding

PROPOSED PROGRAMMING	Prior	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	Total
No Change							
Bus Acquisition Project #2		17,096					17,096
East San Fernando Valley Transit Corridor Project	72,819	167,509					240,328
SR 71 (North Segment)			20,000				20,000
Planning, Programming & Monitoring		2,836	2,836	3,425			9,097
Subtotal No Change	72,819	187,441	22,836	3,425			286,521
Reprogramming (Schedule Only)							
Bus and Bus Infrastructure #2 (A)				40,749			40,749
Bus and Bus Infrastructure #2 (B)			500				500
SR 138 Segment 4	11,950		20,000				31,950
SR 138 Segment 13	17,800		40,300				58,100
Subtotal Reprogramming	29,750		60,800	40,749			131,299
New Requests							
LA County, USC Medical Center Mobility Improvements					27,500		27,500
LA City, Soto St. Widening Project					26,330		26,330
Planning, Programming & Monitoring					3,342	3,342	6,684
Subtotal New Requests					57,172	3,342	60,514
TOTAL PROPOSED PROGRAMMING	102,569	187,441	83,636	44,174	57,172	3,342	478,334

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Section F. Appendices

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SECTION F. APPENDICES

Section 16. Project Programming Request Forms

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	12/09/2021 14:33:11
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
07			9001A	Los Angeles County Metropolitan Transportation Authority		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Los Angeles				Caltrans District 7		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Diego Ramirez/LACMTA			213-922-2468	ramirezdi@metro.net		

Project Title

Planning, Programming and Monitoring (PPM)

Location (Project Limits), Description (Scope of Work)

Planning, Programming and Monitoring will be completed with this funding. No dates have been entered in the "Project Milestone" section as the activity in this project will be "NON-INFRASTRUCTURE CONSTRUCTION". In Los Angeles County.

Component	Implementing Agency
PA&ED	Los Angeles County Metropolitan Transportation Authority
PS&E	Los Angeles County Metropolitan Transportation Authority
Right of Way	Los Angeles County Metropolitan Transportation Authority
Construction	Los Angeles County Metropolitan Transportation Authority

Legislative Districts

Assembly: 64,66,36,38,70,39,41,43,44,45,46,48 Senate: 32,33,34,35,18,20,21,22,23,24,25,26,2 Congressional: 32,33,34,35,36,37,38,39,40,43,4

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		06/30/2027
Circulate Draft Environmental Document Document Type		06/30/2027
Draft Project Report		06/30/2027
End Environmental Phase (PA&ED Milestone)		06/30/2027
Begin Design (PS&E) Phase		06/30/2027
End Design Phase (Ready to List for Advertisement Milestone)		06/30/2027
Begin Right of Way Phase		06/30/2027
End Right of Way Phase (Right of Way Certification Milestone)		06/30/2027
Begin Construction Phase (Contract Award Milestone)		06/30/2027
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2027
Begin Closeout Phase		06/30/2027
End Closeout Phase (Closeout Report)		06/30/2027

Date 12/09/2021 14:33:11

Purpose and Need

Project planning activities include: evaluating candidate projects; preparing and reviewing Project Study Reports (PSR's), PSR equivalents, major transportation investment studies. Programming activities include: (continued on page 2)

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		

Project Outputs			
Category	Outputs	Unit	Total
Other	Border Crossing Improvements	EA	1

Date 12/09/2021 14:33:11

Additional Information

Purpose and Need: (continued from page 1)

Project Planning Activities (may include other tasks related to items listed below) Evaluate candidate projects, recommend projects and programs

Prepare/review Project Study Reports (PSRs), PSR equivalents, and/or Major Investments studies, and/or other supporting planning studies.

Program Development Activities:

Update the financial plan for the "Call for Projects (STIP) and long range plans and maintain/monitor accordingly. Consult with Caltrans during development of RTIP. Identify project cost components for programming. Prepare and execute Memorandum of Understanding (MOUs) for Los Angeles County STIP funds programmed to local agency projects. Prepare Nomination Sheets for RTIP Projects as well as maintenance and monitoring of such funded projects. Prepare RTIP recommendation for MTA Management/Board approval and forward to CTC. Represent Los Angeles County RTIP interests before the CTC. Prepare STIP Amendments when necessary. Metro is responsible for transportation, planning and programming functions legislated by the State of California.

Monitoring Activities: (may include other tasks related to the items listed below)

Developing and implement tracking for progress on each project (early warning against lapsing). Hold quarterly progress meetings with project sponsors and Caltrans. Provide MTA Board/Management and CTC/Caltrans with quarterly reports on STIP projects. Close out projects and prepare final billings

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
07	Los Angeles				9001A
Project Title					
Planning, Programming and Monitoring (PPM)					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W									Los Angeles County Metropolitan Tra
CON									Los Angeles County Metropolitan Tra
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	13,676	4,002	2,836	2,836	3,425	3,342	3,342	33,459	
TOTAL	13,676	4,002	2,836	2,836	3,425	3,342	3,342	33,459	

Fund #1:	RIP - Public Transportation Account (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									For FY20/21 STIP-PPM Allocation Request
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	6,310	4,002	2,836	2,836	3,425	3,342	3,342	26,093	
TOTAL	6,310	4,002	2,836	2,836	3,425	3,342	3,342	26,093	

Fund #2:	Local Funds - Prop "C" 25% Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									PC25 Los Angeles County Proposition "C25"
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,837							3,837	
TOTAL	3,837							3,837	
Fund #3:	Other State - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 7
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									SC3090 - State Cash (AB3090)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,529							3,529	
TOTAL	3,529							3,529	

Complete this page for amendments only

Date 12/09/2021 14:33:11

District	County	Route	EA	Project ID	PPNO
07	Los Angeles				9001A

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

N/A

Reason for Proposed Change

FY20/21 STIP-PPM Allocation Request

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

N/A

Other Significant Information

N/A

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

N/A

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

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Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	09/30/2021 17:28:24	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
07				Los Angeles County Metropolitan Transportation Authority			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Los Angeles							
				MPO	Element		
				SCAG	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
Hank Hsing			626-676-9960	hhsing@dpw.lacounty.gov			

Project Title

LA County + USC Medical Center Mobility Improvements [Valley Boulevard Multi-Modal Transportation Improvements]

Location (Project Limits), Description (Scope of Work)

Design and construct multimodal corridor improvements along Valley Boulevard which may include active transportation safety and accessibility enhancements as well as additional necessary infrastructure upgrades along Valley Boulevard. This would include various improvements to the Los Angeles County + USC Medical Center including enhancements to the Silver Line Bus Stop as well as improvements along Valley Blvd, San Pablo St, Marengo St and other streets in the vicinity. Coordination with Metro and Los Angeles City will be needed to design and construct the project. This project would also include coordinating with UPRR and other stakeholders to process the acquisition of necessary right-of-way to accommodate sidewalks and transit stop amenities and access improvements; and grade crossing improvements at Boca Avenue, Vineburn Avenue and San Pablo Street.

Component	Implementing Agency
PA&ED	Los Angeles County
PS&E	Los Angeles County
Right of Way	Los Angeles County
Construction	Los Angeles County

Legislative Districts

Assembly:	51	Senate:	24	Congressional:	34
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		01/01/2022
Circulate Draft Environmental Document	Document Type	
Draft Project Report		12/31/2024
End Environmental Phase (PA&ED Milestone)		06/30/2025
Begin Design (PS&E) Phase		07/01/2025
End Design Phase (Ready to List for Advertisement Milestone)		12/31/2026
Begin Right of Way Phase		01/01/2026
End Right of Way Phase (Right of Way Certification Milestone)		08/31/2026
Begin Construction Phase (Contract Award Milestone)		09/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)		05/30/2027
Begin Closeout Phase		06/30/2027
End Closeout Phase (Closeout Report)		06/30/2028

Date 09/30/2021 17:28:24

Purpose and Need

The intent of the 710 North Gap Closure project was to relieve congestion on local streets along the SR-710 alignment between Interstate 10 and 210 and improve mobility within the study area. The Los Angeles County Metropolitan Transportation Authority May 25, 2017 Board motion allocated funding for use in the Central subregion, including the unincorporated County area of East Los Angeles (ELA), specifying that funds shall be prioritized for multimodal and safety enhancement projects within the SR-710 North Study Area. In line with the May 2017 Board motion the County has examined a wide range of multimodal improvements that could be made throughout the unincorporated County area of ELA.

According to the State's CalEnviroScreen the entirety of ELA is defined as a disadvantaged community and is reflected in the largely transit dependent constituency. The improved County's Wellness Center Shuttle amenities are necessary to connect the transit dependent from Metro's Gold Line Soto Station to affordable health care services at White Memorial Medical Center and to the County-USC Medical Center, which is one of the largest public hospitals in the country.

Traffic signal synchronization and intelligent transportation systems projects provide opportunities for corridor-wide traffic congestion relief. This project will provide capacity enhancement, implement operational improvements, integrate multi-modal mobility and access improvements among various modes of transportation to alleviate local traffic impacts.

NHS Improvements ☐ YES ☒ NO Roadway Class NA Reversible Lane Analysis ☐ YES ☒ NO
 Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	5
Active Transportation	Crosswalk	EA	20

Date 09/30/2021 17:28:24

Additional Information

On Valley Boulevard between Soto Street and LA County + USC Medical Center surrounding areas, implement multi-modal mobility and access improvements; pedestrian enhancements; bike lanes to Improve mobility/safety in corridor.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	2	-2

District	County	Route	EA	Project ID	PPNO
07	Los Angeles				

Project Title

LA County + USC Medical Center Mobility Improvements [Valley Boulevard Multi-Modal Transportation Improvements]

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Los Angeles County
PS&E									Los Angeles County
R/W SUP (CT)									Los Angeles County
CON SUP (CT)									Los Angeles County
R/W									Los Angeles County
CON									Los Angeles County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		2,500						2,500	
PS&E					9,500			9,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						18,000		18,000	
TOTAL		2,500			9,500	18,000		30,000	

Fund #1:	RIP - Surface Transportation Program (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E					9,500			9,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						18,000		18,000	
TOTAL					9,500	18,000		27,500	

Fund #2:	CMAQ - Congestion Mitigation (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		2,500						2,500	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		2,500						2,500	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

General Instructions

Amendment (Existing Project) No					Date:	10/27/21
District	EA	Project ID		PPNO	MPO ID	
07					LAF7109	
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
LA				City of Los Angeles		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Shirley Lau		(213)485-5228		shirley.lau@lacity.org		
Project Title						
SOTO ST WIDENING FROM MULTNOMAH STREET TO MISSION ROAD						
Location (Project Limits), Description (Scope of Work)						
Located within the City of Los Angeles on Soto Street between Multnomah Street and Mission Road. This project's scope of work will: (1) Widen Soto St between Multnomah St and North Mission Rd (0.6 mile) from from three lanes to four lanes (two lanes in each direction) by adding an additional through lane in the southbound direction; (2) Widen existing sidewalks from 4 ft to 8 ft for wheelchair accessibility; (3) Construct Class II bike lane in both directions, pedestrian lighting, a new striped median, and shoulders on both sides of the street.						
Component		Implementing Agency				
PA&ED						
PS&E						
Right of Way						
Construction		City of Los Angeles				
Legislative Districts						
Assembly:		Senate:		Congressional:		
Project Benefits						
The Soto Street Complete Streets Project incorporates project elements that will:						
•Relieve traffic congestion along Soto Street						
•Improve the efficiency of regional traffic circulation by addressing the existing design deficiency (bottleneck) condition along Soto Street between Mission Road and Multnomah Street						
Purpose and Need						
From traffic analysis, capacity in the southbound direction of Soto Street is inadequate along the entire segment between Multnomah Street and Mission Road. As the Soto Street roadway approaches Multnomah Street, the roadway narrows. This design deficiency causes a bottleneck configuration along Soto Street, between Mission Road to the north and Multnomah Street to the south, restricting southbound traffic to a single lane, and resulting in a reduction of traffic capacity in the southbound direction at the intersection approach to Multnomah Street. On the northbound side, sediments and debris from the adjacent						
Category		Outputs			Unit	Total
Pavement (lane-miles)		Roadway lane miles -new			LF	2700
Drainage		Culverts			LF	2500
Active Transportation		Bicycle lane-miles			LF	5400
Pavement (lane-miles)		Intersections constructed - new			EA	2
NHS Improvements	No	Roadway Class	1	Reversible Lane analysis		Y/N
Inc. Sustainable Communities Strategy Goals		Y/N	Reduces Greenhouse Gas Emissions		Y/N	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						01/01/25
End Construction Phase (Construction Contract Acceptance Milestone)						12/31/28
Begin Closeout Phase						01/01/29
End Closeout Phase (Closeout Report)						12/31/29

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Date: 10/27/21

Additional Information**Scope of Work**

The City of Los Angeles' proposed project would widen the existing Soto Street roadway from Multnomah Street to Mission Road. The roadway widening would increase capacity and would be configured to include the following:

- Two southbound traffic lanes and two northbound traffic lanes;
- Two (one in each direction) protected bicycle lanes;
- One 4-foot striped median; and

•New and wider sidewalk on the west side, and a new sidewalk on the east side of Soto Street

The project would include approximately 2,700 lineal feet of new sidewalk on the east side of Soto Street and 2,500 lineal feet of new, widened sidewalk on the west side. Green Streets, as defined by the City of Los Angeles Mobility Plan – Complete Streets Manual, are streets that incorporate sustainable elements including stormwater management practices, street trees, and landscaping (City of Los Angeles, 2014). The project would implement Green Street elements, including infiltration basins with planting, as well as approximately 2,500 feet of new storm drain culvert. The project would include a retaining wall on the east side of Soto Street approximately 2,150 feet in length with a varying height ranging from six to 50 feet. The retaining wall system may include soldier piles, tiebacks, and/or soil nails, planted elements, and would require easements for construction and tieback systems. The existing safety rail on the west side of Soto Street would be replaced with a new rail with architectural aesthetic treatment, and new trees would be planted in tree wells along the new and widened ADA compliant sidewalks.

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Date: 10/27/21

District	County	Route	EA	Project ID	PPNO	
07	LA					
Project Title: SOTO ST WIDENING FROM MULTNOMAH STREET TO MISSION ROAD						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									City of Los Angeles
R/W									
CON									City of Los Angeles
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							26,330	26,330	
TOTAL							26,330	26,330	

Fund No. 1:	RIP								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									State of California
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							26,330	26,330	
TOTAL							26,330	26,330	

Fund No. 2:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									

TOTAL									
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Fund No. 3:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 4:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 5:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Complete this page for amendments only**Date:** 10/27/21

District	County	Route	EA	Project ID	PPNO	
07	LA					

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

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Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	09/16/2021 16:32:40
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
07	28600	0713000500	4353	Los Angeles County Metropolitan Transportation Authority		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Los Angeles	138	53.100	54.300			
				MPO	Element	
				SCAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Jane Yu			213-897-1135	jane.yu@dot.ca.gov		

Project Title

Widen Conventional Highway (Segment 4)

Location (Project Limits), Description (Scope of Work)

In Littlerock from 70th Street East to 0.1 mile east of 77th Street East. Widen conventional highway from 2 lanes to 4 lanes.

Component	Implementing Agency
PA&ED	Caltrans District 7
PS&E	Caltrans District 7
Right of Way	Caltrans District 7
Construction	Caltrans District 7

Legislative Districts

Assembly:	36	Senate:	21	Congressional:	25
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Project Milestone	Existing	Proposed
Project Study Report Approved	10/07/1991	
Begin Environmental (PA&ED) Phase		04/07/1993
Circulate Draft Environmental Document	11/15/2000	11/15/2000
Draft Project Report		09/29/2000
End Environmental Phase (PA&ED Milestone)	03/30/2001	03/30/2001
Begin Design (PS&E) Phase	12/10/2018	12/10/2018
End Design Phase (Ready to List for Advertisement Milestone)	12/01/2021	12/13/2024
Begin Right of Way Phase	01/02/2020	01/02/2020
End Right of Way Phase (Right of Way Certification Milestone)	11/01/2021	11/08/2024
Begin Construction Phase (Contract Award Milestone)	06/01/2022	07/25/2025
End Construction Phase (Construction Contract Acceptance Milestone)	08/30/2024	02/11/2028
Begin Closeout Phase	08/30/2024	02/11/2028
End Closeout Phase (Closeout Report)	07/25/2028	01/09/2032

Date 09/16/2021 16:32:40

Purpose and Need

Existing facility consists of one lane in each direction. The new facility will provide for two lanes in each direction as well as a median lane and standard width shoulders which will improve safety. Additional lanes will increase capacity. More vehicles will be able to use Route 138 as a by-pass route, thus relieving the congestion on such freeways as I-5, I-10 and I-15.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	2

Date 09/16/2021 16:32:40

Additional Information

ADA is checked
Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
07	Los Angeles	138	28600	0713000500	4353

Project Title

Widen Conventional Highway (Segment 4)

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 7
PS&E	5,250							5,250	Caltrans District 7
R/W SUP (CT)	6,700							6,700	Caltrans District 7
CON SUP (CT)		4,000						4,000	Caltrans District 7
R/W	26,400							26,400	Caltrans District 7
CON		16,000						16,000	Caltrans District 7
TOTAL	38,350	20,000						58,350	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	5,250							5,250	
R/W SUP (CT)	6,700							6,700	
CON SUP (CT)				4,000				4,000	
R/W	26,400							26,400	
CON				16,000				16,000	
TOTAL	38,350			20,000				58,350	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra \$26400 RW voted 06/24/20
PS&E	5,250							5,250	
R/W SUP (CT)	6,700							6,700	
CON SUP (CT)		4,000						4,000	
R/W	26,400							26,400	
CON		16,000						16,000	
TOTAL	38,350	20,000						58,350	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	5,250							5,250	
R/W SUP (CT)	6,700							6,700	
CON SUP (CT)				4,000				4,000	
R/W	26,400							26,400	
CON				16,000				16,000	
TOTAL	38,350			20,000				58,350	

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Date 09/16/2021 16:32:40

District	County	Route	EA	Project ID	PPNO
07	Los Angeles	138	28600	0713000500	4353

SECTION 1 - All Projects

Project Background

Route 138 , from Avenue T in the City of Palmdale to junction with Route 18 in Llano, has been designated as a Corridor. This Corridor has been divided into thirteen Segments, each of which is a separate project. This project is designated as Segment 4.

Programming Change Requested

Change the RTL and Construction funding (capital and support) programming from 22/23 to 24/25

Reason for Proposed Change

The proposed change is due to the need of obtaining 37 right-of-entry permits for Site investigation. Will be conducting phase 2 site investigation on parcels that can easily obtain right-of-entry permits which are the 10 that have signed so far. Right-of-way unit will continue to work with 20 parcel grantors on obtaining right-of-entry permits. 6 property owners have refused. Will need to go through legal to obtain the remaining right-of-entry permits.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

The reason for the delay is because going through Legal court takes time. There is no anticipated cost increase due to the delay.

Other Significant Information

This project will add one lane in each direction and a median turn lane.

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Change the RTL and Construction funding (capital and support) programming from 22/23 to 24/25

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	09/20/2021 11:06:15
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
07	28630	0713000216	4357	Caltrans District 7		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Los Angeles	138	66.000	70.100			
Los Angeles	18	3.400	4.500	MPO	Element	
				SCAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Jane Yu			213-760-6906	jane.yu@dot.ca.gov		

Project Title

Widen Conventional Highway (Segment 13)

Location (Project Limits), Description (Scope of Work)

In Los Angeles County, In Llano, State Route 138 from 0.4 miles West of 190th Street East to 0.7 mi South of 138/18 Junction and State Route 18 from 138/18 junction to 1.0 mile east of the junction. Widen conventional highway from 2 lanes to 4 lanes.

Component	Implementing Agency
PA&ED	Caltrans District 7
PS&E	Caltrans District 7
Right of Way	Caltrans District 7
Construction	Caltrans District 7

Legislative Districts

Assembly:	36	Senate:	21	Congressional:	25
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Project Milestone	Existing	Proposed
Project Study Report Approved	10/07/1991	
Begin Environmental (PA&ED) Phase		04/07/1993
Circulate Draft Environmental Document Document Type EIR/FONSI		11/15/2000
Draft Project Report		09/29/2000
End Environmental Phase (PA&ED Milestone)	03/30/2001	03/30/2001
Begin Design (PS&E) Phase	07/01/2020	07/01/2020
End Design Phase (Ready to List for Advertisement Milestone)	08/15/2022	08/15/2023
Begin Right of Way Phase	07/31/2018	07/31/2018
End Right of Way Phase (Right of Way Certification Milestone)	08/05/2022	07/18/2023
Begin Construction Phase (Contract Award Milestone)	02/06/2023	03/12/2024
End Construction Phase (Construction Contract Acceptance Milestone)	01/19/2026	03/09/2027
Begin Closeout Phase	01/19/2026	03/09/2027
End Closeout Phase (Closeout Report)	12/14/2029	01/31/2031

Date 09/20/2021 11:06:15

Purpose and Need

This project will serve to relieve congestion and enhance safety along the Route 138 Corridor. The area of Antelope Valley is one of the fastest growing areas in Los Angeles County. In addition, Route 138, between Route 14 in the West and I-15 in the East, has been designated as a safety corridor. Although minor improvements have been made, addition of 2 lanes will improve mobility and enhance safety.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	10.2

Date 09/20/2021 11:06:15

Additional Information

ADA is checked
Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
07	Los Angeles, Los Angeles	138, 18	28630	0713000216	4357

Project Title

Widen Conventional Highway (Segment 13)

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Caltrans District 7
PS&E	8,000							8,000	Caltrans District 7
R/W SUP (CT)	6,500							6,500	Caltrans District 7
CON SUP (CT)			6,800					6,800	Caltrans District 7
R/W	17,800							17,800	Caltrans District 7
CON			33,500					33,500	Caltrans District 7
TOTAL	32,300		40,300					72,600	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	8,000							8,000	
R/W SUP (CT)	6,500							6,500	
CON SUP (CT)				6,800				6,800	
R/W	17,800							17,800	
CON				33,500				33,500	
TOTAL	32,300			40,300				72,600	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E	4,000							4,000	
R/W SUP (CT)									
CON SUP (CT)			6,800					6,800	
R/W	17,800							17,800	
CON			33,500					33,500	
TOTAL	21,800		40,300					62,100	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	4,000							4,000	
R/W SUP (CT)									
CON SUP (CT)				6,800				6,800	
R/W	17,800							17,800	
CON				33,500				33,500	
TOTAL	21,800			40,300				62,100	

Fund #2:	RSTP - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E	4,000							4,000	
R/W SUP (CT)	6,500							6,500	
CON SUP (CT)									
R/W									
CON									
TOTAL	10,500							10,500	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	4,000							4,000	
R/W SUP (CT)	6,500							6,500	
CON SUP (CT)									
R/W									
CON									
TOTAL	10,500							10,500	

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Date 09/20/2021 11:06:15

District	County	Route	EA	Project ID	PPNO
07	Los Angeles, Los Angeles	138, 18	28630	0713000216	4357

SECTION 1 - All Projects

Project Background

Route 138 , from Avenue T in the City of Palmdale to junction with Route 18 in Llano, has been designated as a Corridor. This Corridor has been divided into thirteen Segments, each of which is a separate project. This project is designated as Segment 13.

Programming Change Requested

Change the RTL and Construction funding (capital and support) programming from 22/23 to 23/24

Reason for Proposed Change

The proposed change is due to the need of completing the acquisition of remaining parcels in condemnation. It is currently going through legal.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

The reason for the delay is because going through Legal court takes time.

Other Significant Information

This project will add one lane in each direction and a median turn lane.

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

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Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	12/09/2021 14:26:22
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
07			5738	Los Angeles County Metropolitan Transportation Authority		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Los Angeles						
				MPO	Element	
				SCAG	Mass Transit (MT)	
Project Manager/Contact			Phone	Email Address		
Steve Schupak			213-922-6652	schupaks@metro.net		

Project Title

Buses and Infrastructure, 100 ZEBs, Project#2 (Tier II)

Location (Project Limits), Description (Scope of Work)

Purchase 100 near-zero or Zero-Emission Buses (ZEBs), as well as possible bus chargers and charging infrastructure.

Component	Implementing Agency
PA&ED	Los Angeles County Metropolitan Transportation Authority
PS&E	Los Angeles County Metropolitan Transportation Authority
Right of Way	Los Angeles County Metropolitan Transportation Authority
Construction	Los Angeles County Metropolitan Transportation Authority

Legislative Districts

Assembly:	64,53,54,62	Senate:	33,25,30	Congressional:	37,40,43,44
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		09/20/2021
Circulate Draft Environmental Document Document Type		
Draft Project Report		09/20/2021
End Environmental Phase (PA&ED Milestone)		09/20/2021
Begin Design (PS&E) Phase		09/20/2021
End Design Phase (Ready to List for Advertisement Milestone)		09/20/2021
Begin Right of Way Phase		09/20/2021
End Right of Way Phase (Right of Way Certification Milestone)		09/20/2021
Begin Construction Phase (Contract Award Milestone)	01/01/2024	01/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)	12/31/2025	12/31/2027
Begin Closeout Phase		01/01/2028
End Closeout Phase (Closeout Report)		06/30/2028

Date 12/09/2021 14:26:22

Purpose and Need

Supports Metros bus operations and ensure Metros fleet is in a state of good repair.

NHS Improvements ☐ YES ☒ NO

Roadway Class NA

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Intercity Rail/Mass Trans	Rail cars/transit vehicles	EA	100

Date 12/09/2021 14:26:22

Additional Information

Metro is proposing to split the project into two PPRs to support seperate allocations for buses and charging infrastructure.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
07	Los Angeles				5738

Project Title

Buses and Infrastructure, 100 ZEBs, Project#2 (Tier II)

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W									Los Angeles County Metropolitan Tra
CON				46,895	41,249			88,144	Los Angeles County Metropolitan Tra
TOTAL				46,895	41,249			88,144	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					67,644			67,644	
TOTAL					67,644			67,644	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					41,249			41,249	
TOTAL					41,249			41,249	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					40,749			40,749	
TOTAL					40,749			40,749	

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				46,895				46,895	
TOTAL				46,895				46,895	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #3:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					26,895			26,895	
TOTAL					26,895			26,895	

Complete this page for amendments only

Date 12/09/2021 14:26:22

District	County	Route	EA	Project ID	PPNO
07	Los Angeles				5738

SECTION 1 - All Projects

Project Background

Metro's fleet needs to be replaced with approximately 200 buses a year to maintain the fleet, and ensure an adequate spare vehicle ratio.

Programming Change Requested

(1) Delete \$500,000 in RIP Funding from FY 25 and move to new PPR (Bus Infrastructure Project).

(2) Delete \$20,000,000 in FY 23/24 from Local Transportation Funds and move to new PPR (Bus Infrastructure Project)

Reason for Proposed Change

Staff is proposing to move funding into new PPR to support separate allocations for buses and charging infrastructure. (See Bus Infrastructure Project PPR)

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

N/A

Other Significant Information

N/A

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

N/A

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

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Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/09/2021 14:28:50
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
07				Los Angeles County Metropolitan Transportation Authority		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Los Angeles						
				MPO	Element	
				SCAG	Mass Transit (MT)	
Project Manager/Contact			Phone	Email Address		
Steve Schupak			213-922-6652	schupaks@metro.net		

Project Title

Bus Infrastructure Project

Location (Project Limits), Description (Scope of Work)

Purchase near-zero or Zero-Emission Buses (ZEBs) and/or bus chargers and charging infrastructure.

Component	Implementing Agency
PA&ED	Los Angeles County Metropolitan Transportation Authority
PS&E	Los Angeles County Metropolitan Transportation Authority
Right of Way	Los Angeles County Metropolitan Transportation Authority
Construction	Los Angeles County Metropolitan Transportation Authority

Legislative Districts

Assembly:	64,53,54,62	Senate:	33,25,30	Congressional:	37,40,43,44
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Project Milestone	Existing	Proposed
Project Study Report Approved	12/31/2019	
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)	01/01/2024	01/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)	12/31/2025	12/31/2027
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 12/09/2021 14:28:50

Purpose and Need

Supports bus operations and ensure Metro's fleet is in a state of good repair.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs			
Category	Outputs	Unit	Total
Intercity Rail/Mass Trans	Rail cars/transit vehicles	EA	1

Date 12/09/2021 14:28:50

Additional Information

Metro is proposing to split the project into two PPRs to support seperate allocations for buses and charging infrastructure.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	0	0	0

District	County	Route	EA	Project ID	PPNO
07	Los Angeles				
Project Title					
Bus Infrastructure Project					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W									Los Angeles County Metropolitan Tra
CON									Los Angeles County Metropolitan Tra
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			20,500					20,500	
TOTAL			20,500					20,500	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			500					500	
TOTAL			500					500	

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			20,000					20,000	
TOTAL			20,000					20,000	

SECTION F. APPENDICES

Section 17. Documentation of Board Approval



Board Report

File #: 2021-0666, File Type: Program

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 17, 2021

SUBJECT: 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE:

- A. PROGRAMMING of up to \$60,514,000 in Regional Transportation Improvement Program funds to the proposed projects and the program amendments shown in Attachment A; and
- B. SUBMITTAL of the 2022 Los Angeles County Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC).

ISSUE

In August 2021, the California Transportation Commission (CTC) adopted the 2022 State Transportation Improvement Program (STIP) Fund Estimate, which provides new funding capacity over the five-year STIP period from Fiscal Year (FY) 2023 through FY 2027. As such, Metro is charged with preparing and managing the Regional Transportation Improvement Plan (RTIP) for Los Angeles County. The RTIP must be adopted by the Board prior to the December 15, 2021 RTIP submittal deadline to the CTC to program funds in the 2022 STIP.

BACKGROUND

The STIP is a five-year capital improvement program of transportation projects that is updated every two years (the last STIP was adopted by the CTC in March 2020). The STIP contains two portions. The first portion, the RTIP, accounts for 75% of the total STIP and is programmed by County Transportation Commissions, such as Metro. The second portion is the Interregional Transportation Improvement Program (ITIP), which consists of the remaining 25% of the STIP and is developed by Caltrans. The CTC adopted STIP Fund Estimate identifies available RTIP funding shares by each county of California for programming over the five-year STIP period. The RTIP portion is the subject of the recommendations of this report.

DISCUSSION

Metro staff proposes to request RTIP funding of a total of \$53,830,000 for Mobility Improvement Projects (MIPs), previously approved by the Board ([file # 2019-0245](#))

<https://metro.legistar.com/LegislationDetail.aspx?ID=4136467&GUID=B480634A-20D0-4FA3-9CE6-1A20E1E2B7DB&Options=&Search=>>), for the Los Angeles County projects in lieu of previously programmed funding for the SR-710 North project. The request will be made in the form of advanced programming of future funding shares, as the current STIP fund estimate for Los Angeles County is zero, due to successful requests for advance programming in the previous two STIP cycles. Staff also proposes to request \$6,684,000 in funds that have been reserved for Planning, Programming, and Monitoring. The total request is \$60,514,000. Also included in the submittal are program schedule amendments to three previously programmed projects to allow prudent delivery of projects.

Caltrans is responsible for developing the ITIP, consistent with the Interregional Transportation Strategic Plan (ITSP), which the CTC adopts as a component of the STIP. Staff worked with Caltrans District 7 to propose projects in LA County for the 2022 ITIP to be considered by Caltrans Headquarters to be included in their Draft 2022 ITIP.

USC Medical Center Project, LA County/Soto St. Project, LA City:

Two Mobility Improvement Projects are proposed for RTIP funding as part of a large package of Transportation System Management projects to be developed in lieu of the SR-710 North freeway extension project, which was cancelled by the Metro Board due to community opposition from residents near the proposed alignment, some of which also include Equity Focus Communities.

The two projects proposed by the City and County of Los Angeles are streetscape projects, which will provide new and improved active transportation improvements. The Soto Street project will address a bottleneck by adding a safety median and a new lane in one direction, plant new trees, and widen sidewalks. The USC Medical Center project will improve pedestrian crossings and Metro J Line (formerly Silver Line).

DETERMINATION OF SAFETY IMPACT

Approval of the 2022 RTIP for Los Angeles County will have no negative impact to Metro patrons or employees. The 2022 RTIP fulfills prior and anticipated commitments of the Long-Range Transportation Plan and the Measure M Expenditure Plan.

FINANCIAL IMPACT

The CTC Fund Estimate contains a zero-funding share target for Los Angeles County, as previous years' advance programming continues to be directed to offset previous cycles' advances. However, STIP guidelines allow for Metro to continue drawing Planning, Programming, and Monitoring funding and request additional advances up to our maximum funding share target of \$57,061,000. Following CTC action on the 2022 RTIP in March 2022, staff will include the programmed resources in the corresponding budgets.

Impact to Budget

The 2022 RTIP includes funding for FY 2023 through FY 2027 and has no impact to the FY22

budget.

EQUITY PLATFORM

The projects and their equity impacts are described below.

USC Medical Center Project, LA County/Soto St. Project, LA City:

Both of these projects are located in or near Equity Focus Communities, and residents in these areas are expected to receive the primary safety and streetscape benefits. Secondary benefits are anticipated to accrue to USC Medical Center patients and employees, and longer-distance cyclists traveling to or through the area.

Each of the two project sponsors are planning additional community engagement and are responsible to their agencies to conduct equitable outreach and responsive planning.

Typical outreach for the County of Los Angeles includes:

- Outreach materials in both English and other predominant languages of the communities along the project corridor;
- Collaboration with key stakeholders from Community-Based Organizations, Service Organizations, churches, special needs groups, advocacy groups, local schools, and arts community members;
- Participation in community events and set up information tables and workshops at schools and/or activity centers to promote the project and solicit feedback; and
- Mobile friendly project website and social media outlets

Planning, Programming, and Monitoring:

The State sets aside 5% of RTIP funds for planning activities. Metro uses this funding to support the Countywide Planning Department's labor and professional services budget. At this time, there are no equity concerns anticipated as a part of this funding action.

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 staff recommendation for the 2022 RTIP. This option is not recommended as it would defer the potential programming and access to up to \$60,680,000 in RTIP funds within the 2022 STIP period for the new projects proposed. Additionally, failure to adopt the RTIP could cause negative impacts to the delivery of existing RTIP projects that require programming amendments to align RTIP funding with their current schedules.

NEXT STEPS

With Board approval of staff's recommendation, staff will proceed with and monitor the following steps to securing the 2020 LA County RTIP submittal:

- Submit RTIP request to CTC - December 15, 2021
- CTC publishes staff recommendations - February 28, 2022
- CTC adopts STIP - March 23-24, 2022

ATTACHMENTS

Attachment A - 2022 LA County RTIP Summary and Program

Attachment B - 2022 LA RTIP Project Descriptions

Prepared by: Dominica Smith, Manager, Countywide Planning & Development, (213) 922-2795
Patricia Chen, Senior Director, Countywide Planning & Development, (213) 922-3041
Michael Cano, DEO, Countywide Planning & Development, (213) 418-3010
Wil Ridder, EO, Countywide Planning & Development, (213) 922-2887 Laurie
Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

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



Stephanie N. Wiggins
Chief Executive Officer

2022 LA County Regional Transportation Improvement Program Summary and Program

The following table summarizes the RTIP projects programmed in the previous 2020 STIP cycle (“EXISTING PROGRAMMING”) and the carryover, changes, and additions that staff proposes to request in the 2022 STIP.

RTIP Programmed and Proposed (\$000s)							
EXISTING PROGRAMMING	Prior	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	Total
Highway							
SR 71 (North Segment)			20,000				20,000
SR138 Segment 4	11,950	20,000					31,950
SR 138 Segment 13	17,800	40,300					58,100
Planning, Programming & Monitoring (Existing)		2,836	2,836	3,425			9,097
Subtotal Highway	29,750	63,136	22,836	3,425			119,147
Transit							
Bus Acquisition Project #2		17,096					17,096
Bus/ Bus Infrastructure Project #2				41,249			41,249
East San Fernando Valley Transit Corridor Project	72819	167,509					240,328
Subtotal Transit	72,819	184,605		41,249			298,673
TOTAL EXISTING							417,820
PROPOSED PROGRAMMING							
No Change							
Bus Acquisition Project #2		17,096					17,096
East San Fernando Valley Transit Corridor Project	72819	167,509					240,328
SR 71 (North Segment)			20,000				20,000
Planning, Programming & Monitoring (Existing)		2836	2836	3425			9,097
Subtotal No Change	72,819	184,605					286,521
Reprogramming (Schedule Only)							
Bus/Bus Infrastructure Project #2 (A)				40,749			40,749
Bus/Bus Infrastructure Project #2 (B)			500				500
SR138 Segment 4	11,950		20,000				31,950
SR 138 Segment 13	17,800		40,300				58,100
Subtotal Reprogramming	29,750		60,800	40,749			131,299
New Requests							
LA County USC Medical Center Mobility Improvements					27,500		27,500
LA City Soto Street Widening Project					26,330		26,330
Planning, Programming & Monitoring					3342	3342	6,684
Subtotal New Requests					57,172	0	60,514
TOTAL PROPOSED PROGRAMMING							478,334

2022 Los Angeles Regional Transportation Improvement Program Project Descriptions

LA County + USC Medical Center Mobility Improvements - Valley Blvd Multimodal Transportation Improvements **RTIP Request: \$27,500,000**

Design and construct multimodal corridor improvements along Valley Boulevard which may include active transportation safety and accessibility enhancements as well as additional necessary infrastructure upgrades along Valley Boulevard. This would include various improvements to the Los Angeles County + USC Medical Center including enhancements to the Silver Line Bus Stop as well as improvements along Valley Blvd, San Pablo St, Marengo St and other streets in the vicinity. Coordination with Metro and Los Angeles City will be needed to design and construct the project. This project would also include coordinating with UPRR and other stakeholders to process the acquisition of necessary right-of-way to accommodate sidewalks and transit stop amenities and access improvements; and grade crossing improvements at Boca Avenue, Vineburn Avenue and San Pablo Street.

City of Los Angeles Soto St. Widening (Multnomah St. to Mission Rd.) **RTIP Request: \$26,330,000**

Located within the City of Los Angeles on Soto Street between Multnomah Street and Mission Road. This project's scope of work will: (1) Widen Soto St between Multnomah St and North Mission Rd (0.6 mile) from three lanes to four lanes (two lanes in each direction) by adding an additional through lane in the southbound direction; (2) Widen existing sidewalks from 4 ft to 8 ft for wheelchair accessibility; (3) Construct Class II bike lane in both directions, pedestrian lighting, a new striped median, and shoulders on both sides of the street.

Planning, Programming, and Monitoring (PPM) **RTIP Request: \$6,684,000**

Planning, Programming, and Monitoring (PPM) funds are used to fund the planning activities of Metro. Funds are proposed for FY25 and FY 26.



2022 Regional Transportation Improvement Program

*Planning and Programming Committee
November 17, 2021*



Metro

Recommendation

Approve the 2022 Regional Transportation Improvement Program (RTIP) for Los Angeles County, which includes:

- Up to \$60,514,000 in new programming, and
- The submittal of the 2022 RTIP program to the California Transportation Commission (CTC).

Background

- The county RTIPs are 75% of the State Transportation Improvement Program (STIP):
 - Every two years, Metro prepares and approves the RTIP for LA County.
 - The 2022 RTIP programs the region's RTIP formula shares for the 2022 STIP period from Fiscal Year (FY) 2023 through FY 2027.
 - California Transportation Commission (CTC) adopts through their 2022 STIP process.

2018 RTIP Success and Reduced Capacity

2018 RTIP

\$317 M
County Shares

\$110 M
Max Target
Advance
(from future shares)

2020 RTIP

\$0 M
County Shares

\$46.34 M
Max Target
Advance
(from future shares)

2022 RTIP

\$0 M
County Shares

\$57 M
Potential Max
Target Advance
(from future shares)

2022 Programming Priorities

Consistent with Evaluative Criteria Framework, Measure M, Measure R and LRTP Priorities:

- Funding Program Alignment/Readiness/Competitiveness
- Low Risk Tolerance for Use of Formula Funds
- Geographic Balance
- Consistent with Board Policies and Directives, LRTP and RTP

Equity Assessment Approval

Proposed 2022 RTIP (\$ in thousands)

PROPOSED PROGRAMMING	Prior	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	Total
No Change							
Bus Acquisition Project #2		17,096					17,096
East San Fernando Valley Transit Corridor Project	72,819	167,509					240,328
SR 71 (North Segment)			20,000				20,000
Planning, Programming & Monitoring		2,836	2,836	3,425			9,097
Subtotal No Change	72,819	187,441	22,836	3,425			286,521
Reprogramming (Schedule Only)							
Bus and Bus Infrastructure #2 (A)				40,749			40,749
Bus and Bus Infrastructure #2 (B)			500				500
SR 138 Segment 4	11,950		20,000				31,950
SR 138 Segment 13	17,800		40,300				58,100
Subtotal Reprogramming	29,750		60,800	40,749			131,299
New Requests							
LA County, USC Medical Center Mobility Improvements					27,500		27,500
LA City, Soto St. Widening Project					26,330		26,330
Planning, Programming & Monitoring					3,342	3,342	6,684
Subtotal New Requests					57,172	3,342	60,514
TOTAL PROPOSED PROGRAMMING	102,569	187,441	83,636	44,174	57,172	3,342	478,334



RECAP of Proceedings

Thursday, December 2, 2021

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Hilda L. Solis, Chair
Ara Najarian, 1st Vice Chair
Jacquelyn Dupont-Walker, 2nd Vice Chair
Kathryn Barger
Mike Bonin
James Butts
Fernando Dutra
Eric Garcetti
Janice Hahn
Paul Krekorian
Sheila Kuehl
Holly Mitchell
Tim Sandoval

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:00 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 10, 13, 17, 18, 23, 27, 28, 29, 32, 34, 41, and 47.

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

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

2. SUBJECT: MINUTES

2021-0752

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held October 28, 2021.

3. SUBJECT: REMARKS BY THE CHAIR

2021-0720

RECEIVED remarks by the Chair.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
P	P	P	P	P	P	P	P	P	P	P	P	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

2021-0721

RECEIVED report by the Chief Executive Officer.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
P	P	P	P	P	P	P	P	P	P	P	P	P

5. SUBJECT: METRO RIDESHARE PROGRAM SUPPORT

2021-0601

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 4 to the Metro Rideshare Program Support Contract No. PS42183000 with Innovative TDM Solutions (ITS) to exercise the second, one-year option in the amount of \$630,555, increasing the total contract value from \$2,462,863 to \$3,093,418 and extending the period of performance from February 1, 2022 to January 31, 2023.

KB = K. Barger	FD = F. Dutra	SK = S. Kuehl	HS = H. Solis
MB = M. Bonin	EG = E. Garcetti	HM = H. Mitchell	
JB = J. Butts	JH = J. Hahn	AN = A. Najarian	
JDW = J. Dupont Walker	PK = P. Krekorian	TS = T. Sandoval	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, A/C = ABSENT/CONFLICT, P = PRESENT

6. SUBJECT: METRO FREEWAY SERVICE PATROL

2021-0684

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. FS73888-2000 to Navarro's Towing, the lowest responsive & responsible bidder, for Metro Freeway Service Patrol (FSP) towing services in the amount of \$7,530,460 for Beat 3 & Beat 43 for 56 months, subject to resolution of protest(s), if any;
- B. AWARD a firm fixed unit rate Contract No. FS73888-2001 to Classic Tow, dba Tip Top Tow, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$7,581,984.20 for Beat 5 & Beat 17 for 56 months, subject to resolution of protest(s), if any;
- C. AWARD a firm fixed unit rate Contract No. FS73888-2002 to Neighborhood Towing 4U, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$7,926,007.32 for Beat 6 & Beat 39 for 56 months, subject to resolution of protest(s), if any;
- D. AWARD a firm fixed unit rate Contract No. FS73888-2004 to Bob & Dave's Towing, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$8,243,687.38 for Beat 18 & Beat 38 for 56 months, subject to resolution of protest(s), if any;
- E. AWARD a firm fixed unit rate Contract No. FS73888-2005 to Safeway Towing Services, Inc., dba Bob's Towing, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$6,949,125 for Beat 20 & Beat 37 for 56 months, subject to resolution of protest(s), if any;
- F. AWARD a firm fixed unit rate Contract No. FS73888-2006 to Hovanwil, Inc., dba Jon's Towing, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$5,418,511.17 for Beat 31 for 56 months, subject to resolution of protest(s), if any; and,
- G. INCREASE Contract Modification Authority (CMA) to 19 existing FSP contracts for an aggregate amount of \$7,250,000 thereby increasing the CMA amount from \$21,750,632 to \$29,000,632 and extend periods of performance for the following contracts to assure no gap in service as follows:
 - Beat 3: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$565,000 for up to 5 months
 - Beat 5: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$365,000 for up to 5 months
 - Beat 6: Neighborhood Towing 4 U Contract No. FSP3469600B6, for \$670,000 for up to 5 months

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- Beat 17: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$505,000 for up to 5 months
- Beat 18: Bob & Dave's Towing, Inc. Contract No. FSP2690300FSP1418, for \$605,000 for up to 5 months
- Beat 20: Bob's Towing Contract No. FSP2836600FSP1420, for \$480,000 for up to 5 months
- Beat 24: T.G. Towing, Inc. Contract No. FSP2833200FSP1424, for \$460,000 for up to 5 months
- Beat 27: Hovanwil, Inc. dba Jon's Towing Contract No. FSP3470400B27/39, for \$195,000 for up to 5 months
- Beat 29: Platinum Tow & Transport, Inc. Contract No. FSP3470600B29, for \$350,000 for up to 5 months
- Beat 31: Navarro's Towing Contract No. FSP3470700B31/50, for \$300,000 for up to 5 months
- Beat 33: Mid Valley Towing Contract No. FSP2851900FSP1433, for \$320,000 for up to 5 months
- Beat 37: Reliable Delivery Service Contract No. FSP3696000FSP1437, for \$600,000 for up to 5 months
- Beat 38: Steve's Towing Contract No. FSP38468001438, for \$245,000 for up to 5 months
- Beat 39: Hovanwil, Inc. dba Jon's Towing Contract No. FSP5966400FSPB39, for \$325,000 for up to 5 months
- Beat 42: Platinum Tow & Transport Contract No. FSP2842100FSP1442, for \$350,000 for up to 5 months
- Beat 43: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$635,000 for up to 5 months
- Beat 50: Navarro's Towing Contract No. FSP3470700B31/50, for \$280,000 for up to 5 months
- Beat 60: Freeway Towing, Inc. Contract No. FSP5768900B60, for up to 16 months
- Beat 61: All City Tow Service Contract No. FSP5769100B61, for up to 16 months.

7. SUBJECT: 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

2021-0666

APPROVED ON CONSENT CALENDAR:

- A. PROGRAMMING of up to \$60,514,000 in Regional Transportation Improvement Program funds to the proposed projects and the program Amendments; and
- B. SUBMITTAL of the 2022 Los Angeles County Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC).

8. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

2021-0521

AUTHORIZE the Chief Executive Officer to execute Modification No. 13 to Contract No. AE5999300 with WSP USA Inc. to provide additional environmental technical work during the completion of the Draft Environmental Impact Statement / Environmental Impact Report (EIS/EIR) in the amount of \$1,302,845, increasing the Total Contract Value from \$28,484,036 to \$29,786,881, and extend the period of performance through June 30, 2022.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	C	Y	Y

9. SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLE FOUR

2021-0630

AUTHORIZED:

- A. AWARDING \$5 million to 13 new Open and Slow Streets events scheduled through December 2023; and
- B. REPROGRAMMING of any Cycle Three and FY 2020 Mini-Cycle Funding not expended by December 31, 2021 towards the next highest scored event(s) applied for in Cycle Four.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

9.1. SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLE FOUR MOTION

2021-0771

APPROVED Motion by Directors Hahn, Solis, Garcetti, Sandoval, and Dutra that the Board direct the Chief Executive Officer to:

- A. Program an additional up to \$2 million toward the Open and Slow Streets Grant Program Cycle Four, to be awarded to events in accordance with their scores, and
- B. Identify and program funding sources, including Prop C 25%, for the additional funds to be provided in Cycle Four.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

**10. SUBJECT: ANTELOPE VALLEY LINE SERVICE AND CAPACITY
IMPROVEMENT PROJECT FINAL ENVIRONMENTAL
IMPACT REPORT**

2021-0667

APPROVED ON CONSENT CALENDAR:

- A. CERTIFYING the Final Environmental Impact Report for the Antelope Valley Line Service and Capacity Improvement Project, in accordance with the California Environmental Quality Act (CEQA) and file the Notice of Determination for the Project with the Los Angeles County Clerk and the State of California Clearinghouse;
- B. ADOPTING, in accordance with CEQA, the:
 - 1. Findings of Fact and Statement of Overriding Considerations, and
 - 2. Mitigation Monitoring and Reporting Plan; and
- C. FINDING that the Project meets all Public Resources Code Section 21080 (b)(10) requirements and is declared statutorily exempt under CEQA, and AUTHORIZING Metro staff to file the Notice of Exemption for the Project with Los Angeles County Clerk and the State of California Clearinghouse.

13. SUBJECT: HEALTH BENEFITS CONSULTING SERVICES

2021-0673

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a seven-year, firm fixed price Contract No. PS41236000, to The Unisource Group, Inc. to provide employee health benefits consulting and actuarial services in the amount of \$781,000 for the three-year base period, \$265,950 for option year one, \$240,600 for option year two, \$265,950 for option year three and \$240,600 for option year four, for a combined amount of \$1,794,100, effective February 1, 2022, subject to resolution of protest(s), if any.

**17. SUBJECT: PROGRAM FUNDS FOR METROLINK SERVICE
RESTORATION**

2021-0685

APPROVED ON CONSENT CALENDAR up to \$1,526,932 in additional funding to the Southern California Regional Rail Authority (SCRRA) FY-2021-22 budget to pay for Metro's share to partially restore Metrolink commuter rail service, effective December 2021.

**18. SUBJECT: LEASE AGREEMENT WITH THE CITY OF AZUSA FOR THE
SYSTEM SECURITY OFFICE LOCATED AT 890 THE
PROMENADE IN AZUSA**

2021-0461

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer (CEO) or their designee to execute a ten (10)-year lease agreement with four (4) five-year options

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commencing May 1, 2022 with the City of Azusa (“Lessor”), for the System Security and Law Enforcement (SSLE) office for 8,206 rentable square feet located at 890 The Promenade in Azusa at a rate of \$20,555 per month with escalations of three percent (3%) annually and approximately \$2,865,318 in tenant improvements for a total of \$5,443,930 over the initial term with four 5-year options, if needed.

- B. AMENDING the FY22 budget to include an additional \$1,920,878 for FY2022 and one-time tenant improvements (initial lease costs).

19. SUBJECT: OPERATION AND MAINTENANCE OF COMPRESSED NATURAL GAS FUELING STATIONS AT DIVISIONS 1, 3, 5, 7, 10 & 18 **2021-0659**

AUTHORIZED the Chief Executive Officer to award a firm fixed unit rate Contract No. OP749030003367 with Clean Energy, for Operation and Maintenance (O&M) of Compressed Natural Gas (CNG) fueling stations at divisions 1, 3, 5, 7, 10 & 18, for a not-to-exceed amount of \$5,285,439 for the five-year base period, and \$5,623,284 for the five (5), one-year option terms, for a combined not-to-exceed amount of \$10,908,723, effective March 1, 2022, subject to resolution of all properly submitted protest(s), if any.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

23. SUBJECT: PUBLIC SAFETY MISSION AND VALUE STATEMENTS **2021-0731**

ADOPTED ON CONSENT CALENDAR the Public Safety Mission and Value Statements.

24. SUBJECT: INFRASTRUCTURE PROTECTION SERVICES **2021-0665**

AUTHORIZED the Chief Executive Officer to:

- A. EXECUTE scope modifications to align with the move towards reimagining public safety;
- B. EXECUTE Contract Modification No. 9 to Contract No. PS560810024798 with RMI International, Inc. for a six (6) month (April -September 2022) extension to the period of performance inclusive of scope modifications, for an amount not-to-exceed \$19M, increasing the total contract price from \$120,453,758 to \$139,453,758; and extend the period of performance from April 1, 2022, to September 30, 2022; and

(continued on next page)

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- C. EXERCISE one (1) six-month option (October 2022 - March 2023), for an additional amount not-to-exceed \$19M, increasing the total contract price from \$139,453,758 to \$158,453,758, only if necessary to complete the procurement process of a new contract award.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

25. SUBJECT: TRANSIT LAW ENFORCEMENT SERVICES

2021-0672

APPROVED AS AMENDED:

- A. SEEKING scope of work modifications to align with the move towards reimagining public safety;
- B. AUTHORIZING up to \$75.2M for the remaining six months of the original contract inclusive of scope of work modifications;
- C. EXTENDING the contract for an additional six months (Jul-Dec 2022) with a 6-month option (Jan-Jun 2023) to allow PSAC recommendations to come forward to support the new procurement and timeline and award of the contract; and
- D. FUNDS for the extension will be requested during the FY23 budget process.

HAHN AMENDMENT: The extension of a contract with any law enforcement agency shall be conditioned on that agency having an enforced COVID vaccination mandate.

Report back in January 2022 on how to enforce the vaccine amendment and come back with a plan on how to move forward with the vaccination requirement. Additionally, report back in March 2022 regarding whether we can continue to contract with the Sheriff's Department.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	ABS	A	Y	A	Y	Y	Y	ABS	Y	Y

25.1.SUBJECT: COMMITMENT TO REIMAGINING PUBLIC SAFETY

2021-0745

APPROVED Motion by Directors Bonin, Mitchell, Hahn, Solis, and Dupont-Walker that the Board direct the Chief Executive Officer to:

- A. In February 2022, report on the status of the initiatives funded by Motion 26.2 (March 2021), including projected launch dates, program elements, input received from PSAC, and projected funding needs in FY23.

(continued on next page)

(Item 25.1 – continued from previous page)

- B. During the development of the FY23 budget, ensure a continued minimum commitment of \$40 million for the public safety alternatives outlined in Motion 26.2, in addition to rolling over unspent funding from FY22.
- C. In April 2022, report to the Operations, Safety, and Customer Experience Committee with a recommended public safety budget for FY23, including proposed funding levels for police services and public safety alternatives, with consideration of the Board's directive to realign resources.
- D. Consult with PSAC throughout the FY23 budget development process.

WE FURTHER MOVE that the Board direct the Chief Executive Officer to:

- E. Develop a place-based implementation strategy that identifies station locations that are good candidates for piloting a reimagined public safety approach consistent with the new Mission and Values statement, including the deployment of some or all of the public safety alternatives identified in Motion 26.2 and modifying law enforcement deployment at these pilot locations while continuing to ensure fast emergency response times.
- F. Consult with PSAC on the design, implementation, and evaluation-including quantitative and qualitative metrics-of this pilot.
- G. Explore partnerships with academia, medical schools, promotores, and community-based organizations on the design, implementation, and evaluation of this pilot.
- H. Report periodically on the pilot implementation and evaluation as part of the regular system security report.

DUPONT-WALKER AMENDMENT: Develop key performance indicators that reflect how the pilot influences rider experience.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
ABS	Y	Y	Y	A	Y	A	Y	Y	Y	Y	Y	Y

27. SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT

2021-0675

APPROVED ON CONSENT CALENDAR:

- A. ESTABLISHING a Life of Project (LOP) budget in the amount of \$156,437,550 million for the Rosecrans/Marquardt Grade Separation Project; and
- B. AUTHORIZING the Chief Executive Officer to approve the award of and execute all contracts and agreements within the LOP budget for the Rosecrans/Marquardt Grade Separation Project.

**28. SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT - 2021-0677
ADVANCED UTILITY RELOCATION DESIGN FOR DWP**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Modification No. 26 to Contract No. AE58083E0129 with Gannett Fleming, Inc. for the East San Fernando Valley Transit Corridor Project, for the final design of advanced utility relocation for DWP Design Package 2&3, in the amount of \$1,926,053, increasing the total Contract amount from \$74,851,987 to \$76,778,040.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	C	Y	Y	C	Y	Y	A/C	Y	Y	Y	Y

29. SUBJECT: PROGRAM MANAGEMENT SUPPORT SERVICES 2021-0670

AUTHORIZED ON CONSENT CALENDAR:

- A. The exercise of the two-year option for Contract No. AE35279 with Kal Krishnan Consulting Services/Triunity Engineering and Management Joint Venture (KTJV), a small business prime, in the amount not-to-exceed \$27,461,365 for FY23 and FY24, increasing the authorized total funding limit from \$73,644,591 to \$101,105,956; and
- B. The CEO or designee to execute individual Contract Work Orders (CWOs) and Contract Modifications within the Board authorized contract funding amount.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	C	Y	Y	Y	Y	Y	A	Y	C	Y	Y

32. SUBJECT: COMMUNICATIONS SUPPORT SERVICES BENCH 2021-0596

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 5 to Bench Contract Nos. PS44432001 through PS44432010 to:

- A. INCREASE the contract value by \$3,000,000, increasing the contract value from \$18,955,568 to \$21,955,568; and
- B. AWARD AND EXECUTE task orders for a not-to-exceed total authorized amount of \$21,955,568.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	C	Y	Y	C	A	Y	C	Y	Y

**33. SUBJECT: CUSTOMER CODE OF CONDUCT AMENDMENTS - 2021-0680
TRANSIT COURT**

APPROVED AS AMENDED in Title 6, Chapter 6-05 of the Los Angeles County Metropolitan Transportation Authority ("Metro") Administrative Code (the "Code"),

(continued on next page)

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Otherwise known as the Metro Customer Code of Conduct (“Code”), effective January 1, 2022 A through D as follows:

- A. In the Penalty Schedule, replace section “6-05-050.A-I” with “6-05-050.A-E, H, I”;
- B. In the Schedule concerning Violations of the Customer Code That Will Be Addressed Through Ejection, replace section “6-05-050.E-G” with “6-05-050.E”;
- C. In the Schedule insert a new section “Violations of the Customer Code That Will Be Addressed through Alternative Means,” and insert thereunder “6.05 -050.F, G Obstruction and occupying more than one seat. First Offense or Greater, Warning, referral placement preconditioned removal, and/or other remedy Placement or Other Remedy”; and
- D. In the Code insert a new section “6-05-010.C. Metro and its representatives shall enforce the Code of Conduct with fairness, equity, civility, compassion and without bias.”

SOLIS AND DUPONT-WALKER AMENDMENT: Directed the Chief Executive Officer to review the recommendation in E (below) and the current Code of Conduct, including but not limited to any potential implicit biases, and return in February 2022 with recommended changes.

- E. In the Code delete sections “6-05-050.F and G” in their entirety and conform the Schedule to the Code concerning deletions of those sections.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

34. SUBJECT: 2022 LEGISLATIVE PROGRAM

2021-0694

APPROVED ON CONSENT CALENDAR:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2022 Federal Legislative Program; and
- C. ADOPTING the proposed 2022 State Legislative Program.

35. SUBJECT: RESPONSE TO JUNE 2021 BOARD MOTION 49: LA RIVER BIKE PATH PROJECT DELIVERY

2021-0556

AUTHORIZED the Chief Executive Officer (CEO) to:

- A. NEGOTIATE and enter into a funding agreement between Metro and the

(continued on next page)

City of Los Angeles in the amount not to exceed \$60 million for design and construction of the LA Riverway in the San Fernando Valley.

- B. NEGOTIATE and conditionally enter into a Cooperative Agreement with Los Angeles County Department of Public Works (LACDPW), City of Los Angeles and City of Vernon for Metro to manage and coordinate on final design and construction of the LA River Path through downtown Los Angeles. The conditions to be negotiated include:

1. Accessibility to right of way owned by each entity for construction permits
2. Commitment from each entity on cooperative engagement on securing additional funding when needed;
3. Metro will partner with the City, County, and Federal agencies with ownership and responsibility in the LA River corridor in regards to the overall management structure of the completed project, but will not assume any financial responsibility for operating and maintaining the completed project.

- C. ENTER into a Funding Agreement with LACDPW in the amount not to exceed \$773,870 to support LACDPW to perform and lead the environmental clearance for the Lower LA River Bike Path.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

**41. SUBJECT: IMPROVING THE EFFECTIVENESS AND SUSTAINABILITY 2021-0743
OF METRO BIKE SHARE**

APPROVED ON CONSENT CALENDAR Motion by Directors Krekorian, Garcetti, Kuehl, and Sandoval that the Board direct the Chief Executive Officer to report back in 90 days on:

- A. An action plan to stabilize the current fleet size including actions for how to identify, prioritize, and address new mechanisms of theft as they arise.
- B. An action plan to address equitable access in the current program and in any future form of the program. This plan shall include recommendations on issues such as serving people who may be unbanked, addressing the digital divide, and keeping fare cost low.
- C. A plan to provide uninterrupted service as the next iteration of the program is determined and executed.
- D. A plan to convene an industry forum (as was performed for Metro Micro) to

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bring together academics, cities with existing bike share programs, community stakeholders, and industry experts to provide recommendations on advancing Metro Bike Share beyond the current contract in one of several forms including but not limited to:

1. Continuing Metro Bike Share as a contracted service,
 2. Operating the program In-house with Metro employees,
 3. A private-sector model with financial subsidy provided by Metro.
- E. Performing a market survey to identify best practices and business models among existing bike-share systems in the US, and comparable global systems (e.g., Paris, London, Barcelona, Madrid, and Mexico City), and to develop comparative data on subsidy cost per ride, total ridership, size of fleet, vehicle technology, theft and damage loss and prevention, and alternative financing sources like sponsorship and advertising.
- F. Recommendations for continuing and evolving the Metro Bike Share program to meet the goals of the agency, with countywide stakeholder engagement and consideration of cost-sharing, with the goal of expanding service area and local participation to all subregions in the County. These recommendations should include eligible local, state, and federal funding sources for capital and operations budgets, as well as legislative opportunities to expand such funding eligibility.

42. SUBJECT: WEST SANTA ANA BRANCH FUNDING PLAN AND P3 ASSESSMENT UPDATE 2021-0698

RECEIVED AND FILED the:

- A. West Santa Ana Branch (WSAB) Funding Plan; and
- B. WSAB P3 Assessment Update.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	P	P	P	A	P	A	P	P	P	A	P	A

43. SUBJECT: 48 BY '28: INCREASING SMALL AND DISADVANTAGED BUSINESS PARTICIPATION 2021-0766

APPROVED Motion by Directors Solis, Hahn, Dupont-Walker, Sandoval, and Butts that the Board of Directors direct the Chief Executive Officer to establish an aspirational policy objective for Metro to reach 48% participation by small and disadvantaged businesses on contracts and procurements by 2028, and to report back in March 2022 with recommendations to achieve the goal.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

44. SUBJECT: ALAMEDA CORRIDOR-EAST PROJECTS**2021-0767**

APPROVED Motion by Directors Solis, Hahn, Barger, Sandoval, and Butts that the Board of Directors direct the Chief Executive Officer to:

- A. Collaborate with the SGVCOG to evaluate the cost increases for the three projects and potential strategies such as value engineering to close the funding gap;
- B. Explore funding streams such as grant funding and other sources to help the SGVCOG secure sufficient funding to complete all three projects, with priority placed on securing full funding for the grade separation projects prior to the CTC funding allocation vote by no later than June 2022;
- C. Assist and collaborate with SGVCOG in developing Project Labor Agreements for the two grade separation projects to prioritize partnerships with labor in expeditiously advancing construction of the grade separation projects and the employment of Los Angeles County workers;
- D. Report back on all directives in March 2022.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

45. SUBJECT: ADDRESSING CLIMATE CHANGE THROUGH VEHICLE MILES TRAVELED REDUCTION: ALIGNING WITH STATE OF CALIFORNIA CLIMATE GOALS**2021-0769**

APPROVE Motion by Directors Garcetti, Solis, Kuehl, Bonin, and Mitchell that Metro develop VMT reduction and mode shift targets consistent with and supportive of those in the OurCounty Plan and SCAG RTP/SCS for Board adoption as part of the annual Sustainability Plan update in September 2022.

WE FURTHER DIRECT the CEO to:

- A. Include in the Long Range Transportation Plan, Sustainability Plan, and regular reports on the progress of each, financially unconstrained analysis providing options to meet the above goals; and,
- B. Include, and present to the Board for consideration, VMT reduction and mode shift projections in project alternatives, operations budgets, program performance, or similar actions that allocate resources toward climate change reduction.

WE FURTHER DIRECT the CEO to use the VMT reduction and mode shift targets of the 2019 OurCounty Plan, as follows, for interim planning and forecasting purposes:

(continued on next page)

(Item 45 – continued from previous page)

- 2025 Targets:
 - Reduce average daily VMT per capita to 20 miles
 - Increase to at least 15% all trips by foot, bike, micromobility, or public transit
- 2035 Targets:
 - Reduce average daily VMT per capita to 15 miles
 - Increase to at least 30% all trips by foot, bike, micromobility, or public transit
- 2045 Targets:
 - Reduce average daily VMT per capita to 10 miles
 - Increase to at least 50% all trips by foot, bike, micromobility, or public transit

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

46. SUBJECT: IMPROVED MOBILITY THROUGH STRATEGIC HIGH SPEED RAIL PROJECTS IN L.A. COUNTY **2021-0768**

APPROVED Motion by Directors Barger, Najarian, and Solis that the Board of Directors:

- A. Reaffirm the importance of the partnership with the California High Speed Rail Authority for the delivery of the Link Union Station project and urge continued dialogue for release of the \$423 million in state funding;
- B. Establish a new agency policy that prioritizes the early delivery of additional, strategic, California High Speed Rail (CHSR) capital projects in Los Angeles County rail corridors that currently serve and/or will one day serve regional and inter-city rail, consistent with the State Rail Plan, if and when new sources of state and federal funding become available, and so long as pursuit of those funding sources would not create competition with established Board transit priorities;
- C. Amend the Board's state legislative program to include advocacy and support for a new dedicated funding program for the early delivery of strategic CHSR capital projects in Los Angeles County that would help realize the goals of the State Rail Plan and Metrolink's SCORE program, facilitating improved efficiency, speed, frequency and safety for existing and future inter-city and regional rail service;

We further move that the CEO:

- D. Work with agencies who provided lists of projects in the May 2019 report

(continued on next page)

back on the Board's Readiness for High-Speed Rail motion to update the status and estimated costs of those projects;

- E. Identify a strategic list of CHSR capital projects, including but not limited to the updates above, that would benefit regional and inter-city rail in L.A. County by realizing immediate and transformative efficiency, speed, frequency and safety improvements and that are consistent with the State Rail Plan and Metrolink's SCORE Program;
- F. Lead an advocacy effort with the L.A. County state legislative delegation and appropriate state and local agencies, to align with upcoming state budget deliberations, that includes:
 - 1. Promotion of the strategic list of CHSR projects and the need for a new source of funds for these efforts, separate from Prop 1A, and not competitive with other statewide funding programs for transit;
 - 2. A state commitment to rapidly fund advanced engineering and design of the Palmdale-to-Burbank, Burbank-to-LAUS, and LAUS-to-Anaheim CHSR segments, and inclusion therein of options for early implementation of the strategic CHSR projects list identified in response to this motion; and,
- G. Report back to the Board in 60 days with a progress update.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	A

**47. SUBJECT: FINDINGS REQUIRED TO CONTINUE TO MEET VIA
TELECONFERENCE IN COMPLIANCE WITH AB 361
WHILE UNDER A STATE OF EMERGENCY AND WHILE
STATE AND LOCAL OFFICIALS CONTINUE TO
PROMOTE SOCIAL DISTANCING**

2021-0742

APPROVED ON CONSENT CALENDAR the following findings:

Pursuant to AB 361, the Metro Board, on behalf of itself and other bodies created by the Board and subject to the Ralph M. Brown Act, including Metro's standing Board committees, advisory bodies, and councils, finds:

The Metro Board has reconsidered the circumstances of the state of emergency, and that:

- A. The state of emergency continues to directly impact the ability of the members to meet safely in person, and

(continued on next page)

(Item 47 – continued from previous page)

- B. State or local officials continue to impose or recommend measures to promote social distancing.

Therefore, all such bodies will continue to meet via teleconference subject to the requirements of AB 361.

48. SUBJECT: CLOSED SESSION

2021-0763

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)
(1)

1. Fernando E. Gomez v. LACMTA, Case No. 18STCV08696

AUTHORIZED settlement in the sum of \$2,000,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	Y	Y	Y	A	A	A	Y	Y	Y	A	Y	A

2. John Kim, et al. v. LACMTA, Case No. 20STCV16478

AUTHORIZED settlement in the sum of \$1,349,998.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	Y	Y	Y	A	A	A	Y	Y	Y	A	Y	A

3. Cesar Machado v. LACMTA, Case No. 19STCV27374

AUTHORIZED settlement in the sum of \$1,000,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	Y	Y	Y	A	A	A	Y	Y	Y	A	Y	A

4. Gisela Del Carmen Sanchez v. LACMTA, Case No. 19STCV18832

AUTHORIZED settlement in the sum of \$1,100,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	Y	Y	Y	A	A	A	Y	Y	Y	A	Y	A

5. Jennifer E. Loew v. LACMTA, et al, Case No. 20STCV07756

AUTHORIZED settlement the terms of which will be made available after all documents are signed.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	Y	Y	Y	A	A	A	Y	Y	Y	A	Y	A

(continued on next page)

(Item 48 – continued from previous page)

- B. Conference with Legal Counsel-Anticipated Litigation-G.C. 54956.9(d)
(4)
Initiation of Litigation (One Case)

NO REPORT.

- C. Public Employee Performance Evaluation - Government Code Section
54957(b)(1)
Titles: Chief Executive Officer, General Counsel, Board Clerk, Chief
Ethics Officer, Inspector General

NO REPORT.

49. SUBJECT: LONG-TERM ADVERTISING - CULVER CITY STATION 2021-0536

WITHDRAWN:

~~APPROVE a long-term advertising purchase, up to 12 months, at Culver City Station from HBO, generating up to \$400,000 plus, estimated net revenues for Metro. This is not a title sponsorship, and will not affect Culver City Station's title nor the adjacent private property's title, Ivy Station.~~

ADJOURNED AT 5:00 P.M.

Comment & Speakers List

Board Month: Nov/Dec 2021

NUMBER	NAME	ITEM NUMBER	POSITION (FOR/AGAINST/GENERAL COMMENT/ITEM NEEDS MORE CONSIDERATION)
1	Caller - 0231	CON #28	ITEM NEEDS MORE CONSIDERATION
2	Center for Biological Diversity	CON #30	ITEM NEEDS MORE CONSIDERATION
3	Caller - 7719	EMC #32	GENERAL COMMENT
4	Caller - 7719	EMC #33	FOR
5	Bus Riders Union Caller - 5801	EMC #33	FOR
6	Caller - 0231	EMC #34	FOR
7	Caller - 7719	EMC #34	ITEM NEEDS MORE CONSIDERATION
8	Bus Riders Union Caller - 5801	EMC #34	FOR
9	Caller - 7719	EMC #35	ITEM NEEDS MORE CONSIDERATION
10	Caller - 2616	EMC #37	ITEM NEEDS MORE CONSIDERATION
11	Caller - 2616	EMC #38	ITEM NEEDS MORE CONSIDERATION
12	Bus Riders Union Caller - 5801	EMC #38	ITEM NEEDS MORE CONSIDERATION
13	Caller - 2616	EMC #39	ITEM NEEDS MORE CONSIDERATION
14	Bus Riders Union Caller - 5801	EMC #40	ITEM NEEDS MORE CONSIDERATION
15	Bus Riders Union Caller - 5801	EMC #41	FOR
16	Caller - 7719	EMC #42	ITEM NEEDS MORE CONSIDERATION
17	Bus Riders Union Caller - 5801	EMC General Public Comment	GENERAL COMMENT
18	Bus Riders Union Caller - 1159	OPS #23	FOR
19	Bus Riders Union Caller - 5801	OPS #23	FOR
20	Caller - 3516	OPS #23	AGAINST
21	Caller - 0231	OPS #23	FOR
22	Caller - 2830	OPS #23	AGAINST
23	Caller - 4354	OPS #23	AGAINST
24	Los Angeles County Police Chiefs' Association	OPS #25	FOR
25	Los Angeles County Office of the Sheriff	OPS #25	FOR
26	City of Monrovia	OPS #25	FOR
27	Pedro Loera	OPS #25	AGAINST
28	Carolina Goodman	OPS #25	AGAINST
29	Amelie Cherlin	OPS #25	AGAINST
30	Marc Caswell	OPS #25	AGAINST
31	L. Scott Mar	OPS #25	GENERAL COMMENT
32	Carolina Goodman	OPS #25	AGAINST
33	City of Covina	OPS #25	FOR
34	Mel Guerry	OPS #25 OPS #25.1	AGAINST FOR

35	Daniela Simunovic	OPS #25 OPS #25.1	AGAINST FOR
36	Jonathan Matz	OPS #25 OPS #25.1	AGAINST FOR
37	Machiko Yasuda	OPS #25 OPS #25.1	AGAINST FOR
38	Akio Katano	OPS #25 OPS #25.1	AGAINST FOR
39	Roghan Weafer	OPS #25 OPS #25.1	AGAINST FOR
40	Chris Aquino	OPS #25 OPS #25.1	AGAINST FOR
41	Allison Mannos	OPS #25 OPS #25.1	AGAINST FOR
42	Emile Ayoub	OPS #25 OPS #25.1	AGAINST FOR
43	Cordelia Arterian	OPS #25 OPS #25.1	AGAINST FOR
44	Anthony M	OPS #25 OPS #25.1	AGAINST FOR
45	Pro Ant Fitness	OPS #25 OPS #25.1	AGAINST FOR
46	Geaneen Cojom	OPS #25 OPS #25.1	AGAINST FOR
47	Emily Ward	OPS #25 OPS #25.1	AGAINST FOR
48	Zoë Mattioli	OPS #25 OPS #25.1	AGAINST FOR
49	John Perry	OPS #25 OPS #25.1	AGAINST FOR
50	Alfonso Directo	OPS #25 OPS #25.1	AGAINST FOR
51	Laura Raymond	OPS #25 OPS #25.1	AGAINST FOR
52	Scarlett De Leon	OPS #25 OPS #25.1	AGAINST FOR
53	Claudia Calderon	OPS #25 OPS #25.1	AGAINST FOR
54	Nina Long	OPS #25 OPS #25.1	AGAINST FOR
55	Kris Miranda	OPS #25 OPS #25.1	AGAINST FOR
56	Jessica Meaney	OPS #25 OPS #25.1	AGAINST FOR
57	Nic Burrier	OPS #25 OPS #25.1	AGAINST FOR
58	Jamie York	OPS #25 OPS #25.1	AGAINST FOR
59	Martha Camacho-Rodriguez	OPS #25 OPS #25.1	AGAINST FOR

60	Brady Collins	OPS #25 OPS #25.1	AGAINST FOR
61	Elizabeth Bernheim	OPS #25 OPS #25.1	AGAINST FOR
62	Madeline Brozen	OPS #25 OPS #25.1	AGAINST FOR
63	Carmina Calderon	OPS #25 OPS #25.1	AGAINST FOR
64	Michael Lopez	OPS #25 OPS #25.1	AGAINST FOR
65	Alexandra Suh	OPS #25 OPS #25.1	AGAINST FOR
66	Lyndsey Nolan	OPS #25 OPS #25.1	AGAINST FOR
67	Cesar Hernandez	OPS #25 OPS #25.1	AGAINST FOR
68	Nina Dinh	OPS #25 OPS #25.1	AGAINST FOR
69	Anisha Hingorani	OPS #25 OPS #25.1	AGAINST FOR
70	Auguste Miller	OPS #25 OPS #25.1	AGAINST FOR
71	Andrew Yip	OPS #25 OPS #25.1	AGAINST FOR
72	Alessandro Negrete	OPS #25 OPS #25.1	AGAINST FOR
73	Vyki Englert	OPS #25 OPS #25.1	AGAINST FOR
74	Maraky Alemseged	OPS #25 OPS #25.1	AGAINST FOR
75	Elizabeth Medrano	OPS #25 OPS #25.1	AGAINST FOR
76	Carolyn “Jiyoung” Park	OPS #25 OPS #25.1	AGAINST FOR
77	Felipe Rojas	OPS #25 OPS #25.1	AGAINST FOR
78	Daisy Villafuerte	OPS #25 OPS #25.1	AGAINST FOR
79	Esperanza Community Housing Corporation	OPS #25 OPS #25.1	AGAINST FOR
80	Elizabeth Medrano	OPS #25 OPS #25.1	AGAINST FOR
81	Will Wright	OPS #25 OPS #25.1	AGAINST FOR
82	Adrienna Wong	OPS #25 OPS #25.1	AGAINST FOR
83	Maryann Aguirre	OPS #25 OPS #25.1	AGAINST FOR
84	ACT LA	OPS #25 OPS #25.1	AGAINST FOR

85	Lerby Benitez	OPS #25 OPS #25.1	AGAINST FOR
86	Maria Patiño Gutierrez	OPS #25 OPS #25.1	AGAINST FOR
87	Robert Peppey	OPS #25 OPS #25.1	AGAINST FOR
88	Robert Peppey	OPS #25 OPS #25.1	AGAINST FOR
89	Wesley Reutimann	OPS #25 OPS #25.1	AGAINST FOR
90	Asiyahola Sankara	OPS #25 OPS #25.1	AGAINST FOR
91	Matthew Waliman	OPS #25 OPS #25.1	AGAINST FOR
92	Emily Pham	OPS #25 OPS #25.1	AGAINST FOR
93	Brooke Jacobovitz	OPS #25 OPS #25.1	AGAINST FOR
94	Jackson Kopitz	OPS #25 OPS #25.1	AGAINST FOR
95	Anthony Weiss	OPS #25 OPS #25.1	AGAINST FOR
96	Bill Przylucki	OPS #25 OPS #25.1	AGAINST FOR
97	Dillon Foster	OPS #25 OPS #25.1	AGAINST FOR
98	Amanda Staples	OPS #25 OPS #25.1	AGAINST FOR
99	Ricky	OPS #25 OPS #25.1	AGAINST FOR
100	Vanessa Carter	OPS #25 OPS #25.1	AGAINST FOR
101	Michael Macdonald	OPS #25 OPS #25.1	AGAINST FOR
102	Faramarz Nabavi	OPS #25 OPS #25.1	AGAINST FOR
103	Carla Pineda	OPS #25 OPS #25.1	AGAINST FOR
104	Jamie Cabrera	OPS #25 OPS #25.1	AGAINST FOR
105	Judy Branfman	OPS #25 OPS #25.1	AGAINST FOR
106	Darryl Kitagawa	OPS #25 OPS #25.1	AGAINST FOR
107	Tieira Ryder	OPS #25 OPS #25.1	AGAINST FOR
108	Daniel White	OPS #25 OPS #25.1	AGAINST FOR
109	Sarah Hellman	OPS #25 OPS #25.1	AGAINST FOR

110	Hector	OPS #25 OPS #25.1	AGAINST FOR
111	Caller - User 1	OPS #25 OPS #25.1	FOR AGAINST
112	ACT LA Caller - 0818	OPS #25 OPS #25.1	AGAINST FOR
113	Bus Riders Union Caller - 5801	OPS #25 OPS #25.1	AGAINST FOR
114	Caller - 0119	OPS #25 OPS #25.1	AGAINST FOR
115	ACT LA Caller - 3724	OPS #25 OPS #25.1	AGAINST FOR
116	Caller - 1887	OPS #25 OPS #25.1	FOR AGAINST
117	Caller - 0231	OPS #25 OPS #25.1	AGAINST FOR
118	Bus Riders Union Caller - 1159	OPS #25 OPS #25.1	AGAINST FOR
119	Caller - 3516	OPS #25 OPS #25.1	FOR AGAINST
120	Caller - 8719	OPS #25 OPS #25.1	FOR AGAINST
121	Caller - 0396	OPS #25 OPS #25.1	FOR AGAINST
122	Caller - 7663	OPS #25 OPS #25.1	FOR AGAINST
123	City of Norwalk City Manager Caller - 5700	OPS #25 OPS #25.1	FOR AGAINST
124	Caller - User 1	OPS #25 OPS #25.1	FOR AGAINST
125	Caller - 6256	OPS #25 OPS #25.1	AGAINST FOR
126	Caller - 5222	OPS #25 OPS #25.1	AGAINST FOR
127	Caller - 0856	OPS #25 OPS #25.1	AGAINST FOR
128	Caller - 7672	OPS #25 OPS #25.1	AGAINST FOR
129	Caller - 0396	OPS #25 OPS #25.1	FOR AGAINST
130	Bus Riders Union Caller - 8901	OPS General Public Comment	GENERAL COMMENT
131	Caller - 7672	OPS General Public Comment	GENERAL COMMENT
132	Caller - 8136	OPS General Public Comment	GENERAL COMMENT
133	Caller - 9752	OPS General Public Comment	GENERAL COMMENT
134	Institute for Transportation and Development Policy	P&P #11	FOR
135	Frank (Pancho) Jones	P&P #11	AGAINST

136	Caller - Unknown	P&P #11	FOR
137	Caller - 2517	P&P #12	ITEM NEEDS MORE CONSIDERATION
138	Caller - 7176	P&P #12	ITEM NEEDS MORE CONSIDERATION
139	ActiveSGV Caller - 4615	P&P #12	FOR
140	Caller - 8255	P&P #12	FOR
141	Vice Mayor Jeffrey Koji Maloney, City of Alhambra	P&P #9	ITEM NEEDS MORE CONSIDERATION
142	San Gabriel Valley Council of Governments	P&P #9	ITEM NEEDS MORE CONSIDERATION
143	Ted Gerber	P&P #9	GENERAL COMMENT
144	Caller - 6392	P&P #9	FOR
145	Caller - 3246	P&P General Public Comment	GENERAL COMMENT
146	Bus Riders Union Caller - 2894	RBM # 24	AGAINST- ANTI BLACK POLICIES
147	Caller - 7344	RBM # 24	AGAINST- ANTI BLACK POLICIES
148	Caller - 5065	RBM # 24	ITEM NEEDS MORE CONSIDERATION
149	Caller - 7208	RBM # 24	AGAINST
150	Caller - 4392	RBM # 24	AGAINST
151	Caller - 1669	RBM # 24	FOR
152	Caller - 1281	RBM # 24	FOR
153	Caller - 6989	RBM # 24	FOR
154	Caller - 2500	RBM # 24	FOR
155	Caller - 7836	RBM # 24	FOR
156	Caller - 5137	RBM # 24	ITEM NEEDS MORE CONSIDERATION
157	Caller - 4067	RBM # 24	ITEM NEEDS MORE CONSIDERATION
158	Caller - 5051	RBM # 24	FOR
159	Caller - 4581	RBM # 24	FOR
160	Bus Riders Union Caller - 5801	RBM # 24	AGAINST
161	Caller -0408	RBM # 24	AGAINST
162	Caller - 4615	RBM # 24	AGAINST
163	Caller - 1894	RBM # 24	AGAINST
164	Caller - 1872	RBM # 24	FOR
165	Caller - 2616	RBM # 24	ITEM NEEDS MORE CONSIDERATION
166	Caller - 9967	RBM # 24	FOR
167	Caller - 7208	RBM # 24	AGAINST
168	Caller - 1669	RBM # 24	FOR
169	Caller - 4722	RBM # 24	FOR
170	Caller - 8007	RBM # 24	AGAINST
171	Caller - 7719	RBM # 3	AGAINST
172	Caller - 3063	RBM # 3	AGAINST
173	Caller - 7507	RBM # 3	AGAINST
174	Caller - 9466	RBM # 3	AGAINST - NO MORE FARE
175	Caller - 7278	RBM # 3	GENERAL COMMENT
176	Caller - 1296	RBM # 3	AGAINST - ELECTRIC CARS
177	Caller - 3833	RBM # 3	GENERAL COMMENT
178	Caller - 5801	RBM # 3	AGAINST - ELECTRIC CARS
179	Caller - 7334	RBM # 3	AGAINST - ELECTRIC CARS
180	Caller - 1894	RBM # 3	GENERAL COMMENT

181	Caller - 7719	RBM # 3	GENERAL COMMENT
182	Caller - 7344	RBM # 3	GENERAL COMMENT
183	Caller - 5740	RBM # 3	FOR
184	Bus Riders Union Caller - 5801	RBM # 33	FOR
185	William Kelly	RBM #24	GENERAL COMMENT
186	Vice Mayor Marvin Crist, City of Lancaster	RBM #24 RBM #25	FOR FOR
187	Dana Gabbard	RBM #24, 25, and 25.1	GENERAL COMMENT
188	City of Norwalk	RBM #25	FOR
189	City of San Gabriel	RBM #25	FOR
190	Peter Ramirez	RBM #25	FOR
191	South Bay Cities Council of Governments	RBM #25	FOR
192	City of Azusa	RBM #25	FOR
193	lonebeachearthabcd@yahoo.com	RBM #25	ITEM NEEDS MORE CONSIDERATION
194	San Gabriel Valley Council of Governments	RBM #25	FOR
195	Al Cromer	RBM #25	ITEM NEEDS MORE CONSIDERATION
196	City of Monrovia	RBM #25	FOR
197	City of La Verne	RBM #25	FOR
198	City of Long Beach	RBM #25	FOR
199	North Los Angeles County Transportation Coalition JPA	RBM #25	FOR
200	Mayor Nancy Lyons, City of Diamond Bar	RBM #25	FOR
201	City of Norwalk	RBM #25	FOR
202	General Services Rail Operations Supervision & Custodial Staff	RBM #25	ITEM NEEDS MORE CONSIDERATION
203	City of Pasadena	RBM #25	FOR
204	Ryan A. Vienna, Councilmember, City of San Dimas	RBM #25	FOR
205	Jared Rimer	RBM #25	ITEM NEEDS MORE CONSIDERATION
206	John M. Ellis, SMART-TD GO875	RBM #25	ITEM NEEDS MORE CONSIDERATION
207	Anonymous	RBM #25	ITEM NEEDS MORE CONSIDERATION
208	City of Glendora	RBM #25	FOR
209	Maria Cadenas	RBM #25	FOR
210	Braille Institute of America, Los Angeles	RBM #25	ITEM NEEDS MORE CONSIDERATION
211	City of Palmdale	RBM #25	FOR
212	City of South Pasadena	RBM #25	FOR
213	Michael Novick	RBM #25	GENERAL COMMENT
214	Emma Yudelevitch	RBM #25 RBM #25.1	AGAINST FOR
215	Susan Lambert Hatem	RBM #25 RBM #25.1	AGAINST FOR

216	Leticia Morales	RBM #25 RBM #25.1	AGAINST FOR
217	Andrew Bleich	RBM #25 RBM #25.1	AGAINST FOR
218	Bret Hamilton	RBM #25 RBM #25.1	AGAINST FOR
219	Edward Duong	RBM #25 RBM #25.1	AGAINST FOR
220	Judy Branfman	RBM #25 RBM #25.1	AGAINST FOR
221	Julie Alley	RBM #25 RBM #25.1	AGAINST FOR
222	Oliver Wehlander	RBM #25 RBM #25.1	AGAINST FOR
223	Lyndsey Nolan	RBM #25 RBM #25.1	AGAINST FOR
224	Chase Engelhardt	RBM #25 RBM #25.1	AGAINST FOR
225	Brady Collins	RBM #25 RBM #25.1	AGAINST FOR
226	Caro Jauregui	RBM #25 RBM #25.1	AGAINST FOR
227	Anthony M	RBM #25 RBM #25.1	AGAINST FOR
228	Geaneen Cojom	RBM #25 RBM #25.1	AGAINST FOR
229	Pro Ant Fitness	RBM #25 RBM #25.1	AGAINST FOR
230	Ava Marinelli	RBM #25 RBM #25.1	AGAINST FOR
231	Lina Stepick	RBM #25 RBM #25.1	AGAINST FOR
232	Michael Macdonald	RBM #25 RBM #25.1	AGAINST FOR
233	Darryl Kitagawa	RBM #25 RBM #25.1	AGAINST FOR
234	Allison Mannos	RBM #25 RBM #25.1	AGAINST FOR
235	Maraky Alemseged	RBM #25 RBM #25.1	AGAINST FOR
236	Griffin Rowell	RBM #25 RBM #25.1	AGAINST FOR
237	Thomas Murray	RBM #25 RBM #25.1	AGAINST FOR
238	Ryan McCabe	RBM #25 RBM #25.1	AGAINST FOR
239	Jayme Rosenquist	RBM #25 RBM #25.1	AGAINST FOR
240	dkagen@gmail.com	RBM #25 RBM #25.1	AGAINST FOR

241	ACT LA	RBM #25 RBM #25.1	AGAINST FOR
242	Maryann Aguirre	RBM #25 RBM #25.1	AGAINST FOR
243	Tal Levy	RBM #25 RBM #25.1	AGAINST FOR
244	Danielle Carne	RBM #25 RBM #25.1	AGAINST FOR
245	Daisy Villafuerte	RBM #25 RBM #25.1	AGAINST FOR
246	Asiyahola Sankara	RBM #25 RBM #25.1	AGAINST FOR
247	Jeffrey Baum	RBM #25 RBM #25.1	AGAINST FOR
248	Judy Branfman	RBM #25 RBM #25.1	AGAINST FOR
249	Carmina Calderon	RBM #25 RBM #25.1	AGAINST FOR
250	Keenan Do	RBM #25 RBM #25.1	AGAINST FOR
251	Chris Stott	RBM #25 RBM #25.1	AGAINST FOR
252	Francisco Espinosa	RBM #25 RBM #25.1	AGAINST FOR
253	Jacob Sidney Dietzman	RBM #25 RBM #25.1	AGAINST FOR
254	Sarah Patterson	RBM #25 RBM #25.1	AGAINST FOR
255	Olga Lexell	RBM #25 RBM #25.1	AGAINST FOR
256	Machiko Yasuda	RBM #25 RBM #25.1	AGAINST FOR
257	Kari Wenger	RBM #25 RBM #25.1	AGAINST FOR
258	Ryan Marakas	RBM #25 RBM #25.1	AGAINST FOR
259	Jason J. Cohn	RBM #25 RBM #25.1	AGAINST FOR
260	Grant Blakeman	RBM #25 RBM #25.1	AGAINST FOR
261	Lynae Cook	RBM #25 RBM #25.1	AGAINST FOR
262	Carolina Goodman	RBM #25 RBM #25.1	AGAINST FOR
263	Darryl Kitagawa	RBM #25 RBM #25.1	AGAINST FOR
264	Brady Collins	RBM #25 RBM #25.1	AGAINST FOR
265	Danielle Fiorito	RBM #25 RBM #25.1	AGAINST FOR

266	Heather Johnson	RBM #25 RBM #25.1	AGAINST FOR
267	Kate Grodd	RBM #25 RBM #25.1	AGAINST FOR
268	Maria Patiño Gutierrez	RBM #25 RBM #25.1	AGAINST FOR
269	Anisha Hingorani	RBM #25 RBM #25.1	AGAINST FOR
270	Alfonso Directo	RBM #25 RBM #25.1	AGAINST FOR
271	Sara Steffan	RBM #25 RBM #25.1	AGAINST FOR
272	Jennifer Ho	RBM #25 RBM #25.1	AGAINST FOR
273	Cheryl Auger	RBM #25 RBM #25.1	AGAINST FOR
274	Danny Park	RBM #25 RBM #25.1	AGAINST FOR
275	Jessica Meaney	RBM #25 RBM #25.1	AGAINST FOR
276	June Diane Raphael	RBM #25 RBM #25.1	AGAINST FOR
277	Zoë Mattioli	RBM #25 RBM #25.1	AGAINST FOR
278	Jessica Elaina Eason	RBM #25 RBM #25.1	AGAINST FOR
279	Mia Porter	RBM #25 RBM #25.1	AGAINST FOR
280	Adrienna Wong	RBM #25 RBM #25.1	AGAINST FOR
281	Mina	RBM #25 RBM #25.1	AGAINST FOR
282	Emily Ward	RBM #25 RBM #25.1	AGAINST FOR
283	Akio Katano	RBM #25 RBM #25.1	AGAINST FOR
284	Derrick Lemos	RBM #25 RBM #25.1	AGAINST FOR
285	Greg Irwin	RBM #25 RBM #25.1	AGAINST FOR
286	Arthur Garza	RBM #25 RBM #25.1	AGAINST FOR
287	Kim, Il-sun	RBM #25 RBM #25.1	AGAINST FOR
288	r2davis2@yahoo.com	RBM #25 RBM #25.1	AGAINST FOR
289	Bill Przylucki	RBM #25 RBM #25.1	AGAINST FOR
290	Brian Hutton	RBM #25 RBM #25.1	AGAINST FOR

291	Amanda Meadows	RBM #25 RBM #25.1	AGAINST FOR
292	Daniel Scott	RBM #25 RBM #25.1	AGAINST FOR
293	Brandon Ramirez	RBM #25 RBM #25.1	AGAINST FOR
294	Josh Androsky	RBM #25 RBM #25.1	AGAINST FOR
295	Sherin V	RBM #25 RBM #25.1	AGAINST FOR
296	Nichole Heil	RBM #25 RBM #25.1	AGAINST FOR
297	B.Zedan	RBM #25 RBM #25.1	AGAINST FOR
298	CEMOTAP-WEST	RBM #25 RBM #25.1	AGAINST FOR
299	Sarah Eggers	RBM #25 RBM #25.1	AGAINST FOR
300	Alanna Wagy	RBM #25 RBM #25.1	AGAINST FOR
301	Carly Kirchen	RBM #25 RBM #25.1	AGAINST FOR
302	Nisha Joshi	RBM #25 RBM #25.1	AGAINST FOR
303	Keanakay Scott	RBM #25 RBM #25.1	AGAINST FOR
304	Joseline Amado	RBM #25 RBM #25.1	AGAINST FOR
305	Karl Fenske	RBM #25 RBM #25.1	AGAINST FOR
306	Babak Dorji	RBM #25 RBM #25.1	AGAINST FOR
307	Gbrayes, Dane T	RBM #25 RBM #25.1	AGAINST FOR
308	William Kelly	RBM #25 RBM #25.1	AGAINST FOR
309	Eleanor Bray	RBM #25 RBM #25.1	AGAINST FOR
310	Faramarz Nabavi	RBM #25 RBM #25.1	AGAINST FOR
311	Jayajothy Sliney	RBM #25 RBM #25.1	AGAINST FOR
312	Erin Cardillo	RBM #25 RBM #25.1	AGAINST FOR
313	Cordelia Arterian	RBM #25 RBM #25.1	AGAINST FOR
314	Devin Field	RBM #25 RBM #25.1	AGAINST FOR
315	Scarlett De Leon	RBM #25 RBM #25.1	AGAINST FOR

316	J Ro	RBM #25 RBM #25.1	AGAINST FOR
317	Vicki F	RBM #25 RBM #25.1	AGAINST FOR
318	Kelsey Mcrae	RBM #25 RBM #25.1	FOR AGAINST
319	Matt Wade	RBM #25 RBM #25.1	FOR AGAINST
320	Greg Smith	RBM #25 RBM #25.1	FOR AGAINST
321	Jessica Craven	RBM #25 RBM #25.1	FOR AGAINST
322	julie.a.macias@gmail.com	RBM #25 RBM #25.1	FOR AGAINST
323	Crystal Smith	RBM #25 RBM #25.1	FOR AGAINST
324	Tatum Hurley	RBM #25 RBM #25.1	FOR AGAINST
325	Jonathan Jager	RBM #25 RBM #25.1	FOR AGAINST
326	Sam Shinazy	RBM #25 RBM #25.1	FOR AGAINST
327	Aaron Stein-Chester	RBM #25 RBM #25.1	FOR AGAINST
328	Dre Ortiz Galdámez	RBM #25 RBM #25.1	FOR AGAINST
329	Caller - 7663	RBM # 25 RBM #25.1	FOR AGAINST
330	Caller - 5754	RBM # 25 RBM #25.1	AGAINST FOR
331	ACT LA Caller - 0818	RBM # 25 RBM #25.1	AGAINST FOR
332	Govt Affairs City of Long Beach Caller - 5258	RBM # 25 RBM #25.1	FOR AGAINST
333	Caller - 2051	RBM # 25 RBM #25.1	FOR AGAINST
334	Caller - User 1	RBM # 25 RBM #25.1	AGAINST FOR
335	Caller - 3802	RBM # 25 RBM #25.1	AGAINST FOR
336	Caller - 6452	RBM # 25 RBM #25.1	GENERAL COMMENT
337	Caller - 0119	RBM # 25 RBM #25.1	AGAINST FOR
338	Caller - 2894	RBM # 25 RBM #25.1	AGAINST FOR
339	ACT LA Caller 9547	RBM # 25 RBM #25.1	AGAINST FOR
340	Caller - 8764	RBM # 25 RBM #25.1	FOR AGAINST

341	Caller - 1621	RBM # 25 RBM #25.1	UNABLE TO DETERMINE
342	Caller - 1474	RBM # 25 RBM #25.1	ITEMS NEEDS MORE CONSIDERATION
343	Caller - 2497	RBM # 25 RBM #25.1	FOR AGAINST
344	Caller - 4641	RBM # 25 RBM #25.1	AGAINST FOR
345	Caller - 3603	RBM # 25 RBM #25.1	FOR AGAINST
346	Caller - 1672	RBM # 25 RBM #25.1	FOR AGAINST
347	Bus Riders Union Caller - 5801	RBM # 25 RBM #25.1	AGAINST FOR
348	Caller - 4577	RBM # 25 RBM #25.1	FOR AGAINST
349	Caller - 5436	RBM # 25 RBM #25.1	AGAINST FOR
350	Care First South Pasadena Caller - 9642	RBM # 25 RBM #25.1	AGAINST FOR
351	Caller - 1872	RBM # 25 RBM #25.1	FOR AGAINST
352	Caller - 6101	RBM # 25 RBM #25.1	AGAINST FOR
353	ATU Caller - 7354	RBM # 25 RBM #25.1	FOR AGAINST
354	Caller - 0051	RBM # 25 RBM #25.1	FOR AGAINST
355	Caller - 0231	RBM # 25 RBM #25.1	AGAINST FOR
356	Caller - 3047	RBM # 25 RBM #25.1	FOR AGAINST
357	Caller - 4215	RBM # 25 RBM #25.1	FOR AGAINST
358	Caller - 2343	RBM # 25 RBM #25.1	FOR AGAINST
359	Caller - 4185	RBM # 25 RBM #25.1	FOR AGAINST
360	Caller - 1669	RBM # 25 RBM #25.1	FOR AGAINST
361	Caller - 7826	RBM # 25 RBM #25.1	FOR AGAINST
362	Caller - 1894	RBM # 25 RBM #25.1	AGAINST FOR
363	Caller - 5065	RBM # 25 RBM #25.1	AGAINST FOR
364	Caller - 5740	RBM # 25 RBM #25.1	FOR AGAINST
365	Caller - 1867	RBM # 25 RBM #25.1	FOR AGAINST

366	Caller - 7344	RBM # 25 RBM #25.1	AGAINST FOR
367	Caller - 5161	RBM # 25 RBM #25.1	FOR AGAINST
368	Caller - 7208	RBM # 25 RBM #25.1	FOR AGAINST
369	Caller - 1296	RBM # 25 RBM #25.1	FOR AGAINST
370	Caller - 2616	RBM # 25 RBM #25.1	AGAINST FOR
371	Caller - 0626	RBM # 25 RBM #25.1	ITEMS NEEDS MORE CONSIDERATION
372	Caller - User 1	RBM # 25 RBM #25.1	FOR AGAINST
373	Caller - 4500	RBM # 25 RBM #25.1	FOR AGAINST
374	Caller - 5137	RBM # 25 RBM #25.1	AGAINST FOR
375	Caller - 7959	RBM # 25 RBM #25.1	AGAINST FOR
376	Caller - 4525	RBM # 25 RBM #25.1	FOR AGAINST
377	Caller - 2253	RBM # 25 RBM #25.1	FOR AGAINST
378	Caller - 4617	RBM # 25 RBM #25.1	FOR AGAINST
379	Caller - 5855	RBM # 25 RBM #25.1	AGAINST FOR
380	City Manager for the City of Norwalk Caller - 1621	RBM # 25 RBM #25.1	FOR AGAINST
381	Caller - 9610	RBM # 25 RBM #25.1	AGAINST FOR
382	Caller - 0626	RBM #33	FOR
383	Bus Riders Union Caller - 1159	RBM #33	FOR
384	Caller - 2894	RBM #4	AGAINST- ANTI BLACK POLICIES
385	Caller - 7826	RBM #4	GENERAL COMMENT
386	Caller - 8663	RBM #4	ITEM NEEDS MORE CONSIDERATION - DSE/GONDOLA
387	Caller - 5065	RBM #4	ITEM NEEDS MORE CONSIDERATION
388	Bus Riders Union Caller - 5801	RBM #4	AGAINST- ANTI BLACK POLICIES
389	Caller - 2893	RBM #4	AGAINST- ANTI BLACK POLICIES
390	Caller - 3516	RBM #4	GENERAL COMMENT
391	Caller - 0231	RBM #4	GENERAL COMMENT
392	Caller - 1674	RBM #4	AGAINST
393	Caller - 3802	RBM #4	AGAINST- ANTI BLACK POLICIES
394	Caller - 4091	RBM #4	AGAINST- ANTI BLACK POLICIES
395	Caller - 8077	RBM #4	AGAINST
396	Caller - 1460	RBM #4	AGAINST - GONDOLA

397	Caller - 9466	RBM #4	AGAINST
398	Caller - 8126	RBM #4	GENERAL COMMENT
399	Caller - 4392	RBM #4	FOR - #25
400	Caller - 7334	RBM #4	AGAINST - GONDOLA
401	Caller - 5137	RBM #4	AGAINST - #25
402	Caller - 1392	RBM #4	FOR - #25
403	Caller - 0304	RBM #4	ITEM NEEDS MORE CONSIDERATION - CLEANING/MAINTENANCE
404	Bus Riders Union Caller - 6366	RBM #4	AGAINST- ANTI BLACK POLICIES
405	Bus Riders Union Caller - 7208	RBM #4	AGAINST- ANTI BLACK POLICIES
406	Caller - 0408	RBM #4	AGAINST- ANTI BLACK POLICIES
407	Caller - 8257	RBM #4	FOR - #25
408	City of West Hollywood	RBM #41	FOR
409	Caller - 4871	RBM #42	ITEM NEEDS MORE CONSIDERATION
410	Caller - 6650	RBM #42	ITEM NEEDS MORE CONSIDERATION
411	Caller - 5510	RBM #42	ITEM NEEDS MORE CONSIDERATION
412	Caller - 6640	RBM #42	ITEM NEEDS MORE CONSIDERATION
413	Caller - 3620	RBM #42	ITEM NEEDS MORE CONSIDERATION
414	Caller - Unknown	RBM #42	ITEM NEEDS MORE CONSIDERATION
415	Caller - 4038	RBM #43	ITEM NEEDS MORE CONSIDERATION
416	Caller - 6101	RBM #43	FOR
417	San Gabriel Valley Council of Governments	RBM #44	FOR
418	Caller - 6428	RBM #44	FOR
419	Caller - 4937	RBM #44	FOR
420	Caller - Unknown	RBM #44	FOR
421	Caller - 8976	RBM #45	FOR
422	Caller - 9005	RBM #46	FOR
423	Caller - 0311	RBM #9 & #9.1	FOR
424	Caller - 4500	RBM #9 & #9.1	FOR
425	Marisa Creter, San Gabriel Valley Council of Governments	RBM #9 and 9.1	FOR
426	Tim Hepburn, Mayor of City of La Verne	RBM #9 and 9.1	FOR
427	Tieira Ryder	RBM #9.1	FOR
428	Carey Bennett	RBM #9.1	FOR
429	Mimi Holt	RBM #9.1	FOR
430	Ruth Sohn	RBM #9.1	FOR
431	Mark Mallare	RBM #9.1	FOR
432	Victor Boyce	RBM #9.1	FOR
433	Anissa Raja	RBM #9.1	FOR
434	Ruth H. Sohn	RBM #9.1	FOR
435	Matt Babb	RBM #9.1	FOR
436	Trevor Reed	RBM #9.1	FOR
437	Aida Ashouri	RBM #9.1	FOR
438	Sun Yu	RBM #9.1	FOR
439	Michelle Hinojosa	RBM #9.1	FOR
440	Mike Peck	RBM #9.1	FOR
441	Thanos Trezos	RBM #9.1	FOR

442	Scott Keiner	RBM #9.1	FOR
443	Michelle Weiner	RBM #9.1	FOR
444	Andrew Reich	RBM #9.1	FOR
445	Kira Durbin	RBM #9.1	FOR
446	Michael Fishman	RBM #9.1	FOR
447	Andrea Spatz	RBM #9.1	FOR
448	John Lloyd	RBM #9.1	FOR
449	Ian Lundy	RBM #9.1	FOR
450	Ava Marinelli	RBM #9.1	FOR
451	Daniel Bezinovich	RBM #9.1	FOR
452	Lyndsey Nolan	RBM #9.1	FOR
453	Allen Natian	RBM #9.1	FOR
454	Carolynn Johnson	RBM #9.1	FOR
455	Michael Siegel	RBM #9.1	FOR
456	Olga Lexell	RBM #9.1	FOR
457	Marissa Ayala	RBM #9.1	FOR
458	Xiomara Duran	RBM #9.1	FOR
459	Siena DiRocco	RBM #9.1	FOR
460	Rose Dwyer	RBM #9.1	FOR
461	Michael Dow	RBM #9.1	FOR
462	Armando Carvalho	RBM #9.1	FOR
463	Kasia J	RBM #9.1	FOR
464	Caller - 7208	RBM Consent Calendar	GENERAL COMMENT
465	Caller - 4091	RBM Consent Calendar	GENERAL COMMENT
466	Caller - 4117	RBM Consent Calendar	FOR - #25
467	Caller - 1672	RBM Consent Calendar	FOR - #25
468	Caller - 1492	RBM Consent Calendar	FOR - #25
469	Caller - 5065	RBM Consent Calendar	GENERAL COMMENT
470	Caller - 1894	RBM Consent Calendar	GENERAL COMMENT
471	Caller - 0231	RBM Consent Calendar	ITEM NEEDS MORE CONSIDERATION -#28
472	Caller - 7719	RBM Consent Calendar	ITEM NEEDS MORE CONSIDERATION - #23
473	Ruby Langeslay	RBM General Public Comment	GENERAL COMMENT
474	Rockdale Elementary PTA	RBM General Public Comment	GENERAL COMMENT
475	ducks23271@yahoo.com	RBM General Public Comment	GENERAL COMMENT
476	Ch David	RBM General Public Comment	GENERAL COMMENT
477	Debbie Trinidad	RBM General Public Comment	GENERAL COMMENT

478	Paul Jacques	RBM General Public Comment	GENERAL COMMENT
479	ANDREW CONE	RBM General Public Comment	GENERAL COMMENT
480	Monica Gomez	RBM General Public Comment	GENERAL COMMENT
481	Karate Studio	RBM General Public Comment	GENERAL COMMENT
482	Zoe Arone	RBM General Public Comment	GENERAL COMMENT
483	Cate Shaffer-Shelby	RBM General Public Comment	GENERAL COMMENT
484	Sean Green	RBM General Public Comment	GENERAL COMMENT
485	Todd Volkman	RBM General Public Comment	GENERAL COMMENT
486	Mae Camille Valenzuela	RBM General Public Comment	GENERAL COMMENT
487	Craig Peters	RBM General Public Comment	GENERAL COMMENT
488	Jonny Converse	RBM General Public Comment	GENERAL COMMENT
489	Emily Sinclair	RBM General Public Comment	GENERAL COMMENT
490	Allie Schultz	RBM General Public Comment	GENERAL COMMENT
491	David Bullock	RBM General Public Comment	GENERAL COMMENT
492	Anthony Larry	RBM General Public Comment	GENERAL COMMENT
493	Gene Mazzanti	RBM General Public Comment	GENERAL COMMENT
494	Miri Hinds	RBM General Public Comment	GENERAL COMMENT
495	Kristen Gassner	RBM General Public Comment	GENERAL COMMENT
496	Robert De Velasco	RBM General Public Comment	GENERAL COMMENT
497	Aaron Latham-James	RBM General Public Comment	GENERAL COMMENT
498	Rafael M. Lopes	RBM General Public Comment	GENERAL COMMENT
499	Andrew Hinds	RBM General Public Comment	GENERAL COMMENT
500	Timothy Eckert	RBM General Public Comment	GENERAL COMMENT
501	Matt Cicero	RBM General Public Comment	GENERAL COMMENT
502	Cynthia Gold	RBM General Public Comment	GENERAL COMMENT

503	Melanie Pava	RBM General Public Comment	GENERAL COMMENT
504	Joanne La Monte	RBM General Public Comment	GENERAL COMMENT
505	Michael Breaux	RBM General Public Comment	GENERAL COMMENT
506	Elizabeth Swain	RBM General Public Comment	GENERAL COMMENT
507	Arturo FLORES	RBM General Public Comment	GENERAL COMMENT
508	Dean Schonfeld	RBM General Public Comment	GENERAL COMMENT
509	Crystal Kollross	RBM General Public Comment	GENERAL COMMENT
510	Anthony Larry	RBM General Public Comment	GENERAL COMMENT
511	Carlos Ramos	RBM General Public Comment	GENERAL COMMENT
512	Adrian Pinedo	RBM General Public Comment	GENERAL COMMENT
513	Yoshiko Kim	RBM General Public Comment	GENERAL COMMENT
514	Cherryl Weaver	RBM General Public Comment	GENERAL COMMENT
515	Ruth Fairrington	RBM General Public Comment	GENERAL COMMENT
516	Rosalba B	RBM General Public Comment	GENERAL COMMENT
517	Lisa Swift	RBM General Public Comment	GENERAL COMMENT
518	Mark Hungerford	RBM General Public Comment	GENERAL COMMENT
519	The Hammonds	RBM General Public Comment	GENERAL COMMENT
520	Michael Kyle	RBM General Public Comment	GENERAL COMMENT
521	Melanie Pava	RBM General Public Comment	GENERAL COMMENT
522	Joanne La Monte	RBM General Public Comment	GENERAL COMMENT
523	Andrew Hinds	RBM General Public Comment	GENERAL COMMENT
524	Rafael M. Lopes	RBM General Public Comment	GENERAL COMMENT
525	Kristen Gassner	RBM General Public Comment	GENERAL COMMENT
526	Miri Hinds	RBM General Public Comment	GENERAL COMMENT
527	Gene Mazzanti	RBM General Public Comment	GENERAL COMMENT

528	Anthony Larry	RBM General Public Comment	GENERAL COMMENT
529	Mina Fried	RBM General Public Comment	GENERAL COMMENT
530	Cate Shaffer-Shelby	RBM General Public Comment	GENERAL COMMENT
531	Sharon Lilly	RBM General Public Comment	GENERAL COMMENT
532	Hannah Diaz	RBM General Public Comment	GENERAL COMMENT
533	David Beaudet	RBM General Public Comment	GENERAL COMMENT
534	Michael Novick	RBM General Public Comment	GENERAL COMMENT
535	Judy Bean	RBM General Public Comment	GENERAL COMMENT
536	Kevin H	RBM General Public Comment	GENERAL COMMENT
537	Ndindi Kitonga	RBM General Public Comment	GENERAL COMMENT
538	Elizabeth Jansma Sharma	RBM General Public Comment	GENERAL COMMENT
539	John K	RBM General Public Comment	GENERAL COMMENT
540	Tiera Ryder	RBM General Public Comment	GENERAL COMMENT
541	Justin Mills	RBM General Public Comment	GENERAL COMMENT
542	Nadine Levyfield	RBM General Public Comment	GENERAL COMMENT
543	Olga Lexell	RBM General Public Comment	GENERAL COMMENT
544	Lane McFaddin	RBM General Public Comment	GENERAL COMMENT
545	Sarah A Goldbaum	RBM General Public Comment	GENERAL COMMENT
546	Caller - 6127	RBM General Public Comment	GENERAL COMMENT - FOR NOHO TO PAS BRT
547	Caller - 7125	RBM General Public Comment	GENERAL COMMENT
548	Caller - 7506	RBM General Public Comment	GENERAL COMMENT - FOR NOHO TO PAS BRT
549	Bus Riders Union Caller - 5801	RBM General Public Comment	GENERAL COMMENT
550	Bus Riders Union Caller - 2893	RBM General Public Comment	GENERAL COMMENT - FOR #33
551	Caller - 7878	RBM General Public Comment	GENERAL COMMENT - FOR NOHO TO PAS BRT
552	Caller - 9999	RBM General Public Comment	GENERAL COMMENT - FOR NOHO TO PAS BRT

553	Caller - 0109	RBM General Public Comment	GENERAL COMMENT
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