

2020 Regional Transportation Improvement Program

Los Angeles County Submittal



Metro

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Metro

Los Angeles County
Metropolitan Transportation Authority

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December 13, 2019

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

Re: Los Angeles County 2020 Regional Transportation Improvement Program

Dear Ms. Bransen,

Enclosed please find the Los Angeles County Metropolitan Transportation Authority (Metro) 2020 Los Angeles County Regional Transportation Improvement Program (RTIP) request (Enclosure A). The 2020 State Transportation Improvement Program (STIP) Fund Estimate included a zero-target for Los Angeles County. As a result, much of the proposed 2020 RTIP is constrained to only allow for amendments to the existing programmed commitments carried forward into the 2020 RTIP period. These amendments are critical as they support the delivery of these ongoing STIP priorities. In addition to the amendments, the proposal includes a request for Los Angeles County's Maximum Target Share of \$46.34 million to fund the purchase of Zero Emission Buses to support our fleet conversion. On October 24, 2019, the Metro Board adopted the Los Angeles County RTIP, consistent with the California Transportation Commission's (CTC) 2020 STIP Guidelines.

The enclosed 2020 RTIP proposes the following:

- A proposed replacement for the AB 3090 replacement project
- Project amendments
- \$5.1 million in new programming for Planning, Programming and Monitoring activities; and
- \$46.34 million in a Tier II request of the Maximum Target Share to fund the proposed Bus/Bus Infrastructure Project 2.

The proposed 2020 Regional Transportation Improvement Program is consistent with the Southern California Association of Governments' current approved Regional Transportation Plan and Sustainable Communities Strategies. To the best of Metro's knowledge, at this time, the projects identified for funding in the proposed 2020 Regional Transportation Improvement Program are not anticipated to be impacted by implementation of the Safer Affordable Fuel Efficient Vehicles Rule Part One – One National Program which became effective on November 26, 2019.

The 2020 RTIP is modally balanced, providing investment for a multitude of transportation options for the region. The funding requested in the 2020 RTIP will enable the delivery of safety

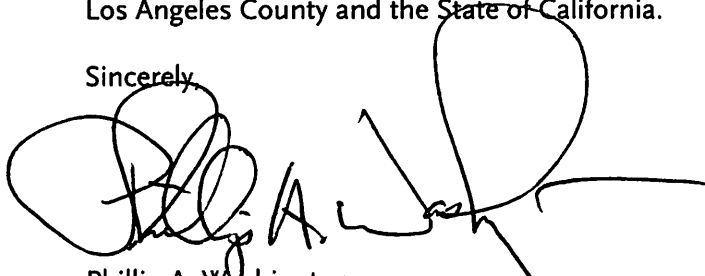
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improvements, congestion reduction solutions, mobility enhancements and emissions reductions; as well as improve the state of good repair of Los Angeles County's transportation system.

Additionally, the maximum target request supports the Metro Board of Directors' July 2017 Strategic Plan prioritization for the transition to a zero emission bus fleet by 2030. The bus acquisitions projects also supports the state's Innovative Clean Transit Regulation that requires transit agencies to transition to a 100% zero-emission bus fleet by 2040, which requires for large transit agencies that starting January 1, 2023, 25% of the total number of new bus purchases in each calendar year must be zero-emission buses with this percent of new purchases growing to 50% by 2026 and 100% by 2029.

Should you have questions regarding our proposed 2020 RTIP, please contact Wil Ridder at (213) 922-2887. Thank you for your ongoing 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 'Phillip A. Washington', with a large, stylized flourish extending from the end of the signature.

Phillip A. Washington
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority.

Enclosures:

Enclosure A— 2020 Los Angeles County Regional Transportation Improvement Program

CC: Toks Omishakin, Director, Caltrans
John Bulinski, District 7 Director, Caltrans
Bruce DeTerra, Division of Transportation Programming Chief, Caltrans
Kome Ajise, Executive Director, Southern California Association of Governments

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2020 RTIP)

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A. Overview and Schedule

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Section 1. Executive Summary

The 2020 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 state highway and transit projects that Los Angeles County proposes for funding through the 2020 STIP covering the five-year period from Fiscal Year 2020/2021 to 2024/2025. The primary purpose of the RTIP is to help implement the 2009 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 14, 2019, the CTC adopted the 2020 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 STIP period. The Fund Estimate did include a Maximum Share Target for Los Angeles County of \$46.34 million, should the CTC have capacity to advance shares for the region in the 2020 STIP period. The Fund Estimate also includes a Planning, Programming and Monitoring Target of \$5.1 million.

The 2020 RTIP for Los Angeles County proposes project and programming amendments that are constrained within the committed, previously programmed regional capacity. The 2020 RTIP also identifies a replacement project for the AB 3090 replacement project. The RTIP proposes the programming of new Planning, Programming and Monitoring (PPM) shares. Lastly, the RTIP proposes the programming of \$46.34 million of the maximum target capacity for a Bus/Bus Infrastructure Project 2 to fund the purchase of Zero Emission Buses to support our fleet conversion. Table 1 shows the proposed new programming for the PPM and Maximum Target Shares. Table 2 shows the proposed amendments to previously programmed projects.

Table 1 Proposed New Programming (\$s in 1000s)

Project Phase														
NEW PROGRAMMING	PPNO	Total	Prior	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	R/W	Con	E&P	PS&E	R/W Sup	Con Sup
Planning Programming & Monitoring	9001	5,096					1,671	3,425		5,096				
Transit														
Bus/Bus Infrastructure Project 2 (Tier II request)	5738	46,344					46,344			46,344				
TOTAL		51,440	-	-	-	-	48,015	3,425	-	51,440	-	-	-	-

Table 2 Proposed Amendments to Prior STIP Programming (\$s in 1000s)

Project Phase														
2018 PROGRAMMING Planning Programming & Monitoring	PPNO	Total	Prior	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	R/W	Con	E&P	PS&E	R/W Sup	Con Sup
Highway														
AB3090 Replacement Project	4356A	19,750		19,750						19,750				
SR 138 Seg 4	4353	39,950	20,950		19,000				9,000	15,000		5,250	6,700	4,000
SR 138 Seg 13	4357	80,500	9,500	4,000		67,000			9,500	55,000		4,000		12,000
I-405 Crenshaw Blvd Ramp Improvement	4451	12,000				12,000								12,000
I-605/I-5 Interchange Improvements	4624	18,170		18,170								18,170		
Transit														
Bus Acquisition Project 1	5430	30,246		30,246						30,246				
Bus Acquisition Project 2	5431	17,096				17,096				17,096				
TOTAL		232,025	32,758	76,168	23,002	100,098	-	-	18,500	151,405	-	27,420	6,700	28,000

Project Phase														
PROPOSED 2020 PROGRAMMING AMENDMENTS	PPNO	Total	Prior	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	R/W	Con	E&P	PS&E	R/W Sup	Con Sup
Planning Programming & Monitoring	9001	14,313	2,308	4,002	4,002	2,836	1,166			14,313				
Highway														
SR 138 Seg 4	4353	58,350	38,350		20,000				26,400	16,000		5,250	6,700	4,000
SR 138 Seg 13	4357	62,100	17,800	4,000		40,300			17,800	33,500		4,000		6,800
I-405 Crenshaw Blvd Ramp Improvement	4451	12,000		12,000										12,000
I-605/I-5 Interchange Improvements	4624	18,170			18,170							18,170		
Transit														
Bus/Bus Infrastructure (AB3090 replacement)	4356A/5737	19,132			19,132					19,132				
Bus Acquisition Project 1	5430	30,864		30,864						30,864				
Bus Acquisition Project 2 ¹	5431	17,096				17,096				17,096				
TOTAL		232,025	58,458	50,866	61,304	60,232	1,166	-	44,200	130,905	-	27,420	6,700	22,800

¹ The project is proposed for a scope amendment only, not a programming amendment, therefore the 2018 programming matches the 2020 proposed programming.

Section 2. General Information

- **Regional Agency**
Los Angeles County Metropolitan Transportation Authority
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

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

RTIP document link: <https://www.metro.net/projects/funding/>

RTP link: <http://scagrtpscscs.net/Pages/FINAL2016RTPSCS.aspx>

- **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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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 (Metro) develops the biennial RTIP based on the projects identified in the 2009 Long Range Transportation Plan, 2014 Short Range Transportation Plan, Metro's Measure R and Measure M Expenditure Plans and the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy. Additionally, Metro coordinates with Caltrans District 7 as well as our local agency partners for identifying projects to be submitted in the RTIP. Further, for the 2020 RTIP, Metro employed the Metro Board-adopted Evaluative Criteria Framework 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)

Below, please see the details on the RTIP projects completed since the 2018 RTIP adoption, as is required per Section 68 of the STIP Guidelines.

Project Name and Location	Description	Summary of Improvements/Benefits
I-5 Carmenita Interchange	<p>EA 2159C, PPNo2808a, TCRP #43. In Santa Fe Springs and Norwalk, beginning just north of Alondra Boulevard overcrossing to Shoemaker Avenue overcrossing. Carmenita interchange improvement.</p> <p>Includes the removal of the existing two-lane steel structure; construction of a new ten-lane, steel-reinforced concrete structure with a tight diamond interchange; improvement of existing frontage roads.</p>	<p>Improves mobility in the corridor by substantially increasing capacity and improving safety. When all segments are constructed, the traveling public will realize benefits that include:</p> <ul style="list-style-type: none">• Elimination of northbound bottleneck as a result of the lane drop between the Orange County and L.A County line.• Improved performance of major intersections and interchanges on the Interstate 5 Corridor.• Additional capacity to handle the forecasted demands.• Upgraded corridor design that meets current Caltrans and FHWA design standards.• Improved access to regional transit and HOV facilities.• Improved freeway Level of Service during AM and PM peak hours.
710 Project (between 10-210)	<p>EA 020090 PPNo0219M. In South Pasadena, Pasadena and Alhambra, from Route 10 to Route 210. Proposed new six-lane freeway.</p>	<p>The project was deleted and closed out.</p>

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14, 2019
Caltrans identifies State Highway Needs	September 15, 2019
Caltrans submits draft ITIP	October 1, 2019
CTC ITIP Hearing, North	October 8, 2019
CTC ITIP Hearing, South	October 15, 2019
Regional Agency adopts 2020 RTIP	October 24, 2019
Regions submit RTIP to CTC (postmark by)	December 15, 2019
Caltrans submits ITIP to CTC	December 15, 2019
CTC STIP Hearing, South	January 30, 2020
CTC STIP Hearing, North	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC Adopts 2020 STIP	March 25-26, 2020

B. Public Participation/Project Selection Process

a. Project Selection:

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 RTIP and the 2020 RTIP.

b. Public Participation:

Consistent with the Evaluative Criteria Framework, projects proposed for the RTIP program must be identified in the 2009 Long Range Transportation Plan, 2014 Short Range Transportation Plan, 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.

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 2009 Long Range Transportation Plan, the 2014 Short Range Transportation Plan, and the Measure M Expenditure Plan of 2016, as those are the plans and programs of projects directly developed by Metro.

2009 LRTP Outreach

Once the Draft 2008 LRTP and its companion Technical Document were released for public review from March 12 through April 28, 2008, an extensive local outreach process was initiated. Forty-two outreach meetings were held from February 14 through April 30, 2008. These meetings covered all nine sub-regional Council of Governments (COG) governing boards and their respective subcommittees, our Technical Advisory Committee (TAC) and respective subcommittees, and numerous public and private stakeholders. Seven community meetings were held across the County between March 26th and the close of the public comment period on April 23, 2008. Information was widely distributed by Metro's website, LRTP phone Hotline, multi-lingual Fact Sheets on buses and trains, cable channels, and radio and newspaper advertisements. Over 200 comment letters and 1,000 e-mails were received. A response matrix was included in the June 2008 Board report. Board members received CD's of all comment letters and e-mails.

Upon consideration of public comments, the Draft 2008 LRTP was submitted for Board action on June 26, 2008. At this meeting, the Board voted to defer action on the Draft 2008 LRTP until after the November 2008 General Election outcome of Measure R. The 2009 LRTP was adopted by the Board on October 22, 2009.

2014 Short Range Transportation Plan – Outreach

The Draft Plan and its companion Technical Document were released for public review in

mid-April, and an extensive local outreach process was initiated. Twenty-seven outreach meetings were held between April 12 and the close of public comments on June 18, 2014. These meeting covered all the Subregions and Councils of Governments (COGs), seven community meetings across the County, Metro's Technical Advisory Committee and respective subcommittees, and other public and private stakeholder groups.

In addition to the outreach and involvement performed for the adoption of the 2009 Long Range Transportation Plan and the 2014 Short Range Transportation Plan, Metro staff also sought Metro Board adoption of our 2018 RTIP submittal. This process included meetings with the Metro Technical Advisory Committee, meetings with affected stakeholders, as well as the standard Metro Board Committee and Board Meeting. The Metro Board adopted the proposed 2018 RTIP submittal in November 2017.

2016 Measure M Expenditure Plan – Outreach

Metro first solicited the transportation priorities and needs as identified by the Subregions, and these proposals were evaluated based on Board-adopted performance goals of mobility, economy, accessibility, safety, and sustainability & quality of life. As a result, the draft expenditure plan was developed and was approved by the Metro Board in March 2016. The Draft Expenditure Plan was then presented through a broad and an extensive public outreach process, which included nine community meetings, one virtual community meeting, thirteen telephone town hall meetings, meetings with stakeholder groups, polling, surveys, and numerous other engagement efforts. The final Expenditure Plan along with the Measure M Ordinance language was adopted by the Board in June 2016. In July 2016, the Measure M Ordinance, inclusive of the Expenditure Plan, was submitted to the Los Angeles County Board of Supervisors, who approved officially placing the ordinance on the November 6, 2016 ballot at their August 2016 meeting. On November 6, 2016, Measure M was approved by 71% of LA County voters.

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

Caltrans District: 7

Metro and Caltrans District 7 have worked closely to develop the 2020 RTIP Submittal for Los Angeles County. Metro and Caltrans District 7 worked together to develop the 2020 RTIP

proposal to ensure the necessary amendments were included to support the delivery of the 2018 RTIP projects on the state highway system. Those projects include the SR 138 Segments 4 and 13, the 605/5 Interchange Project, the 405/Crenshaw Ramp Improvement Project. 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. 2020 STIP Regional Funding Request

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Section 6. 2020 STIP Regional Share and Request for Programming

A. 2020 Regional Fund Share Per 2020 STIP Fund Estimate

The adopted 2020 STIP Fund Estimate (FE) included a \$0 Total Target Share for Los Angeles County. The FE included a \$5.1 million Planning Programming and Monitoring (PPM) Target, along with a Maximum Target of up-to \$46.34 million.

As such, Los Angeles County's Requested Programming consists of RTIP amendments, an additional \$5.1 million in PPM, and a tier II request for \$46.34 million, should the county be eligible for receiving the Maximum Target. The tables below detail the new and amended programming being proposed.

B. Summary of Requested Programming

New Programming		
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.	\$5.1 million
Bus/Bus Infrastructure Project 1 (proposed AB3090 Replacement Project)	Replacement project for an AB3090 in FY 21. The project includes 80 Near-Zero or Zero Emission Buses to replace Metro Buses upon reaching their useful life. AB 3090 amount reduced to fund cost increase on Bus Acquisition 1.	\$19.132 million (reduced)
Bus/Bus Infrastructure Project 2	100 Near-Zero or Zero Emission Buses to replace Metro Buses upon reaching their useful life.	\$46.344 million

Amended Programming		
Project Name and Location	Project Amendment Description	Requested RIP Amount
Planning, Programming and Monitoring (PPM)	Programming amended between years	\$12.005 million (unchanged)
Crenshaw Blvd. Ramp Improvement	Programming year amended to support project delivery on schedule.	\$12 million (unchanged)
Rt 605/5 Interchange Improvements	Programming year amended to adjust to the revised project delivery schedule.	\$18.17 million (unchanged)
State Route 138, Segment 13	Amending the project scope and cost, increasing right of way, and	\$62.1 million (reduced)

	reducing construction. Cost savings shifted to Segment 4	
State Route 138, Segment 4	Amending the project cost by increasing right-of-way and construction. Cost increase funded with savings from Segment 13.	\$58.35 million (increased)
Bus Acquisition Project 1	Scope and cost amended to fund 40 Zero-Emission Buses. Cost increase covered by AB 3090.	\$30.864 million (increased)
Bus Acquisition Project 2	Scope amended to fund 100 Near-Zero or Zero-Emission Buses.	\$17.096 million (unchanged)

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

Regional Improvement Program (RIP) funds are a critical funding component for the proposed program of projects. The projects proposed for RIP funding are being matched at a rate over 50% with local and federal dollars. The RIP is a critical funding component for the projects proposed. The RIP investment is being maximized through significant leveraging; for every \$1 of RIP funding, it is matched with \$1.13 in other funding.

RIP Other

\$1.00 = \$1.13

Proposed 2020 RTIP	Total RTIP	Other Funding			Total Project Cost
		ITIP	RSTP/ CMAQ	Local Funds	
Planning, Programming and Monitoring (PPM)— <i>Amended and New</i>	\$17,102				\$17,102
Crenshaw Blvd. Ramp Improvement— <i>Amended</i>	\$12,000			\$86,430	\$98,430
Rt 605/5 Interchange Improvements— <i>Amended</i>	\$20,000			\$62,869	\$82,869
State Route 138, Segment 13— <i>Amended</i>	\$62,100		\$10,500		\$72,600
State Route 138, Segment 4— <i>Amended</i>	\$58,350				\$58,350
Bus /Bus Infrastructure Project 1— <i>New Project/ Amending AB3090/ Replacement Project</i>	\$19,132			\$67,418	\$86,550
Bus Acquisition Project 1— <i>Amended</i>	\$30,864				\$30,864
Bus Acquisition Project 2— <i>Amended</i>	\$17,096			\$49,600	\$66,696
Bus/Bus Infrastructure Project 2— <i>New/ Max Target Request</i>	\$46,344			\$41,800	\$88,144
Totals	\$282,988	-	\$10,500	\$308,117	\$ 601,605

Notes: All project cost increases proposed within the program are entirely offset by programming reductions in other projects. All programming adjustments are constrained within the carried over 2018 and prior STIP commitments, except for the additional PPM and the Max Target request.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

No new ITIP programming is being proposed in the 2020 RTIP/ITIP due to limited program capacity. A previously programmed ITIP rail project is proposed to be replaced by another rail project, LinkUS. This change would have a net neutral programming impact. The amendment was included in the Draft ITIP submitted to CTC in October 2019. No projects are proposed for joint ITIP/RTIP funding in Los Angeles County in the 2020 STIP period.

Section 9. Projects Planned Within Multi-Modal Corridors (per Sections 11 and 20e)

Provided here are descriptions of the projects' impacts on other projects planned or underway within the corridor as required per Section 20 of the STIP Guidelines.

SR 138, Segments 4 and 13

State 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. Segments 4 and 13 are two of the remaining three segments to complete the corridor. This project will relieve traffic congestion which in turn save energy, improve safety, increase circulation, improve air quality, and improve regional community access. The upgrading of this regional facility linking Los Angeles with San Bernardino County is crucial to provide safe and efficient regional transportation to this rapidly growing region. This project does not address multi-modal aspect directly. However, there may be tangential benefits. The additional lane will improve safety for all travelers on this segment including pedestrians and bicyclist. Moreover, the project also addresses ADA compliant sidewalks where necessary. In addition, the LA County Bicycle Master Plan (2012) proposes a class 2 bikeway on Segment 4 segment of SR-138. By adding a second lane on the facility, there might be enough space to add a bikeway in the future.

I-405/Crenshaw Ramp Improvement Project

The I-405 Crenshaw Ramp Improvement Project (I-405 Crenshaw to Western Improvement Project), is one of many planned improvements that will address short-term congestion, while establishing a plan for long-term corridor needs on I-405 in Los Angeles County. The project will improve local mobility, safety and reduce regional congestion on I-405 within the busiest sections of I-405 in Los Angeles County. This is an early investment on I-405, and similar improvements are planned to the north and south of this project and will be included in current and future multimodal corridor plans for I-405. This project is in an existing draft multi-modal corridor improvement plan and will be in future planned I-405 corridor plans.

I-605/I-5 Interchange Improvement Project

The I-605/5 interchange is one element of the I-605 Corridor Improvement Project (CIP) being developed in Los Angeles County along the I-605 Corridor between the Interstate 10 and the Interstate 105. The I-605 connects six major freeways, which have various corridor improvements underway, either planned or in construction. Currently, I-5 South widening is in

construction to Florence Boulevard, I-105 High Occupancy Toll Lanes Project (HOT) is in environmental and an I-10 HOT Lanes project to San Bernardino is also in environmental. The I-605 CIP includes HOT lanes as a potential improvement feature, which are in Metro's Express Lane strategic network plan and provide connectivity to I-10's existing HOT lanes and I-105's future HOT lanes. Improvements at the I-605/5 interchange will be leveraged as a vital segment of a much larger corridor improvements on I-605. Elements of the CIP are included in the ExpressLanes Strategic Plan. Additionally, Caltrans District 7 System 7 has identified the I-605 as a high priority corridor for future multimodal corridor planning efforts.

Bus Replacement Projects

The bus replacement projects are part of the effort to upgrade to cleaner buses and to improve the state of good repair of Metro's bus fleet. As these replacement buses will be integrated into Metro's fleet, they will be serving various transit corridors within Metro's service area. Metro is also conducting it NexGen Bus Study, a service reimagination and improvement plan. These buses and the overall Metro fleet will support the implementation of NexGen and the resulting service improvements. The projects also support Metro's Bus Fleet Management Plan.

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

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Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

2020 STIP-RTIP SCAG Regional Level Performance Evaluation

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 2020 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 2016 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 2020 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 2020 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 categories, including:

- Savings resulting from reduced travel delay;
- 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 2020 STIP Build planning scenario compared with the No Build planning scenario. Model data for the 2020 STIP were summarized to facilitate analysis. Consistent with the overall STIP performance evaluation, benefits associated with SCAG's 2016 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 2020 STIP provides a regional network-level benefit/cost ratio of 5.42. Benefits and costs are estimated over the planning period of fifty years.

INVESTMENT ANALYSIS SUMMARY RESULTS		
3		
Life-Cycle Costs (mil. \$)	\$1,243.4	
Life-Cycle Benefits (mil. \$)	\$6,740.4	
Net Present Value (mil. \$)	\$5,496.9	
Benefit / Cost Ratio:	5.42	
Rate of Return on Investment:	12.4%	
Payback Period:	5 years	
ITEMIZED BENEFITS (mil. \$)		
	Total Over 50 Years	Average Annual
Travel Time Savings	\$5,476.5	\$109.5
Veh. Op. Cost Savings	\$920.9	\$18.4
Accident Cost Savings	\$0.0	\$0.0
Emission Cost Savings	\$343.0	\$6.9
TOTAL BENEFITS	\$6,740.4	\$134.8
Person-Hours of Time Saved	1,400,859,466	28,017,189

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.

A. Regional Level Performance Indicators and Measures (per Appendix B/Table B1 of the STIP Guidelines).

VMT per Capita

Impacts are projected to increase VMT per capita by 0.005 miles or 0.02 percent per day (compared to the 2040 no build scenario as previously discussed).

Percent of congested VMT at or below 35 mph

Impacts are projected to reduce congested VMT by 1.9 percent.

Commute mode share (travel to work or school)

Impacts are expected to maintain the percentage of drive alone trips to work and increase in drive alone trips to colleges or universities by 0.01 percent.

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 69 based on the 2018 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 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 increase household within 0.5 miles by 1.02 percent and jobs access within 0.5 miles by 0.7 percent.

Mean commute travel time (to work or school)

Impacts are projected to reduce mean work commute travel time by 0.08 minutes for automobiles and decreased mean work commute time by 0.33 minutes for transit. Impacts are also projected to decrease mean school commute travel times by 0.02 minutes for automobiles and by 0.17 minutes for transit.

Change in acres of agricultural land

Not applicable.

GHG Impacts

CO2 emissions/capita are projected to be reduced by 0.01 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.

Section 11. Regional and Statewide Benefits of RTIP

The 2020 RTIP for Los Angeles County primarily consists of amendments to existing STIP projects. While this program of projects is limited in its ability to deliver additional benefits beyond what was demonstrated in the 2018 RTIP, the amended projects continue to be significant for the region, and supportive of regional and statewide goals.

SR 138, Segments 4 and 13

The projects are part of a 17-mile long stretch of corridor improvements located within the Antelope Valley, one of the fastest growing areas in Los Angeles County. The SR 138 is an important connection between the counties of Los Angeles and San Bernardino. In addition, Route 138, between Route 14 in the West and I-15 in the East, has been designated as a safety corridor. The corridor is part of the State Highway System and is part of the highway truck network; which ensures oversized vehicles on the state highway system can be safely routed. State Route 138 is listed under the California National Highway System. It is also included in the 1998 Interregional Road Strategic Plan, which strives to deliver a dependable and reasonable Level of Service for the interregional movement of people and goods. Mitigating traffic congestion will increase circulation, improve regional community access, improve safety, and avoid the adverse air quality impacts that result from congestion. The upgrading of this regional facility linking Los Angeles with San Bernardino County is crucial to provide safe and efficient regional transportation to this rapidly growing region.

I-405 Crenshaw Ramp Improvement

I-405 is a major north-south Interstate Highway in Southern California that spans 72.7 miles with 48.5 miles in District 7, Los Angeles County. It begins with Interstate 5 (I-5) in the City of Irvine in Orange County and terminates with I-5 in the Mission Hills District of LA County. This interstate is one of the most traveled Urban Highways in California, averaging 374,000 annual daily traffic trips. It is used for international, interstate, interregional and intraregional travel and shipping through an urbanized corridor serving the four major import/export terminals of Long Beach Municipal Airport, Los Angeles International Airport, the San Pedro Bay Port Complex and Orange County. It travels through several LA basin cities and is also used as a commuter route. It is a heavily-traveled thoroughfare by both commuters and by freight haulers and is the busiest and most congested freeway in the United States. Recognized as one the most

congested sections of I-405 between exit 43 to 21, this project will construct new on/off ramps, auxiliary lanes, and local street improvements to reduce recurring congestion on one of the busiest Highways in the United States. Upon completion, this project will support the improvement of local and regional mobility.

I-605/I-5 Interchange Improvement

The I-605/I-5 Interchange connects two major North-South Interstate Highways in Los Angeles County. I-605 starts at the Orange County/Los Angeles County Border and ends at I-210. I-5 runs continuously from Mexico to Canada and through Los Angeles county. Within Los Angeles County, I-605 has an average daily traffic (ADT) count of 234,900 cars per day. I-5 has an ADT of 204,700 cars per. Commuters and trucks use I-605 for the movement of people and goods throughout the region and for connection to other parts of the country, county and state. This interchange, due to its use and regional significance is highly congested. This project seeks to improve recurring congestion at the I-605/I-5 interchange and construct a new High Occupancy Vehicle lane on I-5. This project is also evaluating the implementation of High Occupancy Toll (HOT) lanes on I-605 which would connect existing and planned HOT lanes to provide a regional network.

Bus Replacement Projects

The four proposed bus replacement projects (Bus Acquisitions 1 and 2, and Bus/Bus Infrastructure Projects 1 and 2) will improve the reliability of the fleet by replacing the portion of Metro's bus fleet that has exceeded its useful life. The vehicles purchased will support Metro's operation of 170 bus routes throughout the 1,433-mile service area. Metro's bus service serves Los Angeles County, providing residents with access to jobs, education, health care, goods and services, recreation, and other activities. Additionally, Metro's bus system connects to the Southern California Regional Rail network, the national Amtrak rail system, and regional airports. Replacing the existing bus fleet will improve the overall bus conditions and the reliability of Metro's bus fleet, which is critical for providing a viable and attractive alternative transportation mode. By replacing buses with the cleanest and most reliable buses, these projects are consistent with N-19-19.

D. Performance and Effectiveness of RTIP

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Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Per Section 19B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

Table B2 Evaluation Cost-Effectiveness Indicators and Measures					
Goal	Indicator/Measure	Future Level of Performance (Baseline)		Projected Performance Improvement (2040)	
Congestion Reduction	Reduce Vehicle Miles Traveled/capita	20.78		Decrease in VMT per capita = 0.005 miles per day	
	Reduce Percent of congested VMT (at or below 35 mph)	10.54%		Reduction of 3.0%	
	Change in commute mode share (travel to work or school)	Travel to Work	Travel to School	Travel to Work	Travel to School
	Vehicle Trips Drive Alone	71.86%	8.46%	0.00%	Reduction of 0.01%
	Vehicle Trips 2 Person Carpool	3.69%	8.24%	Reduction of 0.01%	0.00%
	Vehicle Trips 3+ Person Carpool	2.33%	10.26%	Reduction of 0.01%	0.00%
	Auto Passenger Trips	9.54%	40.45%	Reduction of 0.03%	0.00%
	Transit Trips	7.59%	4.81%	Increase of 0.05%	Increase of 0.04%
	Non-Motorized Person Trips	4.98%	27.78%	Reduction of 0.01%	Reduction of 0.02%
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	Not applicable		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	

Table B2 Continued			
Goal	Indicator/Measure	Future Level of Performance (Baseline)	Projected Performance Improvement (2040)
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Household % = 57.66% Jobs % = 66.71%	Household % = Increase of 01.02% Jobs % = Increase of 0.70%
	Reduce mean commute travel time (to work or school)	Auto Home Based Work = 22.20 mins Auto School = 11.89 mins Transit Home Based Work = 76.40 mins Transit School = 58.46 mins	Auto Home Based Work Reduction = 0.05 mins Auto School Increase = 0.01 mins Transit Home Based Work Increase = 0.03 mins Transit School Increase = 0.05 mins
Environmental Sustainability	Change in acres of agricultural land	Not applicable	Not applicable
	CO ₂ emissions reduction per capita (daily)	9.73 lbs.	Daily Reduction per capita = 0.01 lbs.

SCAG certifies that the proposed 2020 Regional Transportation Improvement Program is consistent with the current approved Regional Transportation Plan and Sustainable Communities Strategies. To the best of SCAG's knowledge, at this time, the projects identified for funding in the proposed 2020 Regional Transportation Improvement Program are not anticipated to be impacted by implementation of the Safer Affordable Fuel-Efficient Vehicles Rule Part One – One National Program which became effective on November 26, 2019.

Per Section 19C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment.

Table B3 Evaluation – Project Changes or Increased Capacity Benefits			
Project Type Or Mode	Changes to Built Environment	Indicator/Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general purpose lane-miles	15 miles of mixed flow lanes	Improved safety and throughput
	New HOV/HOT lane-miles	12 miles of new HOV/HOT	Improved person throughput
	Lane-miles rehabilitated	NA	
	New or upgrade bicycle lane/sidewalk miles	NA	
	Operational improvements	1.8 miles of auxiliary lanes	Improved safety and throughput
	New or reconstructed interchanges	5 improved interchanges	Improved safety and throughput
	New or reconstructed bridges	NA	
Transit or Intercity Rail	Additional transit service miles	NA	
	Additional transit vehicles	320 replacement buses	A greener and more reliable fleet, improved state of good repair
	New rail track miles	NA	
	Rail crossing improvements	NA	
	Station improvements	NA	
Local Streets and Roads	New lane-miles	NA	
	Lane-miles rehabilitated	NA	
	New or upgrade bicycle lane/sidewalk miles	NA	
	Operational improvements	NA	
	New or reconstructed bridges	NA	

Section 13. Project Specific Evaluation (Required per Section 19D)

Section 19D of the STIP Guidelines specifies that a project specific benefit must be included for each new project proposed for projects for which construction is proposed if A) The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or B) The total project cost is \$50 million or greater. There are only a select group of projects included in the 2020 Los Angeles County RTIP that meet the threshold for requiring project-specific benefit evaluation, and they include: the amended SR 138 Segment 4 and 13 projects, the I/405 Crenshaw Blvd. Ramp Improvement, and the program of bus replacements proposed. The amended 605/5 interchange project included in the 2020 RTIP is not proposed for construction, and therefore does not have a project-specific benefit evaluation.

SR 138, Segment 4

The SR 138 Corridor projects have been long standing STIP Priorities. Segment 4 is the last remaining segment needed to unlock the full 17 miles of improvements delivered across the corridor. In 2018, Los Angeles County restored the funding for the SR 138 Segments that were adversely impacted by the negative 2016 STIP. Additionally, Metro programmed the last Segment of the SR 138 to complete the corridor. The primary purpose of the project is to address safety concerns along the corridor. The existing SR-138 has experienced several serious accidents and is above the statewide average rate of fatalities. Between 2012 and 2015, the route experienced 13 deaths and 87 injuries.

Project Benefits

The project proposes to eliminate the rolling profile which would improve the level of service on the facility. By improving the level of service on the facility, it would reduce greenhouse gas emissions. Per the Traffic Study completed in 2000, the LOS E in 1998 would be improved to LOS B in 2024. Moreover, this project makes improvements to pedestrian facilities by proposing ADA compliant sidewalks and curb ramps where necessary. This is to encourage pedestrian activity which would help reduce greenhouse gas emissions as well.

This project is one of thirteen segments that are part of the corridor improvement project, originally identified in 2001. Segment 4 is one of the remaining three segments to be completed in order to complete the corridor and realize the full benefit of these investments.

Change in Vehicle Miles Traveled (VMT) per capita	Average increase of 0.04 Annual VMT per Capita (State) in 20 years
Change in percent of congested VMT (at or below 35 mph) Page 10 California Transportation Commission STIP Guidelines August 14, 2019	11.2 % percent average VMT increase during peak period over 20 years
Change in mean commute travel time (to work or school)	Average Travel Time Benefit of 263,838 Person-Hour per year equates to \$40.8 mil over 20 years
Change in CO2 emissions reduction	A total of 14,157 tons of CO2 emissions saved over 20 years which is an annual average of 708 tons. This equates to approximately \$0.4 million saved over 20 years.

District:

7

PROJECT: Route 138 Widening, Segment 4

EA:
PPND:

28600

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$57.9
Life-Cycle Benefits (mil. \$)	\$45.3
Net Present Value (mil. \$)	-\$12.6
Benefit / Cost Ratio:	0.8
Rate of Return on Investment:	2.2%
Payback Period:	18 years

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$40.3	\$9.0	\$49.3	\$2.5
Veh. Op. Cost Savings	-\$3.0	-\$0.8	-\$3.8	-\$0.2
Accident Cost Savings	-\$0.9	-\$0.1	-\$1.0	-\$0.1
Emission Cost Savings	\$0.4	\$0.5	\$0.8	\$0.0
TOTAL BENEFITS	\$36.8	\$8.5	\$45.3	\$2.3

Person-Hours of Time Saved	5,239,301	261,965
CO ₂ Emissions Saved (tons)	14,157	708
CO ₂ Emissions Saved (mil. \$)	\$0.4	\$0.0

Should benefit-cost results include:

1) Induced Travel? (y/n)

2) Vehicle Operating Costs? (y/n)

3) Accident Costs? (y/n)

4) Vehicle Emissions? (y/n)
includes value for CO₂e

Y
Default = Y

Y
Default = Y

Y
Default = Y

Y
Default = Y

SR 138, Segment 13

The SR 138 Corridor projects have been long standing STIP Priorities. Segment 13 was originally approved in the 2012 STIP. The 2016 STIP deletions delayed the project's delivery. Consistent with the CTC's 2018 STIP Priorities, Los Angeles County restored the prior project deletions to ensure that longstanding priorities were delivered. The primary purpose of the project is to address safety concerns along the corridor. The existing SR-138 has experienced several serious accidents and is above the statewide average rate of fatalities. Between 2012 and 2015, the route experienced 13 deaths and 87 injuries.

Project Benefits

The project proposes to eliminate the rolling profile which would improve the level of service on the facility. By improving the level of service (LOS) on the facility, it would reduce greenhouse gas emissions. Per the Traffic Study completed in 2000, the LOS D in 1998 would be improved to LOS A in 2024.

This project is one of thirteen segments that are part of the corridor improvement project, originally identified in 2001. Segment 13 is one of the remaining three segments to be completed in order to complete the corridor and realize the full benefit of these investments.

Change in Vehicle Miles Traveled (VMT) per capita	Average increase of 0.128 Annual VMT per Capita (State) in 20 years
Change in percent of congested VMT (at or below 35 mph) Page 10 California Transportation Commission STIP Guidelines August 14, 2019	8.5 % percent average VMT increase during peak period over 20 years
Change in mean commute travel time (to work or school)	Average Travel Time Benefit of 1,650,015 Person-Hour per year equates to \$262.2 mil over 20 years
Change in CO2 emissions reduction per capita	A total of 158,180 tons of CO2 emissions saved over 20 years which is an annual average of 7,909 tons. This equates to approximately \$4.7 million saved over 20 years which is an annual average of \$0.2 million.

District: 7

PROJECT: Route 138 Widening, Segment 13

EA: 28630
PPNO:

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$69.4
Life-Cycle Benefits (mil. \$)	\$337.2
Net Present Value (mil. \$)	\$267.8
Benefit / Cost Ratio:	4.9
Rate of Return on Investment:	22.3%
Payback Period:	4 years

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$262.2	\$58.3	\$320.5	\$16.0
Veh. Op. Cost Savings	\$7.5	\$1.2	\$8.7	\$0.4
Accident Cost Savings	-\$3.9	-\$0.4	-\$4.3	-\$0.2
Emission Cost Savings	\$5.1	\$7.1	\$12.2	\$0.6
TOTAL BENEFITS	\$271.0	\$66.2	\$337.2	\$16.9
Person-Hours of Time Saved			34,716,799	1,735,840
CO ₂ Emissions Saved (tons)			158,180	7,909
CO ₂ Emissions Saved (mil. \$)			\$4.7	\$0.2

Should benefit-cost results include:

1) Induced Travel? (y/n)

2) Vehicle Operating Costs? (y/n)

3) Accident Costs? (y/n)

4) Vehicle Emissions? (y/n)
includes value for CO₂e

Default = Y

Default = Y

Default = Y

Default = Y

I-405/Crenshaw Ramp Improvement Project (From Crenshaw to Western)

Project Benefits

The project will alleviate congestion, improve traffic flow and operational conditions of I-405 and its on-and-off ramps at 182nd Street and Crenshaw Boulevard in the City of Torrance. It will also alleviate congestion, add storage and improve traffic flow and operational conditions of local streets accessing the freeway at 182nd Street and Crenshaw Blvd. Lastly, the project will add auxiliary lanes or a deceleration lane on I-405 between Western and Crenshaw Blvd to enhance operational efficiency and improve deteriorating level of service. Upon completion, the project will reduce vehicle delay hours and improve Level of Service, resulting in reduced greenhouse gas emission from transportation sources, consistent with Executive Order B-30-15.

Change in Vehicle Miles Traveled (VMT) per capita	N/A
Change in percent of congested VMT (at or below 35 mph) Page 10 California Transportation Commission STIP Guidelines August 14, 2019	N/A
Change in commute mode share (travel to work or school)	N/A
Change in percent of distressed state highway lane-miles	N/A
Change in Pavement Condition Index (local streets and roads)	N/A
Change in percent of highway bridge lane-miles in need of replacement or rehabilitation (Sufficiency Rating of 80 or below)	N/A
Change in percent of transit assets that have surpassed the FTA useful life period	N/A
Change in highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	N/A
Change in fatalities and serious injuries per capita	N/A
Change in fatalities and serious injuries per VMT	N/A
Change in percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	N/A
Change in mean commute travel time (to work or school)	N/A
Change in acres of agricultural land	N/A
Change in CO2 emissions reduction per capita	N/A
Changes in accessibility and on-time performance	N/A
Change in farebox recovery ratio	N/A

District: 7

PROJECT: I-405 Crenshaw Blvd Ramp Improvement

EA: 29360
PPNO:

INVESTMENT ANALYSIS SUMMARY RESULTS					
Life-Cycle Costs (mil. \$)	\$86.9				
Life-Cycle Benefits (mil. \$)	\$381.3				
Net Present Value (mil. \$)	\$294.4				
Benefit / Cost Ratio:	4.4				
Rate of Return on Investment:	28.3%				
Payback Period:	4 years				
ITEMIZED BENEFITS (mil. \$)		Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings		\$94.9	\$17.4	\$112.2	\$5.6
Veh. Op. Cost Savings		\$130.9	\$20.4	\$151.3	\$7.6
Accident Cost Savings		\$98.0	\$9.7	\$107.7	\$5.4
Emission Cost Savings		\$6.5	\$3.6	\$10.1	\$0.5
TOTAL BENEFITS		\$330.3	\$51.1	\$381.3	\$19.1
Person-Hours of Time Saved				12,060,548	603,027
CO ₂ Emissions Saved (tons)				176,559	8,828
CO ₂ Emissions Saved (mil. \$)				\$5.4	\$0.3

Should benefit-cost results include:

1) Induced Travel? (y/n)	<input type="text" value="Y"/> Default = Y
2) Vehicle Operating Costs? (y/n)	<input type="text" value="Y"/> Default = Y
3) Accident Costs? (y/n)	<input type="text" value="Y"/> Default = Y
4) Vehicle Emissions? (y/n) includes value for CO ₂ e	<input type="text" value="Y"/> Default = Y

Bus Replacement Projects

The bus purchases will support Metro's objectives of providing safe, reliable and high-quality transit service. Additionally, the Bus Acquisition projects will help Metro achieve its goal of maintaining its system in a state of good repair.

Environmental Benefits

Depending on the selected vehicle technology, the Bus Acquisition projects may range in their degree of reduction of transit-generated GHG emissions. Replacing older buses with newer buses, regardless of the technology will result in GHG emission reductions resulting from improved engine exhaust technology standards. Additionally, reliable and frequent transit service can help encourage mode shift from auto trips to transit trips, leading to greater GHG emission reductions beyond the reductions estimated from the fleet conversion alone.

Cost Effectiveness of Bus Replacement Vehicles (Bus Acquisitions 1 and 2 and Bus/Bus Infrastructure Projects 1 and 2)

The Cal B/C model has a number of parameters required that are not compatible with a system-wide bus fleet replacement project. In order to compute the investment benefit for a transit-related project, the Cal B/C model requires information on parallel highways, as well as changes in ridership and vehicle miles for both a "no-build" and a "build" scenario. In the case of bus fleet replacement, the Cal B/C requires specifying a single parallel highway roadway class. For a bus project where the buses purchased would operate throughout Metro's service area, it is not feasible to provide a single classification for the parallel roadway. With regard to measurements of ridership and mileage changes that would be expected with a new project, these figures are not expected to change under a fleet replacement project, as fleet replacement does not expand capacity or service. Additionally, the Cal B/C model specifies a model horizon of 20 years, and that is not relevant for vehicles with an estimated useful life of 14 years. Therefore, for the purposes of the RTIP, project lifecycle costs and benefits are detailed below using a simple gathering of data on the costs and benefits of the project.

Together, the four bus replacement projects will replace 320 buses. Metro, along with many other bus operators, maintains a policy that requires its fleet to be interchangeable throughout the system, allowing the flexibility to operate vehicles on all routes. Metro is currently considering various fleet technologies for system-wide fleet replacement, including: Low-NOx CNG vehicles and/or Battery Electric Vehicles. Bus Acquisition Project 1 is planned for 40 Zero-

Emission Buses (ZEB). Bus Acquisition 2, Bus/Bus Infrastructure Project 1 and Bus/Bus Infrastructure Project 2 do not have determined fleet technologies.

Table 1 shows the anticipated capital and operating life-cycle cost for the 40 ZEBs over a 14-year period. Table 3 shows the projected life-cycle emissions reduction benefits for the 40 ZEBs. Table 2 shows the anticipated capital and operating life-cycle cost for 280 Buses (with a comparison of Low-NOx and ZEB) over a 14-year period. Table 4 shows the projected life-cycle emissions reduction benefits for the proposed 280 buses, with estimates for the two vehicle technologies being considered (Low-NOx and ZEB).

TABLE 1: Lifecycle Costs for Bus Acquisition Project 1- 40 Zero Emission Buses (with a 14-year useful life expectancy)	
Expenditure Type	Electric
Bus Capital Expenditures	\$30.864 million
Bus Operations Expenditures	\$203.000 million
Total	\$233.864 million

TABLE 2: Range in Lifecycle Costs by Vehicle Technology for 280 buses (with a 14-year useful life expectancy)		
Expenditure Type by Technology	Lo-NOx	Electric
Bus Capital Expenditures	\$204.608 million	\$241.390 million
Bus Operations Expenditures	\$1,430.000 million	\$1,430.000 million
Total	\$1,634.608 million	\$1,671.390 million

TABLE 3: 14-year Life Cycle Assessment of Emissions Reduction Benefits of the 40 Zero-Emission Buses		
	Electric	
	Emissions Avoided¹ (lbs.)	Emissions Avoided² (millions \$)
CO	281,654	\$0.02
NO_x	159,562	\$4.62
PM	2,928	\$0.69
Total		\$5.34

¹ The emissions avoided calculation compares the CO, NOx and PM emissions that would be avoided as the result of transitioning to electric vehicles from the current CNGs operated.

² Emissions avoided in millions of dollars calculated based on Cal B/C Emissions Cost methodology
<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/f0009451-cal-btechsupplementvol4v4-a11y.pdf>

TABLE 4: 14-year Life Cycle Assessment of Emissions Reduction Benefits of the 280 Proposed Buses, by Vehicle Technology				
	Lo-NOx		Electric	
	Emissions Avoided³ (lbs.)	Emissions Avoided² (millions \$)	Emissions Avoided¹ (lbs.)	Emissions Avoided² (millions \$)
CO	177,211	\$0.01	1,530,579	\$0.11
NO_x	158,279	\$4.62	1,116,936	\$32.37
PM	2,898	\$0.69	20,494	\$4.86
Total		\$5.32		\$37.35

³ The emissions avoided calculation compares the CO, NO_x and PM emissions that would be avoided as the result of transitioning to Low NO_x from the current CNGs operated.

E. Detailed Project Information

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Section 14. Overview of Projects Programmed with RIP Funding

Provided here are project summaries for projects proposed for new RIP funding or for amendments in the 2020 RTIP, as required per Section 43 of the STIP Guidelines. Project maps are included, per Section 43 (g) of the guidelines. Appendix X includes the Project Programming Requests (PPRs), which provide additional information as specified under STIP Guidelines Section 43 (a) (b) (c) (d) (e) and (f).

SR 138, Segment 4 (EA 28600)

Description of Corridor

The SR 138 corridor was originally identified in 2001 (Project Report for EA 127200, 104830, 188410, 18420 and 188430). Since then, various segments were identified and built based on effectiveness and funding availability. The last supplemental report was completed in 2013 showing the latest update for the corridor. Since then, remaining segments 4, 6, 9 and 13 were programmed.

Segment 4 and 13 are the last remaining segments to be constructed. Completion of these segments will ensure consistent facility capacity between major regions to facilitate freight movement and passenger vehicle interregional travel by closing the last gap of the corridor.

This project is a segment of a larger highway improvement and reversible lanes would not be compatible with the other highway segments constructed or being constructed.

Project Description

The project widens the conventional highway from two lanes to four lanes. The project is located in Palmdale, from 0.5 miles west of 72nd Street East to 77th Street East.

Project Cost

Total project cost is \$ 58.35 Million

Safety Elements and Capacity Increasing Elements

This project proposes to increase capacity by adding a lane in each direction. Adding a lane in both directions would prevent the level of service from deteriorating to an uncontrollable level. It

is expected that the number of accidents would also be reduced because of the added lanes, traffic circulation improvements, and sight distance improvements. It would eliminate the need for fast moving vehicles to cross over the centerline to pass slow-moving traffic therefore reducing the number of cross-centerline accidents. Improvements to the overall operation of the facility will allow better distribution of the traffic stream composed of trucks, recreational vehicles and automobiles. It is also expected that modifying the existing drainage conditions would significantly reduce accidents caused by wet conditions.

Mobility and System Connectivity

This project is crucial for providing a safe and efficient regional transportation system to this rapidly growing region. The upgrade of this regional facility links Los Angeles with San Bernardino. It will relieve traffic congestion which will save energy, improve safety, increase circulation, improve air quality, and improve regional community access.

Multi-modal Corridor Improvements and Investments

Not applicable.

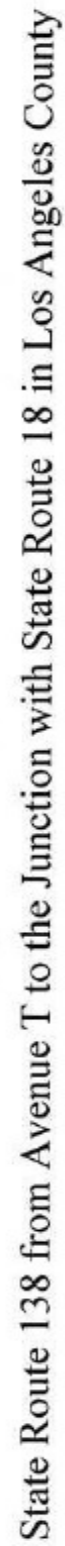
Mitigating the Project Risks

Project risks and issues are being accounted for and addressed through the risk register, a risk management strategy and action plan.

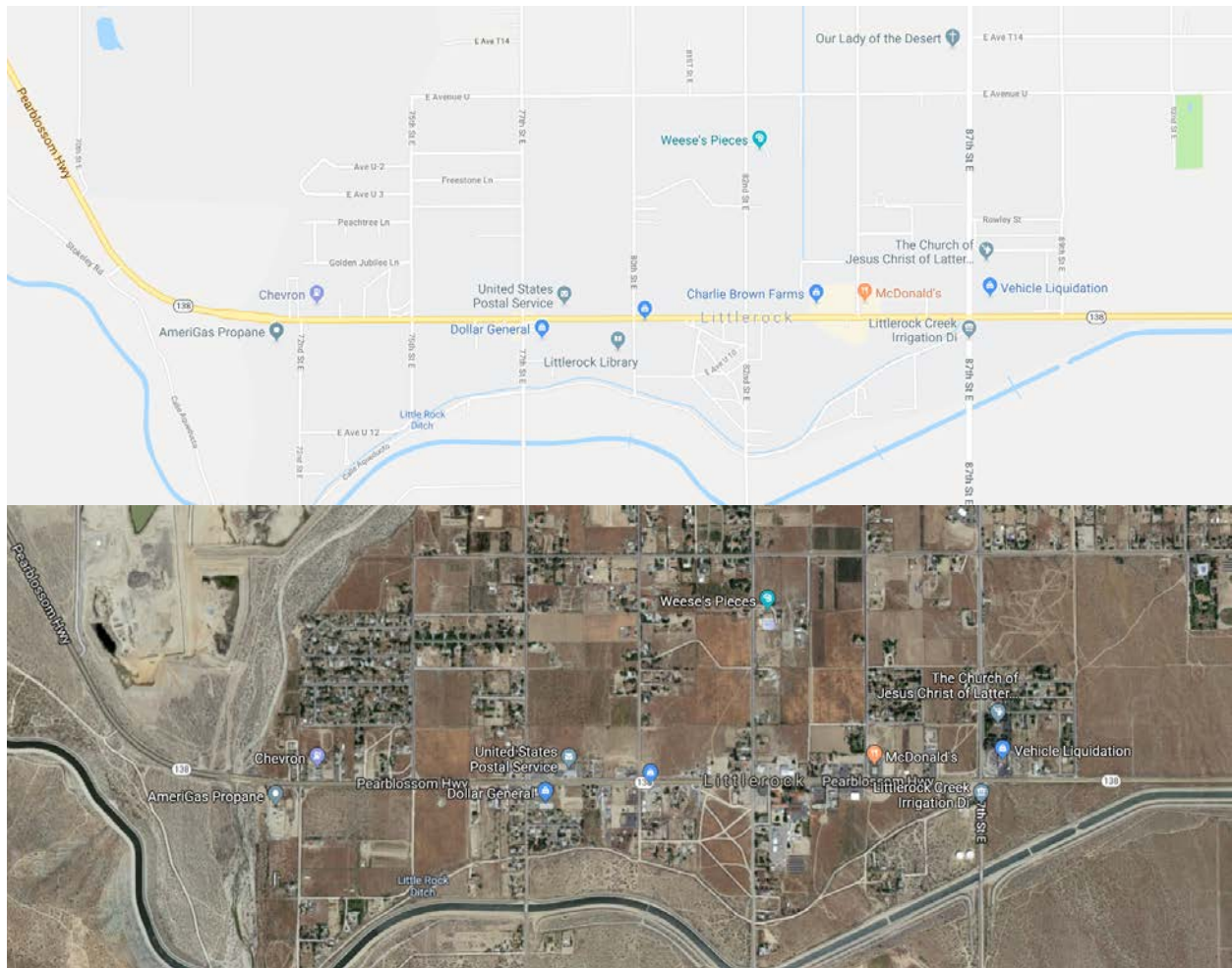
Project Study Report/Project Study Report Equivalents

The linked Supplemental Project Report can be found [here](#).

ROUTE 138 WIDENING PROJECT



Project Map(s) — SR 138, Segment 4



SR 138, Segment 13 (EA 28630)

Description of Corridor

The SR 138 corridor was originally identified in 2001 (Project Report for EA 127200, 104830, 188410, 18420 and 188430). Since then, various segments were identified and built based on effectiveness and funding availability. The last supplemental report was completed in 2013 showing the latest update for the corridor. Since then, remaining segments 4, 6, 9 and 13 were programmed.

Segment 4 and 13 are the last remaining segments to be constructed. Completion of these segments will ensure consistent facility capacity between major regions to facilitate freight movement and passenger vehicle interregional travel by closing the last gap of the corridor.

This project is a segment of a larger highway improvement and reversible lanes would not be compatible with the other highway segments constructed or being constructed.

Project Description

The project widens the conventional highway from two lanes to four lanes. The project is located in Llano, from 0.4 miles west of 190th Street East to 0.3 miles West of 213th Street East.

Project Cost

Total project cost is \$ 72.6 Million

Safety Elements and Capacity Increasing Elements

This project proposes to increase capacity by adding a lane in each direction. Adding a lane in both directions would prevent the level of service from deteriorating to an uncontrollable level. It is expected that the number of accidents would also be reduced because of the added lanes, traffic circulation improvements, and sight distance improvements. It would eliminate the need for fast moving vehicles to cross over the centerline to pass slow-moving traffic therefore reducing the number of cross-centerline accidents. Improvements to the overall operation of the facility will allow better distribution of the traffic stream composed of trucks, recreational vehicles and automobiles. It is also expected that modifying the existing drainage conditions would significantly reduce accidents caused by wet conditions.

Mobility and System Connectivity

This project is crucial for providing a safe and efficient regional transportation system to this rapidly growing region. The upgrade of this regional facility links Los Angeles with San Bernardino. It will relieve traffic congestion which will save energy, improve safety, increase circulation, improve air quality, and improve regional community access.

Multi-modal Corridor Improvements and Investments

Not applicable.

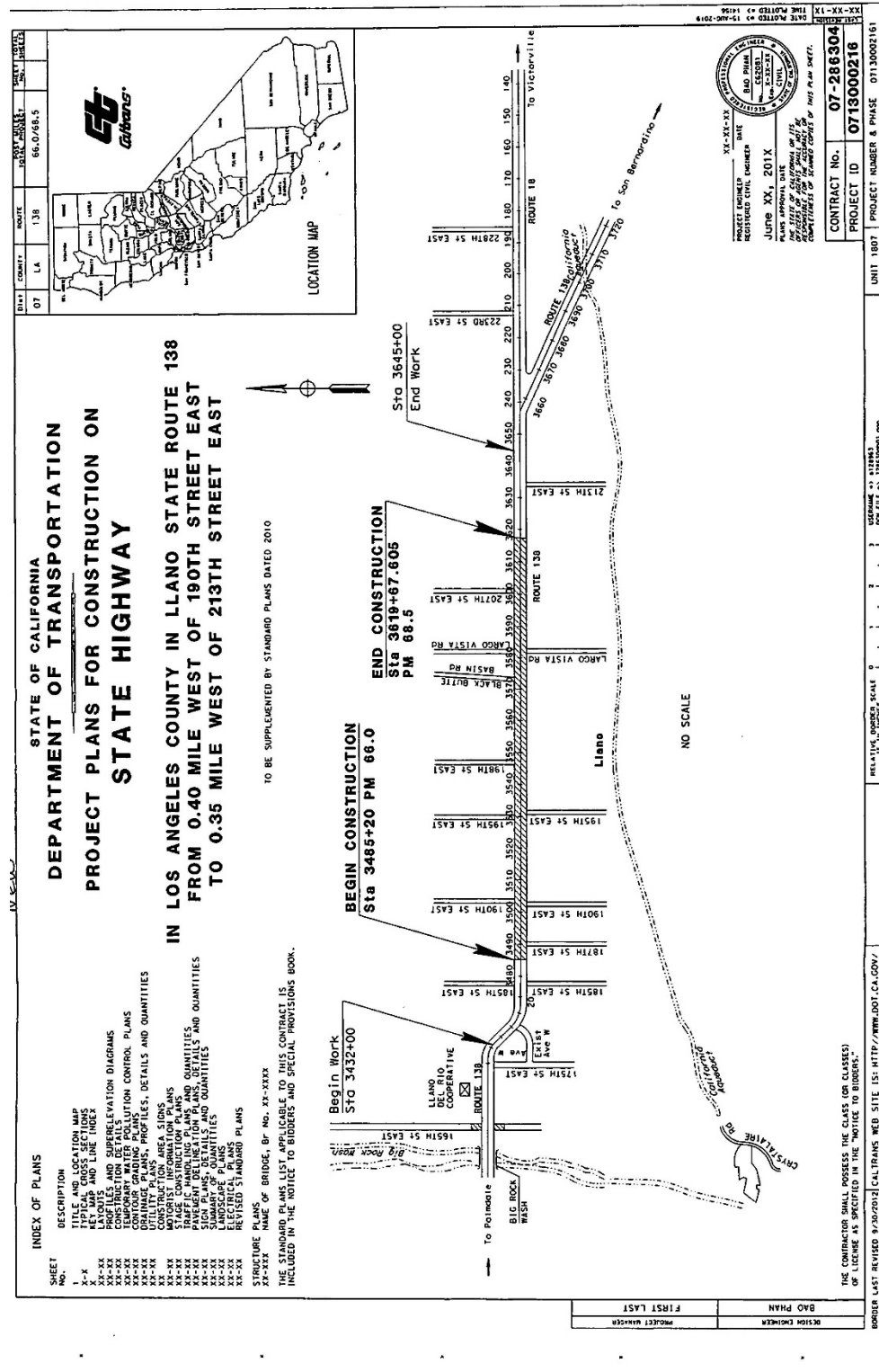
Mitigating the Project Risks

Project risks and issues are being accounted for and addressed through the risk register, a risk management strategy and action plan.

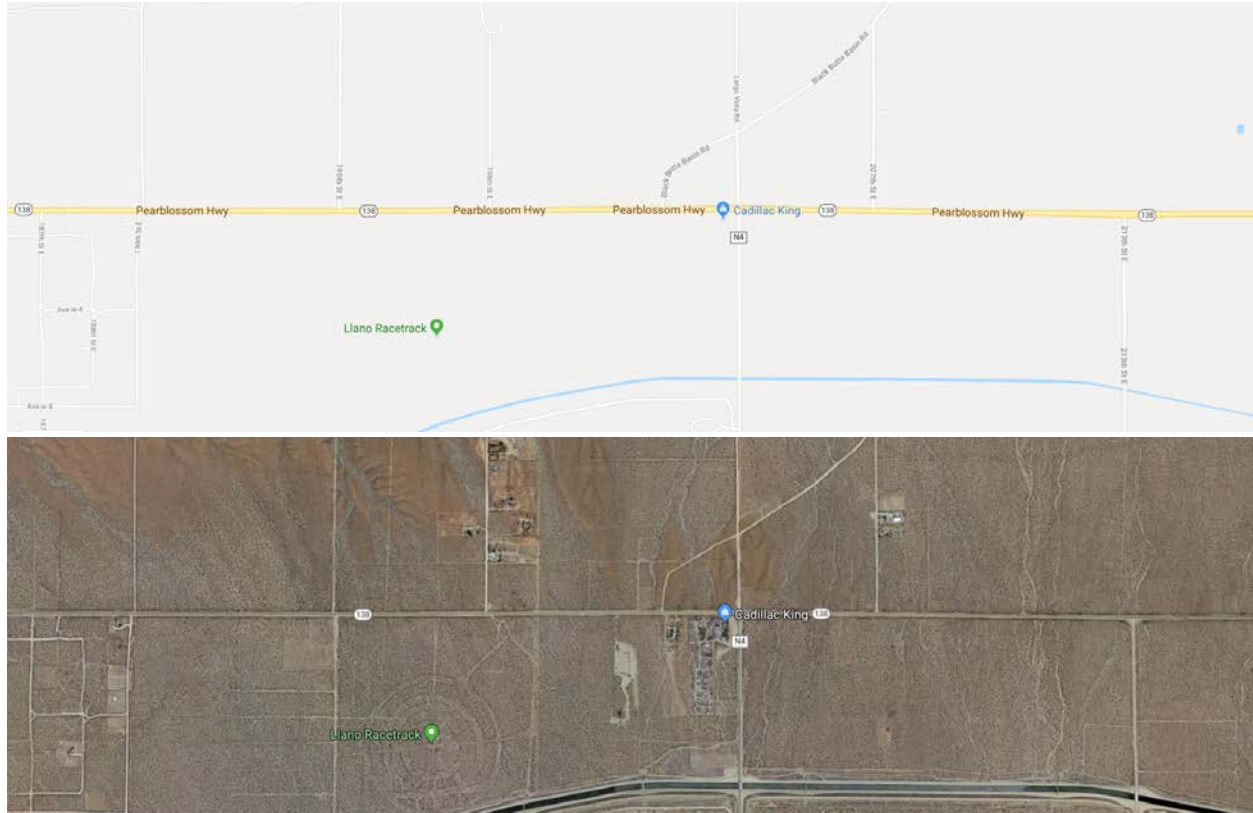
Project Study Report/Project Study Report Equivalents

The linked Supplemental Project Report can be found [here](#).

Project Map(s) — SR 138, Segment 13



Project Map(s) — SR 138, Segment 13



I-405 Crenshaw Ramp Improvement (from Crenshaw to Western Ave)

Description of Corridor

I-405 is a major north-south interstate highway in southern California that spans 72.7 miles in District 7, Los Angeles County. It begins at Interstate I-5 in Irvine and terminates in the Mission Hills District of Los Angeles County.

I-405 consists of a total of ten lanes, four general purpose lanes and one High Occupancy Vehicle (HOV) lane in each direction. It has a posted speed limit of 65 miles per hour. Currently the mainline lanes have a width of 11 ft.

Project Description

This project will construct improvements to a 1.2 mile segment of I-405 that is located in Los Angeles County. The improvements include construction of a new southbound on-ramp, increased storage space through on and off ramp widening. Additionally, the project adds a single auxiliary lane in both directions of I-405 between Western Ave and Crenshaw Boulevard. The auxiliary lanes do not function as mainline travel lanes but as lanes for vehicles to enter and exit the freeway. The project will also add one lane to the I-405 off-ramp at Crenshaw, reconfigure the terminus of the northbound I-405 off-ramp, add one lane to northbound I-405 on-ramp and construct a new southbound I-405 on-ramp.

The project did not consider reversible lanes, as it is an operational improvement and not a capacity increasing improvement.

Project Cost

\$ 92.426 Million

Safety Elements and Capacity Increasing Elements

The project's auxiliary lanes will enhance safety by alleviating weaving issues in the confluence of merging traffic. The auxiliary lanes will improve safety by improving traffic flow of vehicles entering the freeway mainline, by reducing queuing and delays throughout the interchange. This is not a capacity increasing project, rather the project seeks to address existing and forecasted operational deficiencies at the interchange, improve circulation and safety on the mainline, on-and-off-ramps, and intersection immediate to the interchange.

Multi-modal Corridor Improvements and Investments

This project is in an existing draft multi-modal corridor improvement plans and will be in future I-405 corridor plans. This is an early investment on I-405 that will be replicated in scope to the north and south of this project on the corridor.

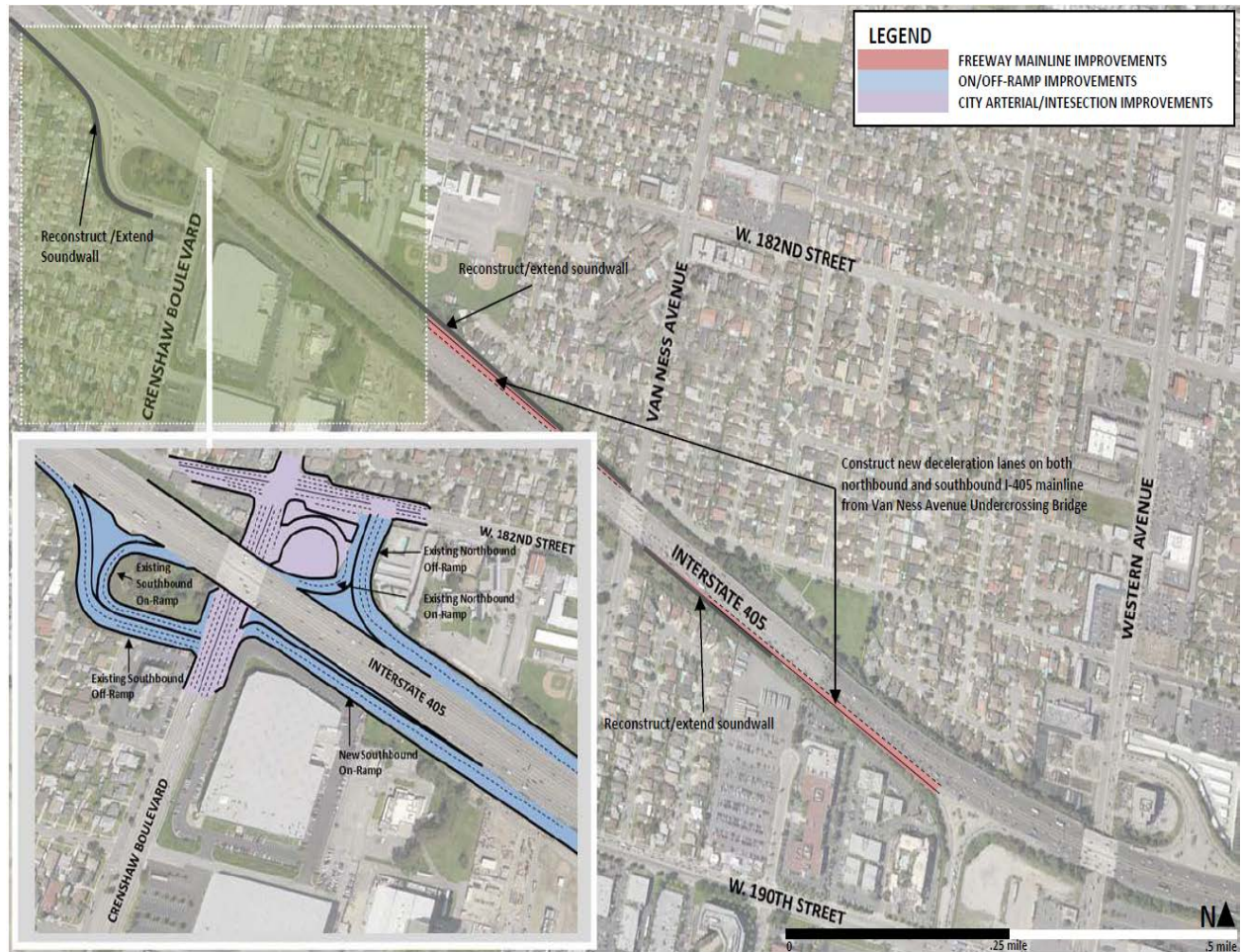
Mitigating the Project Risks

This project has completed environmental and is fully funded through Design and ROW, minimizing many risks to project delivery. The project is anticipated to be ready earlier than its original RIP programming. Metro and Caltrans will work to maintain the project schedule to allocate by the proposed programming year.

Project Study Report/Project Study Report Equivalents

The linked Supplemental Project Report can be found [here](#)

I-405/Crenshaw Ramp Improvement— Project Map



I-605/I-5 Interchange Project

Description of Corridor

The I-605/I-5 Interchange is part of the I-605 Corridor Improvement Project (I-605 CIP). CIP is a 28 mile long corridor project. The CIP limits are as follows:

- I-605 from I-105 to I-10 generally
- I-5 from Florence to Rio Hondo channel
- SR-60 from Santa Anita to Turnbull Canyon Rd
- I-10 from Peck Rd. to I-605/I-10 interchange
- I-105 from Bellflower Rd. to I-605/I105.

The alternatives for the full program of corridor improvements are included in one large environmental document.

Project Description

This CIP has four alternatives:

- Alt 1 – no build
- Alt 2 – convert existing HOV to HOT and add a General Purpose lane
- Alt 3 – convert existing HOV to HOT and add a Second HOT
- Alt 4 – Keep existing HOV and add a second HOV

The RIP is proposed for the PS&E for the 605/5 Interchange improvements. A Locally Preferred Alternative selected through the environmental review and public outreach process will ultimately determine the alternative (scope) that would be carried into the PS&E (design) phase. The project would also add a HOV to I-5 within the project limits.

Reverse lanes were considered, but are not suitable for the project because the project enhances the existing I-605 corridor which separates directional traffic flow.

Project Cost

PS&E Phase: \$51.5 million

Final project cost and preferred alternative will be determined after approval of final environmental document.

Safety Elements and Capacity Increasing Elements

The primary safety concerns and issues occurring within the project limits are rear-end collisions and side swipes. The addition of general purpose lanes, High Occupancy Vehicle Lanes and/or High Occupancy Toll lanes, and auxiliary lanes along with other design modifications will improve safety.

Depending on the alternative selected, this project will add freeway capacity by constructing either a general purpose lane, a HOT Lane, or an HOV lane. All alternatives, with the exception of Alternative 2, have no net increase of general purpose lane capacity. HOV/HOT elements will increase capacity while also encourage travelers to shift from single occupancy. Moving from single occupancy to two or more passengers per vehicle can help maximize person throughput, displace potential VMT, and as a result, reduce GHG emissions.

Mobility and System Connectivity

The current HOV lane is degraded, and traffic backs up on I-605 because of the convergence that occurs at the I-605/I-5 interchange. Once constructed, this project will significantly reduce idling times and traffic on I-605. Moreover, I-105 and I-10 corridors have planned HOT lanes, and through this project the HOT system network will be enhanced by potentially connecting the HOT lane(s) on I-605 and direct connectors at I-105 and I-10.

Multi-modal Corridor Improvements and Investments

I-605/5 interchange is an element of the I-605 Corridor Improvement Project (CIP) being developed in Los Angeles County along the I-605 Corridor between the Interstate 10 and the Interstate 105. The I-605 connects six major freeways, which have various corridor improvements underway, either planned or in construction.

Currently, I-5 South widening is in construction to Florence Boulevard, I-105 High Occupancy Toll Lanes Project (HOT) is in environmental and an I-10 HOT Lanes project to San Bernardino is also in environmental.

The I-605 CIP includes HOT lanes as a potential improvement feature, which are in Metro's Express Lane strategic network plan and provide connectivity to I-10's existing HOT lanes and I-105's future HOT lanes. Improvements at the I-605/5 interchange will be leveraged as a vital segment of a much larger corridor improvements on I-605.

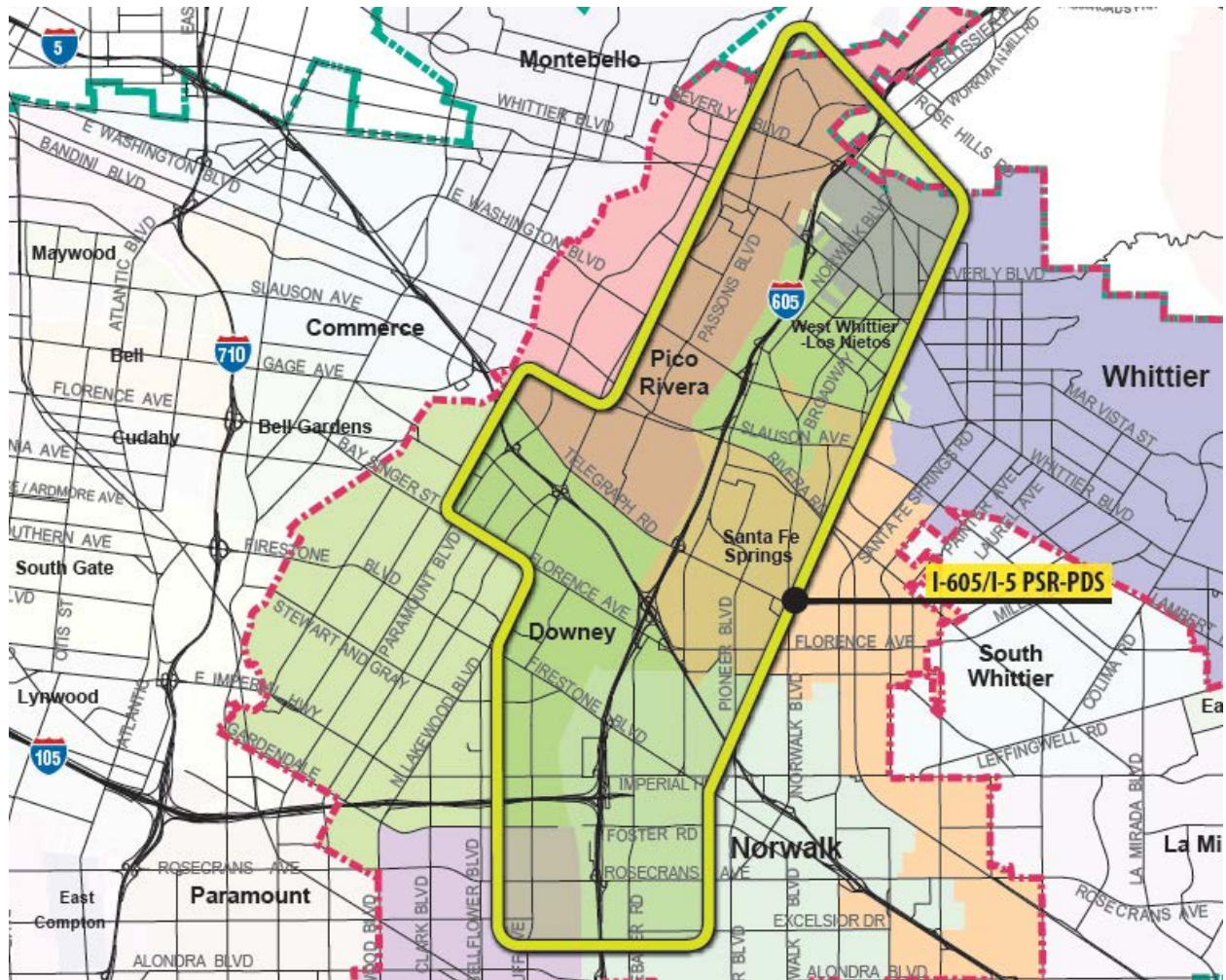
Mitigating the Project Risks

The risk to the CIP is the estimated capital cost to complete the entire 28-mile project. This is being mitigated by identifying improvements and segments within the project limits that will deliver significant benefits and can be sequenced. Additionally, a toll and revenue study is underway to identify revenues that can be captured through tolling upon implementation to leverage private sector funds for future project development phases.

Project Study Report/Project Study Report Equivalents

The linked Project Report can be found [here](#).

I-605/I-5 Interchange Project— Project Map



Bus Replacement Projects (Bus Acquisitions Projects 1 and 2 and Bus/Bus Infrastructure Projects 1 and 2)

Program Description

Metro operates 170 bus routes that operate within the 1,433 square mile Metro service area. Metro's fleet of 2,438 buses facilitates the operation of those 170 routes, providing over 17,800 service hours a day. In order to ensure vehicles can effectively operate service, buses are maintained throughout their useful life and are retired once their useful life has been exceeded. For the purposes of maintaining a fleet-wide state of good repair, Metro replaces the retiring portion of the fleet, which is currently being replaced at a rate of approximately 200 buses per year. The bus replacement projects will assist Metro in meeting these fleet replacement needs. The projects are as follows:

- Amended Bus Acquisition Project 1— 40 Zero Emission Buses
- Amended Bus Acquisition Project 2— 80 Near-zero or Zero Emission Buses
- Bus/Bus Infrastructure Project 1— 100 Near-zero or Zero Emission Buses
- Bus/Bus Infrastructure Project 2— 100 Near-zero or Zero Emission Buses

Goals and Objectives

The bus purchases will support Metro's objectives of providing safe, reliable and high-quality transit service. Additionally, the Bus Acquisition projects will help Metro achieve its goal of maintaining its system in a state of good repair.

Project Cost

- The total project cost for amended Bus Acquisition (Project 1) \$ 30.86 million
- The total project cost for amended Bus Acquisition (Project 2) \$66.70 million
- The total project cost for Bus/Bus Infrastructure (Project 1) \$86.55 million
- The total project cost for Bus/Bus Infrastructure (Project 2) \$88.144 million

Reliability

The vehicles being replaced are the oldest, least reliable, and most maintenance intensive vehicles in the Metro fleet. The older vehicles in the fleet experience a higher rate of breakdowns mid-service, with fewer miles between mechanical failures. Vehicle breakdowns reduce the overall reliability of the system and diminish the appeal of transit to the commuting public. The replacement of these vehicles with the newer fleet will ensure smoother operation, greater reliability and the ability to accommodate existing and grow future ridership.

Mobility and Accessibility

The bus replacement projects will procure wheelchair accessible low floor transit buses, which accommodate the widest spectrum of passengers including children, adults, the elderly, and the physically disabled, conforming to all applicable ADA regulations.

Environmental Benefits

Depending on the selected vehicle technology, the Bus Acquisition projects may range in their degree of reduction of transit-generated GHG emissions. Replacing older buses with newer buses, regardless of the technology will result in GHG emission reductions resulting from improved engine exhaust technology standards. Additionally, reliable and frequent transit service can help encourage mode shift from auto trips to transit trips, leading to greater GHG emission reductions beyond the reductions estimated from the fleet conversion alone. (See Section 13 Project Specific Evaluation for the bus replacement projects on page xx)

Project Study Report/Project Study Report Equivalents

Linked [here](#) is the Project Study Report Equivalent for Bus Acquisition 1

Linked [here](#) is the Project Study Report Equivalent for Bus Acquisition 2

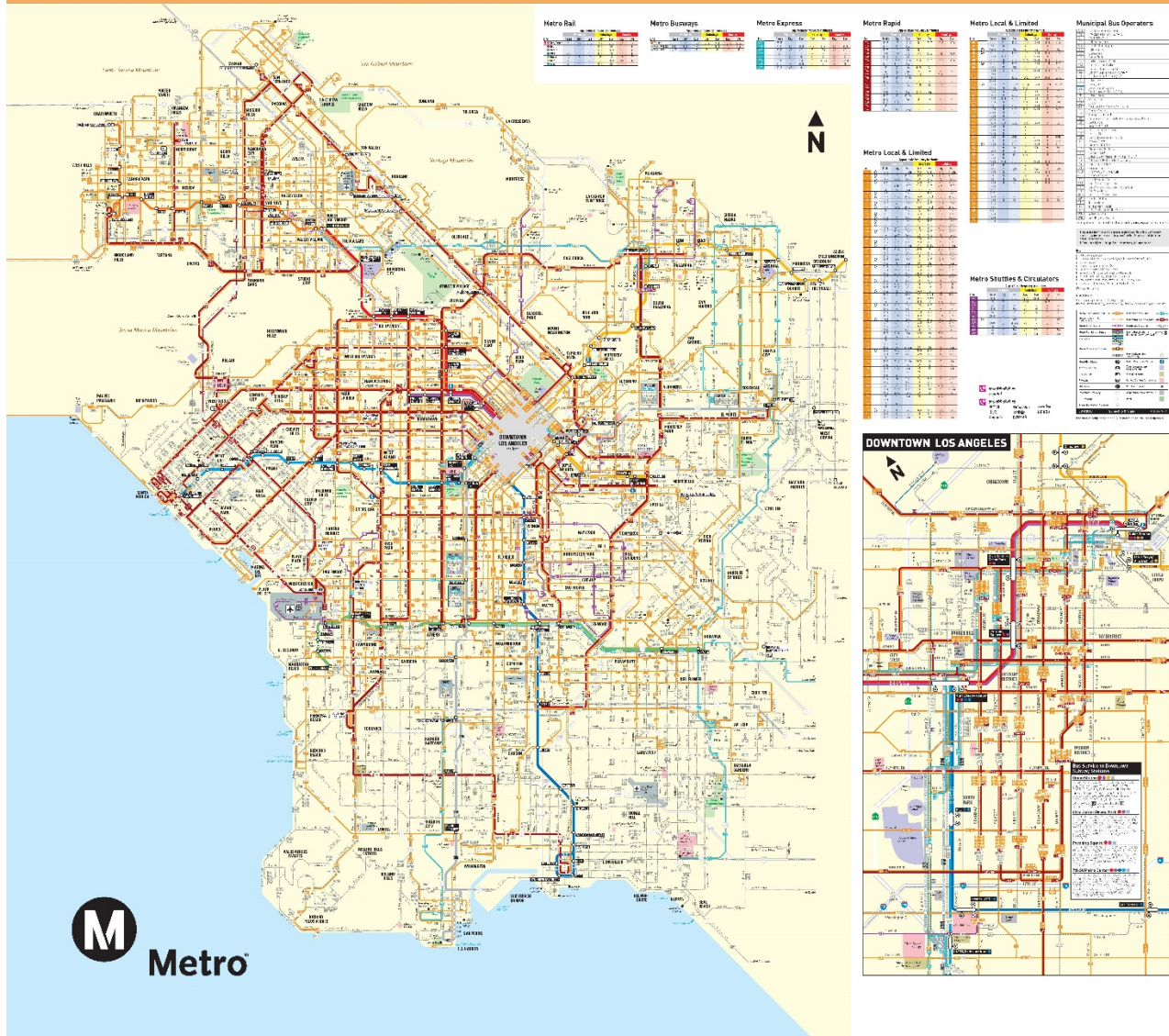
Linked [here](#) is the Project Study Report Equivalent for Bus/Bus Infrastructure Project 1

Linked [here](#) is the Project Study Report Equivalent for Bus/Bus Infrastructure Project 2

Bus Replacement Project— Project Map

Bus and Rail System

metro.net



F. Appendices

Section 15. Projects Programming Request Forms

Section 16. Board Resolution or Documentation of 2020 RTIP Approval

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Project Programming Request (PPR) Forms

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New Projects

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/13/19
District	EA	Project ID		PPNO	MPO ID	
07				5737		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
LA				Los Angeles County Metropolitan Transportation Authority		
				MPO	Element	
				SCAG	Mass Transit	
Project Manager/Contact		Phone		E-mail Address		
Steve Schupak		213 922 6652		schupaks@metro.net		
Project Title						
Bus and Bus Infrastructure Project 1						
Location (Project Limits), Description (Scope of Work)						
The project scope will include 100 near-zero or Zero-Emission Buses (ZEBs), as well as possible bus chargers and charging infrastructure. (Replacement for the AB3090 project PPNO 4356A).						
Component						
		Implementing Agency				
PA&ED		Los Angeles County Metropolitan Transportation Authority				
PS&E		Los Angeles County Metropolitan Transportation Authority				
Right of Way						
Construction		Los Angeles County Metropolitan Transportation Authority				
Legislative Districts						
Assembly:		Senate:		Congressional:		
Project Benefits						
Upgrades the existing fleet to cleaner, higher performing vehicles. Replacing the fleet reduces the mean miles between failures on buses, improving service reliability and performance.						
Purpose and Need						
Supports Metro's bus operations and ensure Metro's fleet is in a state of good repair.						
Category		Outputs			Unit	Total
Rail / Multi-Modal		Rail cars/ transit vehicles			EA	100
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
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)						03/01/22
End Construction Phase (Construction Contract Acceptance Milestone)						02/28/24
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/13/19

Additional Information

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/13/19

District	County	Route	EA	Project ID	PPNO	
07	LA				5737	
Project Title: Bus and Bus Infrastructure Project 1						

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)									Los Angeles County Metropolitan
PS&E									Los Angeles County Metropolitan
R/W SUP (CT)									
CON SUP (CT)									Los Angeles County Metropolitan
R/W									
CON									Los Angeles County Metropolitan
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
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)									
R/W									
CON			86,550					86,550	
TOTAL			86,550					86,550	

Fund No. 1:	Regional Improvement Program (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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									using \$19.132 million of the \$19.75 million from the AB3090 Replacement Project PPNO 4365A
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			19,132					19,132	
TOTAL			19,132					19,132	

using \$19.132 million of the \$19.75 million from the AB3090 Replacement Project PPNO 4365A

Fund No. 2:	Local Funds								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			67,418					67,418	
TOTAL			67,418					67,418	

Fund No. 3:		Existing Funding (\$1,000s)							Program Code
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:		Existing Funding (\$1,000s)							Program Code
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:		Existing Funding (\$1,000s)							Program Code
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 13 Aug 2019 v8.01g)

Complete this page for amendments only**Date:** 12/13/19

District	County	Route	EA	Project ID	PPNO	
07	LA				5737	

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**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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/13/19
District	EA	Project ID		PPNO	MPO ID	
07				5738		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
LA				Los Angeles County Metropolitan Transportation Authority		
				MPO	Element	
				SCAG	Mass Transit	
Project Manager/Contact		Phone		E-mail Address		
Steve Schupak		213 922 6652		schupaks@metro.net		
Project Title						
Bus and Bus Infrastructure Project 2						
Location (Project Limits), Description (Scope of Work)						
The project scope will include 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						
Construction		Los Angeles County Metropolitan Transportation Authority				
Legislative Districts						
Assembly:		Senate:		Congressional:		
Project Benefits						
Upgrades the existing fleet to cleaner, higher performing vehicles. Replacing the fleet reduces the mean miles between failures on buses, improving service reliability and performance.						
Purpose and Need						
Supports Metro's bus operations and ensure Metro's fleet is in a state of good repair.						
Category		Outputs			Unit	Total
Rail / Multi-Modal		Rail cars/ transit vehicles			EA	100
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
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)						01/01/24
End Construction Phase (Construction Contract Acceptance Milestone)						12/31/25
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/13/19

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/13/19

District	County	Route	EA	Project ID	PPNO	
07	LA				5738	
Project Title: Bus and Bus Infrastructure Project 2						

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)									Los Angeles County Metropolitan
PS&E									Los Angeles County Metropolitan
R/W SUP (CT)									
CON SUP (CT)									Los Angeles County Metropolitan
R/W									
CON									Los Angeles County Metropolitan
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
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)									
R/W									
CON					88,144			88,144	
TOTAL					88,144			88,144	

Fund No. 1:	Regional Improvement Program (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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Requesting LA County's maximum target
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					46,344			46,344	
TOTAL					46,344			46,344	

Fund No. 2:	Local Transportation Funds-LTF								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					41,800			41,800	
TOTAL					41,800			41,800	

Fund No. 3:		Existing Funding (\$1,000s)							Program Code
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:		Existing Funding (\$1,000s)							Program Code
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:		Existing Funding (\$1,000s)							Program Code
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 13 Aug 2019 v8.01g)

Complete this page for amendments only

Date: 12/13/19

District	County	Route	EA	Project ID	PPNO	
07	LA				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**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

Amended Projects

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	09/16/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
07		0718000284		9001			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LA				Los Angeles County Metropolitan Transportation Authority			
				MPO		Element	
				SCAG		LA	
Project Manager/Contact		Phone		E-mail Address			
Diego Ramirez / LACMTA		(213)922-2468		ramirezdi@metro.net			
Project Title							
Planning, Programming and Monitoring							
Location (Project Limits), Description (Scope of Work)							
Planning, programming and monitoring							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Los Angeles County Metropolitan Transportation Authority					
Legislative Districts							
Assembly:	4,45,46,47,48,49,50,51,52,5		Senate:	0,21,22,23,24,25,26,27,28,2		Congressional:	8,29,30,31,32,33,34,35,36,3
Project Benefits							
Purpose and Need							
Project planning activities include: evaluating candidate projects; preparing and reviewing Project Study Reports (PSR's), PSR equivalents, major transportation investment studies. Program development activities include: developing the financial plan for the "Call for Projects" (STIP); coordinating with Caltrans in development of the RTIP; identifying cost components for programming; preparing and executing MOU's for STIP funds programmed to local agencies, project nomination sheets for RTIP projects; and preparing RTIP							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals N					Reduces Greenhouse Gas Emissions 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)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/16/19

Additional Information

Project planning activities include: evaluating candidate projects; preparing and reviewing Project Study Reports (PSR's), PSR equivalents, major transportation investment studies. Program development activities include: developing the financial plan for the "Call for Projects" (STIP); coordinating with Caltrans in development of the RTIP; identifying cost components for programming; preparing and executing MOU's for STIP funds programmed to local agencies, project nomination sheets for RTIP projects; and preparing RTIP recommendations and STIP amendments. Metro Planning is responsible for transportation planning and programming functions legislated by the State of California.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA, ,	, ,		0718000284	9001	
Project Title: Planning, Programming and Monitoring						

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)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Los Angeles County Metropolitan
R/W									Caltrans
CON	103,770	4,002	4,002	4,002				115,776	Los Angeles County Metropolitan
TOTAL	103,770	4,002	4,002	4,002				115,776	
Proposed Total Project Cost (\$1,000s)									Notes
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)									
R/W									
CON	103,770	4,002	4,002	2,836	2,837	3,425		120,872	
TOTAL	103,770	4,002	4,002	2,836	2,837	3,425		120,872	

Fund No. 1:	RIP - State Cash (AB 3090) (SC 3090)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan T
PS&E									\$3837 CON voted 01/20/05
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,837							3,837	
TOTAL	3,837							3,837	
Proposed Funding (\$1,000s)									Notes
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)									
R/W									
CON	3,837							3,837	
TOTAL	3,837							3,837	

Fund No. 2:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan T
PS&E									\$1000 CON voted 09/24/98
R/W SUP (CT)									\$1000 CON voted 07/01/99
CON SUP (CT)									\$2100 CON voted 09/01/99
R/W									\$1342 CON voted 01/16/01
CON	96,404	4,002	4,002	4,002				108,410	\$3115 CON voted 07/01/00
TOTAL	96,404	4,002	4,002	4,002				108,410	\$4322 CON voted 10/25/01
									\$3662 CON voted 03/03/05
Proposed Funding (\$1,000s)									Notes
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)									
R/W									
CON	96,404	4,002	4,002	2,836	2,837	3,425		113,506	
TOTAL	96,404	4,002	4,002	2,836	2,837	3,425		113,506	

Fund No. 3:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan T
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,529							3,529	
TOTAL	3,529							3,529	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,529							3,529	
TOTAL	3,529							3,529	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 09/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA			0718000284	9001	

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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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Yes					Date:	09/13/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
07	28600	0713000500		4353			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LA	138	53.2	54.2	Caltrans			
				MPO		Element	
				SCAG		CO	
Project Manager/Contact		Phone		E-mail 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 Los Angeles County, In Littlerock from 0.5 mile west of 72nd Street East to 77th Street East. Widen conventional highway from 2 lanes to 4 lanes.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	36	Senate:	21	Congressional:	25		
Project Benefits							
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, the addition of 2 lanes will improve mobility and enhance safety.							
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. The 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.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Mixed flow lane-mile(s) constructed			Miles	2	
ADA Improvements Y		Bike/Ped Improvements Y			Reversible Lane analysis		No
Inc. Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved					10/07/91		
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type	EIR/FONSI	11/15/2000	
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					03/30/2001		
Begin Design (PS&E) Phase					07/31/2018	12/10/18	
End Design Phase (Ready to List for Advertisement Milestone)					07/31/2020	12/01/21	
Begin Right of Way Phase					07/31/2018	01/02/20	
End Right of Way Phase (Right of Way Certification Milestone)					07/15/2020	11/01/21	
Begin Construction Phase (Contract Award Milestone)					12/14/2020	06/01/22	
End Construction Phase (Construction Contract Acceptance Milestone)					02/01/2023	08/30/24	
Begin Closeout Phase					02/01/2023	08/30/24	
End Closeout Phase (Closeout Report)					02/01/2025	07/25/28	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/13/19

Additional Information

The corridor has been identified in 2001 (Project Report for EA 127200, 104830, 188410, 18420 and 188430). Since then, various segments were created, identified, and built based on effectiveness and funding availability. The last supplemental report was completed in 2013 showing the latest update for the corridor. Since then, remaining segments 4, 6, 9 and 13 were programmed.

Segment 4 and 13 are the last remaining segment that's identified in the original corridor that have not been constructed. Completion of these segments will ensure consistent facility capacity between major regions to facilitate freight movement and passenger vehicle interregional travel by closing the last gap of the corridor.

This project is a segment of a larger highway improvement and reversible lanes would not be compatible with the other highway segments constructed or being constructed.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA, ,	138, ,	28600	0713000500	4353	
Project Title: Widen Conventional Highway (Segment 4)						

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)									Caltrans
PS&E	5,250							5,250	Caltrans
R/W SUP (CT)	6,700							6,700	Caltrans
CON SUP (CT)			4,000					4,000	Caltrans
R/W	9,000							9,000	Caltrans
CON			15,000					15,000	Caltrans
TOTAL	20,950		19,000					39,950	
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	9,000	17,400						26,400	
CON			16,000					16,000	
TOTAL	20,950	17,400	20,000					58,350	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan T
PS&E	5,250							5,250	
R/W SUP (CT)	6,700							6,700	
CON SUP (CT)			4,000					4,000	
R/W	9,000							9,000	
CON			15,000					15,000	
TOTAL	20,950		19,000					39,950	
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	9,000	17,400						26,400	
CON			16,000					16,000	
TOTAL	20,950	17,400	20,000					58,350	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 09/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA	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

Program a total of \$18.4 million of RIP funding from EA 28630 Segment 13 (project ID 0713000216) within the same Corridor. \$17.4 million to ROW capital and \$1 million to CON capital to close the gap of the Corridor. This project is located between other segments that have been widened in the same Corridor. This project is a priority over EA 28630 Segment 13 (project ID 0713000216) which is the last segment of Rte 138 Corridor.

Reason for Proposed Change

In April 2019, total project costs had increased from \$39.95 million to \$58.35 million due to an increase in ROW capital and CON capital. There was an increase of \$17.4 million to ROW capital due to utilities that were not previously accounted for in which the team had found out recently that will need relocation. Also, the costs of relocating SCE poles have risen tremendously due to material costs and inflation. There was an increase of \$1 million to CON capital due to missed escalation rate to mid-construction year.

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

The \$18.4 million cost increase will be funded from cost savings from project EA 28630 Segment 13 (project ID 0713000216) within the same Corridor.

Other Significant Information

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

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Yes					Date:	09/13/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
07	28630	0713000216		4357			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LA	138	66	68.5	Caltrans			
				MPO		Element	
				SCAG		CO	
Project Manager/Contact		Phone		E-mail Address			
Jane Yu		(213)897-1135		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 from 0.4 mile West of 190th Street East to 0.3 mile West of 213th Street East. Widen conventional highway from 2 lanes to 4 lanes.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	36	Senate:	17	Congressional:	25		
Project Benefits							
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.							
Purpose and Need							
The existing facility consists of one lane of travel in each direction. The new facility will provide for two lanes of travel in each direction as well as a median lane and standard width shoulders which will improve safety and capacity.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Mixed flow lane-mile(s) constructed			Miles	5	
ADA Improvements Y		Bike/Ped Improvements Y			Reversible Lane analysis		No
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions Y			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type	EIR		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					03/30/2001		
Begin Design (PS&E) Phase					07/31/2018	07/01/20	
End Design Phase (Ready to List for Advertisement Milestone)					07/31/2020	08/15/22	
Begin Right of Way Phase					07/31/2018		
End Right of Way Phase (Right of Way Certification Milestone)					07/31/2018	08/05/22	
Begin Construction Phase (Contract Award Milestone)					01/15/2021	02/06/23	
End Construction Phase (Construction Contract Acceptance Milestone)					01/16/2023	01/19/26	
Begin Closeout Phase					01/16/2023	01/19/26	
End Closeout Phase (Closeout Report)					06/01/2026	12/14/29	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/13/19

Additional Information

The corridor has been identified in 2001 (Project Report for EA 127200, 104830, 188410, 18420 and 188430). Since then, various segments were created, identified, and built based on effectiveness and funding availability. The last supplemental report was completed in 2017 showing the latest update for the corridor. Since then, remaining segments 4, 6, 9 and 13 were programmed.

Segment 4 and 13 are the last remaining segments that's identified in the original corridor that has not been constructed. Completion of these segments will ensure consistent facility capacity between major regions to facilitate freight movement and passenger vehicle interregional travel by closing the last gap of the corridor.

This project is a segment of a larger highway improvement and reversible lanes would not be compatible with the other highway segments constructed or being constructed.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA, ,	138	28630	0713000216	4357	
Project Title: Widen Conventional Highway (Segment 13)						

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)									Caltrans
PS&E	4,000	4,000						8,000	Caltrans
R/W SUP (CT)	6,500							6,500	Caltrans
CON SUP (CT)				12,000				12,000	Caltrans
R/W	9,500							9,500	Caltrans
CON				55,000				55,000	Caltrans
TOTAL	20,000	4,000		67,000				91,000	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E	4,000	4,000						8,000	
R/W SUP (CT)	6,500							6,500	
CON SUP (CT)				6,800				6,800	
R/W	9,500	8,300						17,800	
CON				33,500				33,500	
TOTAL	20,000	12,300		40,300				72,600	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan T
PS&E		4,000						4,000	
R/W SUP (CT)									
CON SUP (CT)				12,000				12,000	
R/W	9,500							9,500	
CON				55,000				55,000	
TOTAL	9,500	4,000		67,000				80,500	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E		4,000						4,000	
R/W SUP (CT)									
CON SUP (CT)				6,800				6,800	
R/W	9,500	8,300						17,800	
CON				33,500				33,500	
TOTAL	9,500	12,300		40,300				62,100	

Fund No. 2:	RSTP - STP Local (STPL)								Program Code
	Existing Funding (\$1,000s)								20.30.010.810
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
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	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 09/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA	138	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

It is requested to reduce the project limits of EA 28630 Segment 13 (project ID 0713000216) within the same Corridor from post miles 66.0 to 70.1 on SR-138 and post miles 3.4 to 4.5 on SR-18 so that the new project limits for Segment 13 will be from post miles 66.0 to 68.5 on SR-138 only. This will allow the project to have a cost savings of a total of \$26.7 million. Out of this \$26.7 million cost savings, \$8.3 million will be used to fund the ROW capital cost increase in Segment 13 and \$18.4 million will be used to fund the total cost increase of project EA 28600 Segment 4 (project ID 0713000500) within the same Corridor. The remaining un-widened portion of the original project limits of Segment 13 will become Segment 14. The EA and project ID for Segment 14 will be determined in the future. Other considerations of funding for Segment 14 will be determined by LA Metro in the future.

Reason for Proposed Change

There was an increase of \$8.3 million in ROW capital due to utilities that were not previously accounted for in which the team had found out recently that will need relocation. Also, the costs of relocating SCE poles have risen tremendously due to material costs and inflation. There was an overall \$18.4 million cost increase in total project cost for EA 28600 Segment 4 (project ID 0713000500).

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

The \$8.3 million cost increase in ROW capital will be funded by shortening the project limits of this project.

Other Significant Information

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

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	09/18/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
07	29360	0713000238		4451			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LA	405	14.3	15.8	Los Angeles County Metropolitan Transportation Authority			
				MPO		Element	
				SCAG		CO	
Project Manager/Contact		Phone		E-mail Address			
Mehdi Salehinik		(213) 897-7195		mehdi.salehinik@dot.ca.gov			
Project Title							
I-405 @ Crenshaw Boulevard Ramp Improvement							
Location (Project Limits), Description (Scope of Work)							
In Los Angeles County, in the City of Torrance, between Western Avenue& West 182nd Street/ Crenshaw Boulevard□ Add a new I-405 on-ramp at Crenshaw Boulevard, increase storage capacity on the existing on/off ramps and add auxiliary lanes on the I-405 on both directions.							
Component							
PA&ED		California Department of Transportation (Caltrans)					
PS&E		California Department of Transportation (Caltrans)					
Right of Way		California Department of Transportation (Caltrans)					
Construction		California Department of Transportation (Caltrans)					
Legislative Districts							
Assembly:	64,66	Senate:	35	Congressional:	43		
Project Benefits							
Benefits of this project include improvement of freeway and arterial operations, increase in safety and reduced congestion on local arterials and the I-405 mainline.							
Purpose and Need							
The proposed project will increase the capacity of the interchange and provide new turning movements to enhance accessibility and safety, improve traffic flow, operational conditions and alleviate congestion. The need for the project stems from deteriorating operations condition on I-405 and Crenshaw/182nd on/off ramps, a forecasted increase in traffic volumes, increasing delays during AM and PM peak period travel periods and higher than average accident rates at some interfacing intersections.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Auxiliary lane mile(s) constructed			Miles	1.8	
ADA Improvements Yes		Bike/Ped Improvements N			Reversible Lane analysis		No
Inc. Sustainable Communities Strategy Goals		N			Reduces Greenhouse Gas Emissions		N
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					01/02/2014		
Circulate Draft Environmental Document					Document Type		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					06/29/2017		
Begin Design (PS&E) Phase					09/28/2017		
End Design Phase (Ready to List for Advertisement Milestone)					07/31/2020		
Begin Right of Way Phase					03/06/2018		
End Right of Way Phase (Right of Way Certification Milestone)					07/02/2020		
Begin Construction Phase (Contract Award Milestone)					10/07/2020	02/07/21	
End Construction Phase (Construction Contract Acceptance Milestone)					04/03/2023		
Begin Closeout Phase					04/03/2024		
End Closeout Phase (Closeout Report)					04/03/2026		

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/18/19

Additional Information

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/18/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA, ,	405, ,	29360	0713000238	4451	
Project Title: I-405 @ Crenshaw Boulevard Ramp Improvement						

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)	1,700							1,700	California Department of
PS&E	10,200							10,200	California Department of
R/W SUP (CT)	2,200							2,200	California Department of
CON SUP (CT)				12,000				12,000	California Department of
R/W	10,330							10,330	California Department of
CON				56,000				56,000	California Department of
TOTAL	24,430			68,000				92,430	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	1,700							1,700	
PS&E	10,200							10,200	
R/W SUP (CT)	2,200							2,200	
CON SUP (CT)		12,000						12,000	
R/W	10,330							10,330	
CON		62,000						62,000	
TOTAL	24,430	74,000						98,430	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan T
PS&E									
R/W SUP (CT)									
CON SUP (CT)				12,000				12,000	
R/W									
CON									
TOTAL				12,000				12,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		12,000						12,000	
R/W									
CON									
TOTAL		12,000						12,000	

Fund No. 2:	Local Funds - Measure R (MEA_R)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	1,700							1,700	Los Angeles County Metropolitan T
PS&E	10,200							10,200	
R/W SUP (CT)	2,200							2,200	
CON SUP (CT)									
R/W	10,330							10,330	
CON									
TOTAL	24,430							24,430	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,700							1,700	
PS&E	10,200							10,200	
R/W SUP (CT)	2,200							2,200	
CON SUP (CT)									
R/W	10,330							10,330	
CON		62,000						62,000	
TOTAL	24,430	62,000						86,430	

Fund No. 3:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				56,000				56,000	
TOTAL				56,000				56,000	
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 Mar, 1 2018 v7.08)

Complete this page for amendments only**Date:** 09/18/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA	405	29360	0713000238	4451	

SECTION 1 - All Projects**Project Background**

The California Department of Transportation (Caltrans), in cooperation with the City of Torrance, proposes to construct improvements to a 1.2 mile segment of Interstate 405 (I-405) that is located in Los Angeles County. The project involves improving traffic operations of the I-405 between Western Ave, PM 14.4 and Crenshaw Blvd, PM 15.6 and at the Crenshaw Blvd interchange. Improvements include constructing a new southbound (SB) on-ramp from northbound (NB) Crenshaw Blvd and increasing storage space for vehicles on the I-405 on-and-off ramps and local streets by widening the road resulting in congestion mitigation. It will also enhance traffic flow and safety by eliminating vehicles backing onto the streets from freeway on and off ramps.

Programming Change Requested

Accelerate STIP programmed construction support from previously program delayed due to State Cash flow shortage to current program year (FY20)

Reason for Proposed Change

Project is ready to deliver.

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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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	09/18/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
07	29821	0716000208		4624			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LA	605	7.6	11.6	Los Angeles County Metropolitan Transportation Authority			
LA	5	6.3	8.9	MPO		Element	
				SCAG		CO	
Project Manager/Contact		Phone		E-mail Address			
Mehdi Salehinik		(213)897-7195		mehdi.salehinik@dot.ca.gov			
Project Title							
I-605/I-5 Interchange Improvements							
Location (Project Limits), Description (Scope of Work)							
In the cities of Downey, Santa Fe Springs and Norwalk on I-605 from Slauson Avenue to I-105 and in Downey on I-5 from Paramount Boulevard to Florence Avenue.							
Construct direct connectors at the I-605/I-105 interchange; construct an additional HOV/General Purpose or HOT lane on I-605 and an additional HOV lane on I-5.							
Component		Implementing Agency					
PA&ED		Los Angeles County Metropolitan Transportation Authority					
PS&E							
Right of Way							
Construction							
Legislative Districts							
Assembly:	57,58	Senate:	32	Congressional:	38,40		
Project Benefits							
The project will enhance mobility by extending the I-5 South Widening/HOV project between the Orange County line to Paramount Blvd. The project will also provide better connections for HOV/HOT connections on I-605 and reduce bottlenecks currently found on I-605.							
Purpose and Need							
Population and goods movement are expected to place greater demands on the I-605 corridor as a whole. Operational and safety improvements are needed to ease current congestion and address projected growth. The project proposes to enhance mobility, improve public safety and reduce environmental impact. □							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		HOV/HOT lane-mile(s) constructed			Miles	12	
State Highway Road Construction		Mixed flow lane-mile(s) constructed			Miles	8	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis Y		
Inc. Sustainable Communities Strategy Goals N				Reduces Greenhouse Gas Emissions N			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					10/01/2015		
Circulate Draft Environmental Document					Document Type		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					07/01/2021	06/17/21	
Begin Design (PS&E) Phase					10/01/2021		
End Design Phase (Ready to List for Advertisement Milestone)					03/02/2025	09/19/25	
Begin Right of Way Phase					05/01/2022	01/15/23	
End Right of Way Phase (Right of Way Certification Milestone)					12/01/2024	08/22/25	
Begin Construction Phase (Contract Award Milestone)					08/01/2025	04/30/26	
End Construction Phase (Construction Contract Acceptance Milestone)					09/01/2029	06/16/31	
Begin Closeout Phase					02/01/2030	06/17/31	
End Closeout Phase (Closeout Report)					11/01/2030	08/26/33	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/18/19

Additional Information

Update Information for 2020 STIP Programming

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/18/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA, LA,	605, 5,	29821	0716000208	4624	
Project Title: I-605/I-5 Interchange Improvements						

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)	30,069							30,069	Los Angeles County Metropolitan
PS&E		51,500						51,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	30,069	51,500						81,569	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	30,069							30,069	
PS&E			51,500					51,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	30,069		51,500					81,569	

Fund No. 1:	Local Funds - Measure R (MEA_R)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	30,069							30,069	Los Angeles County Metropolitan T
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	30,069							30,069	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	30,069							30,069	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	30,069							30,069	

Fund No. 2:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan T
PS&E		18,170						18,170	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		18,170						18,170	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E			18,170					18,170	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			18,170					18,170	

Fund No. 3:		Local Funds - Local Transportation Funds (LTF)							Program Code
		Existing Funding (\$1,000s)							20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan T
PS&E		33,330						33,330	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		33,330						33,330	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E			33,330					33,330	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			33,330					33,330	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 09/18/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA LA	605 5	29821	0716000208	4624	

SECTION 1 - All Projects**Project Background**

The Los Angeles County Metropolitan Transportation Authority (METRO), in cooperation with the Gateway Cities Council of Governments (GCCOG), San Gabriel Valley Council of Governments (SGVCOG), Caltrans District 7, and the County of Los Angeles, is proposing to construct improvements along I-605 and I-5 freeway corridors. I-605 & I-5 are major facilities within Los Angeles County and carry international, interstate, interregional and intraregional travel. This area is projected to experience substantial growth for goods movements. This project will accommodate the projected growth and improve the overall freeway throughput, operations, connectivity and safety.

Programming Change Requested

STIP Programming Update; Updates to project schedule.

Reason for Proposed Change

The original programming information was based on the information provided in APDE. According to the best available information, this is the current project cost and schedule. PS&E was moved to FY21/22 because it is scheduled to begin on 10/1/21, which falls in FY21/22, not FY20/21.

Future funding for ROW and Construction has been identified in Measures R and M, which will be programmed once a preferred alternative is selected.

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

This amendment provides an update to programming year for PS&E. No delays have been incurred.

Other Significant Information

More information will be provided during the next programming cycle.

SECTION 2 - For SB1 Projects Only**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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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Yes					Date:	09/17/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
07				5430			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LA				Los Angeles County Metropolitan Transportation Authority			
				MPO		Element	
				SCAG		MT	
Project Manager/Contact		Phone		E-mail Address			
Steve Schupak		213 922-6652		schupaks@metro.net			
Project Title							
Bus Acquisition 1							
Location (Project Limits), Description (Scope of Work)							
The project scope will include 40 Zero-Emission Buses (ZEBs) as well as chargers.							
Component							
PA&ED		Los Angeles County Metropolitan Transportation Authority					
PS&E		Los Angeles County Metropolitan Transportation Authority					
Right of Way							
Construction		Los Angeles County Metropolitan Transportation Authority					
Legislative Districts							
Assembly:		Senate:		Congressional:			
Project Benefits							
Bus replacement ensures the safest most reliable vehicles providing the highest quality service and passenger service. Improves the technology, reliability, and performance of Metros bus fleet.							
Purpose and Need							
The bus acquisition project is required to maintain a state of good repair of our bus fleet through the scheduled replacement of vehicles that allows Metros buses to be retired and replaced after the end of their "service life" as defined by the FTA.							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Rail car(s) / transit vehicle(s)			Each	40	
ADA Improvements Y		Bike/Ped Improvements Y			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals Y					Reduces Greenhouse Gas Emissions Y		
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)						07/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)						06/30/22	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/17/19

Additional Information

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/17/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA, ,	, ,			5430	
Project Title: Bus Acquisition 1						

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)									Los Angeles County Metropolitan
PS&E									Los Angeles County Metropolitan
R/W SUP (CT)									
CON SUP (CT)									Los Angeles County Metropolitan
R/W									
CON	185,559	30,246						215,805	Los Angeles County Metropolitan
TOTAL	185,559	30,246						215,805	
Proposed Total Project Cost (\$1,000s)									Notes
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)									
R/W									
CON		30,864						30,864	
TOTAL		30,864						30,864	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.731
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan T
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		30,246						30,246	
TOTAL		30,246						30,246	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Increasing to cover the total project cost.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		30,864						30,864	
TOTAL		30,864						30,864	

Fund No. 2:	Local Funds - TDA (TDA)								Program Code
	Existing Funding (\$1,000s)								20.10.400.171
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan T
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	61,918							61,918	
TOTAL	61,918							61,918	
Proposed Funding (\$1,000s)									Notes
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)									
R/W									
CON									
TOTAL									

Fund No. 3:	FTA Funds - FTA 5307 (FHWA Transfer Funds) (5307-TR)								Program Code
	Existing Funding (\$1,000s)								FTA-TRANSIT
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	29,197							29,197	
TOTAL	29,197							29,197	
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:	FTA Funds - Bus and Bus Facilities Program - FTA 5339 (5339)								Program Code
	Existing Funding (\$1,000s)								FTA-TRANSIT
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	37,790							37,790	
TOTAL	37,790							37,790	
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:	Local Funds								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
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	22,704							22,704	
TOTAL	22,704							22,704	
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:	Local Funds								Program Code
Existing Funding (\$1,000s)									20.10.400.100
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	33,950							33,950	
TOTAL	33,950							33,950	
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 Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 09/17/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA				5430	

SECTION 1 - All Projects**Project Background**

In December 2017, Metro requested programming through the 2018 STIP for future bus purchases, based on our fleet replacement plans and need for approximately 200 buses a year.

Programming Change Requested

Increasing the programmed amount by \$618,000 to fully fund the project for a total of \$30,864,000.

Reason for Proposed Change

The project was proposed in advance of board direction on fleet replacement purchases. The Board has directed staff to meet fleet replacement needs utilizing existing contract options to achieve the 200 bus per year replacement schedule for FY21 and FY22. The project is being amended to support board direction and deliver 40 Zero-Emission Buses, As such the project scope and cost were adjusted.

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Yes					Date:	09/17/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
07				5431			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LA				Los Angeles County Metropolitan Transportation Authority			
				MPO		Element	
				SCAG		MT	
Project Manager/Contact		Phone		E-mail Address			
Steve Schupak		213 922-6652		schupaks@metro.net			
Project Title							
Bus Acquisition - Project 2							
Location (Project Limits), Description (Scope of Work)							
The project scope will include 80 near-zero or Zero-Emission Buses (ZEBs).							
Component							
PA&ED		Los Angeles County Metropolitan Transportation Authority					
PS&E		Los Angeles County Metropolitan Transportation Authority					
Right of Way							
Construction		Los Angeles County Metropolitan Transportation Authority					
Legislative Districts							
Assembly:		Senate:		Congressional:			
Project Benefits							
Bus replacement ensures the safest most reliable vehicles providing the highest quality service and passenger service. Improves the technology, reliability, and performance of Metros bus fleet.							
Purpose and Need							
The bus acquisition project is required to maintain a state of good repair of our bus fleet through the scheduled replacement of vehicles that allows Metros buses to be retired and replaced after the end of their "service life" as defined by the FTA.							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Rail car(s) / transit vehicle(s)			Each	80	
ADA Improvements Y		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions Y			
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)					07/01/2022	07/01/22	
End Construction Phase (Construction Contract Acceptance Milestone)					06/30/2024	0630/2024	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/17/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/17/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA, ,	, ,			5431	
Project Title: Bus Acquisition - Project 2						

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)									Los Angeles County Metropolitan
PS&E									Los Angeles County Metropolitan
R/W SUP (CT)									
CON SUP (CT)									Los Angeles County Metropolitan
R/W									
CON				312,246				312,246	Los Angeles County Metropolitan
TOTAL				312,246				312,246	
Proposed Total Project Cost (\$1,000s)									Notes
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)									
R/W									
CON				66,696				66,696	
TOTAL				66,696				66,696	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								30.10.070.625
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan T
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				17,096				17,096	
TOTAL				17,096				17,096	
Proposed Funding (\$1,000s)									Notes
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)									
R/W									
CON				17,096				17,096	
TOTAL				17,096				17,096	

Fund No. 2:	Local Funds - TDA (TDA)								Program Code
	Existing Funding (\$1,000s)								20.10.400.171
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				83,400				83,400	
TOTAL				83,400				83,400	
Proposed Funding (\$1,000s)									Notes
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)									
R/W									
CON									
TOTAL									

Fund No. 3:	FTA Funds - FTA 5307 (FHWA Transfer Funds) (5307_TR)								Program Code
Existing Funding (\$1,000s)									FTA-TRANSIT
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				32,950				32,950	
TOTAL				32,950				32,950	
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:	FTA Funds - Bus and Bus Facilities Program - FTA 5339 (5339)								Program Code
Existing Funding (\$1,000s)									FTA-TRANSIT
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				43,800				43,800	
TOTAL				43,800				43,800	
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:	Local Funds - Prop C								Program Code
Existing Funding (\$1,000s)									20.10.400.100
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				22,000				22,000	
TOTAL				22,000				22,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				32,908				32,908	
TOTAL				32,908				32,908	

Fund No. 6:		Local Funds - Local Transportation Funds (LTF)							Program Code
		Existing Funding (\$1,000s)							20.10.400.100
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				83,000				83,000	
TOTAL				83,000				83,000	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				16,692				16,692	
TOTAL				16,692				16,692	

Fund No. 7:		Future Need							Program Code
		Existing Funding (\$1,000s)							FUTURE
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				30,000				30,000	
TOTAL				30,000				30,000	
		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 Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 09/17/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA				5431	

SECTION 1 - All Projects**Project Background****Programming Change Requested**

NO programming changes are requested. Only the scope and total project cost are being amended.

Reason for Proposed Change

Metro's Board will be receiving the Zero Emission Bus Conversion Feasibility Study in January of 2020. The study will provide robust considerations and options, as well as a number of recommendations to act on to move towards a fully zero emission fleet by Metro's 2030 goal, and the state's 2040 goal. The project is being revised to recognize future bus purchases are expected to be Zero-emission, but that cannot be known until the Board takes action.

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

Carryover (Unchanged) Projects

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) No					Date:	09/17/19		
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.	
07				4296				
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency				
LA				Los Angeles County Metropolitan Transportation Authority				
				MPO		Element		
				SCAG		Mass Transit		
Project Manager/Contact		Phone		E-mail Address				
Walt Davis		(213)922-3079		daviswa@metro.net				
Project Title								
East San Fernando Valley North-South Transit Project - (ESFV)								
Location (Project Limits), Description (Scope of Work)								
The East San Fernando Valley Light Rail Transit (LRT) project will construct a North-South rail line with 14 stations, designed to improve transit service in the San Fernando Valley. The LRT service will travel between the Metro Orange Line to the south to the Sylmar/San Fernando Metrolink Station to the north, via the median of Van Nuys Blvd between the Metro Orange Line and San Fernando Road (6.7 miles), then northwest via the rail road right of way that's adjacent to San Fernando Road, for 2.5 miles to the Sylmar/San Fernando Metrolink station. In total, the project will be 9.2 miles in length with connections with two Metrolink alignments (Ventura and Antelope Valley) and the Metro Orange Line for regional connectivity. This request will fund construction.								
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:	39, 46		Senate:	18		Congressional:	29,30	
Project Benefits								
The Project will increase transit options and connectivity for corridor residents, many of whom live in disadvantaged communities and belong to low-income households. This improvement is anticipated to reduce automobile congestion, improve travel times and increase transit ridership in the corridor which will reduce greenhouse gas emissions related to transportation and improve air quality. (continued on page 2)								
Purpose and Need								
This line will increase the intermodal connectivity between bus and commuter rail in the San Fernando Valley, connecting with the Metro Orange Line to the south, and the Sylmar/San Fernando Metrolink Station to the north. The project will also provide new service and infrastructure that would improve passenger mobility and connectivity to regional activity centers, increase transit service efficiency (speeds and passenger throughput), the increase transit service options and reduce auto traffic will reduce greenhouse gas emissions.								
Category		Outputs/Outcomes			Unit	Total		
Intercity Rail/Mass Trans		Mile(s) of new track			Miles	9.2		
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis		No	
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions			Yes
Project Milestone					Existing	Proposed		
Project Study Report Approved					08/01/01			
Begin Environmental (PA&ED) Phase					07/01/2016	01/02/13		
Circulate Draft Environmental Document				Document Type	EIR	08/22/2017	09/01/17	
Draft Project Report					11/20/2017	02/28/19		
End Environmental Phase (PA&ED Milestone)					10/02/2018	01/13/20		
Begin Design (PS&E) Phase					11/16/2018	03/24/22		
End Design Phase (Ready to List for Advertisement Milestone)					03/18/2021	04/12/24		
Begin Right of Way Phase					10/18/2019	06/27/20		
End Right of Way Phase (Right of Way Certification Milestone)					08/19/2021	07/19/22		
Begin Construction Phase (Contract Award Milestone)					12/20/2021	03/23/22		
End Construction Phase (Construction Contract Acceptance Milestone)					12/04/2026	09/17/27		
Begin Closeout Phase					12/07/2026	06/27/28		
End Closeout Phase (Closeout Report)					12/03/2027	07/06/29		

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/17/19

Additional Information**PROJECT BENEFITS (Continued) –**

The project supports the implementation of sustainable communities strategies, and will contribute to many goals of the program, such as:

- Reducing vehicles miles traveled from automobiles and the number of automobile trips through growth in transit ridership;
- The contribution of the project to the acceleration of later phases of the project or to other rail and transit projects in the region or service area;
- Improving public health, with particular emphasis on elements benefiting the most impacted and disadvantaged communities, low-income communities, and/or low-income households.
- Increasing the attractiveness of a transit served area for the location of additional jobs and housing, and the resulting low carbon impact of such location efficiency on statewide GHG emissions relative to the status quo.
- Enhance the connectivity, integration, and coordination of the state's various transit systems, including, but not limited to, regional and local transit systems and the high speed rail system.
- Reduce GHG emissions: The results of the GHGe modeling suggest that 15,662 tons of GHGe will be reduced in the first year of the project's operation, and increase to 52,151 metric tons of reduction in its 20th year of operation, with a total reduction in GHGe over the 20 years proscribed by the model of 557,202 tons, or an average annual reduction of 27,860.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/17/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA, ,	, ,			4296	
Project Title: East San Fernando Valley North-South Transit Project - (ESFV)						

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)	76,000							76,000	Los Angeles County Metropolitan
PS&E									Los Angeles County Metropolitan
R/W SUP (CT)									Los Angeles County Metropolitan
CON SUP (CT)									Los Angeles County Metropolitan
R/W		125,030						125,030	Los Angeles County Metropolitan
CON			1,084,400	372,508				1,456,908	Los Angeles County Metropolitan
TOTAL	76,000	125,030	1,084,400	372,508				1,657,938	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	76,000							76,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		125,030						125,030	
CON			989,462	167,509	204,999			1,361,970	
TOTAL	76,000	125,030	989,462	167,509	204,999			1,563,000	

Fund No. 1:	TCRP (Committed) - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								30.10.710.010
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	28,900							28,900	Los Angeles County Metropolitan T \$9000 PAED voted 10/20/16 \$9000 CON voted 06/28/17 \$18000 PAED voted 06/28/17
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	28,900							28,900	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	28,900							28,900	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	28,900							28,900	

Fund No. 2:	Local Funds								Program Code
	Existing Funding (\$1,000s)								LOCAL FUNDS
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	47,100							47,100	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		90,400						90,400	
CON			1,084,400					1,084,400	
TOTAL	47,100	90,400	1,084,400					1,221,900	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	47,100							47,100	\$810.5 M is Measure M. Balance of local funds come from Prop A, C and Measure R.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		90,400						90,400	
CON			989,462					989,462	
TOTAL	47,100	90,400	989,462					1,126,962	

Fund No. 3:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan T
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		34,630						34,630	
CON				167,509				167,509	
TOTAL		34,630		167,509				202,139	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		34,630						34,630	
CON				167,509				167,509	
TOTAL		34,630		167,509				202,139	

Fund No. 4:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (TIRCP)								Program Code
Existing Funding (\$1,000s)									20.XX.800.200
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				204,999				204,999	
TOTAL				204,999				204,999	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					204,999			204,999	
TOTAL					204,999			204,999	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 09/17/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA				4296	

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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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/13/19
District	EA	Project ID		PPNO	MPO ID	
07		0718000293		4025		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
LA				Los Angeles County Metropolitan Transportation Authority		
				MPO	Element	
				SCAG	Mass Transit	
Project Manager/Contact		Phone		E-mail Address		
Nathan Maddox		(213) 922-7368		maddoxn@metro.net		
Project Title						
Systemwide Light Rail Vehicles						
Location (Project Limits), Description (Scope of Work)						
Los Angeles County. The LACMTA intends to purchase a total of 235 vehicles in the System-wide Light Rail Vehicles (P3010 LRV) Procurement project. The procurement consisted of a base buy of 78 LRVs for the extension of three lines. The contract also included four options of 22, 75, 35, and 21 LRVs, respectively. The options are associated with transit projects included in the 30/10 initiative, including the extension of two additional line and replacement vehicles. LACMTA estimated that the new vehicles, collectively known as the "P3010" Series, would cost \$4.3 million per car.						
Component						
PA&ED		Los Angeles County Metropolitan Transportation Authority				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Los Angeles County Metropolitan Transportation Authority				
Legislative Districts						
Assembly:		Senate:		Congressional:		
Project Benefits						
The new vehicles will provide needed capacity expansion and improve service delivery of our light rail system and allow a smooth transitioning out of old rail vehicles that have reached the end of their revenue service life.						
Purpose and Need						
Vehicles are needed to expand existing fleet and meet the anticipated service demand, and replace vehicles that have reached the end of their useful service life. Improve mobility throughout the County of Los Angeles.						
Category		Outputs			Unit	Total
Rail / Multi-Modal		Rail cars/ transit vehicles			EA	235
NHS Improvements	No	Roadway Class			Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals		No		Reduces Greenhouse Gas Emissions Yes		
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)						08/30/12
End Construction Phase (Construction Contract Acceptance Milestone)						08/31/23
Begin Closeout Phase						08/31/23
End Closeout Phase (Closeout Report)						03/31/24

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/13/19

Additional Information

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/13/19

District	County	Route	EA	Project ID	PPNO	
07	LA			0718000293	4025	
Project Title: Systemwide Light Rail Vehicles						

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)									Los Angeles County Metropolitan
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Los Angeles County Metropolitan
R/W									Caltrans
CON	819,978	32,378	119,844					972,200	Los Angeles County Metropolitan
TOTAL	819,978	32,378	119,844					972,200	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	819,978	32,378	119,844					972,200	
TOTAL	819,978	32,378	119,844					972,200	

Fund No. 1:	RIP - Public Transportation Account (PTA)								Program Code
	Existing Funding (\$1,000s)								30.10.070.626
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan T
PS&E									\$849 CON voted 02/23/12
R/W SUP (CT)									\$6120 CON voted 02/23/12
CON SUP (CT)									
R/W									
CON	33,969							33,969	
TOTAL	33,969							33,969	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	33,969							33,969	
TOTAL	33,969							33,969	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan T
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	333,419	2,099	119,844					455,362	
TOTAL	333,419	2,099	119,844					455,362	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	333,419	2,099	119,844					455,362	
TOTAL	333,419	2,099	119,844					455,362	

Fund No. 3:	Local Funds - Measure R (MEA_R)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan T
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	72,500	2,479						74,979	
TOTAL	72,500	2,479						74,979	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	72,500	2,479						74,979	
TOTAL	72,500	2,479						74,979	

Fund No. 4:	CMAQ - Congestion Mitigation (CMAQ)								Program Code
Existing Funding (\$1,000s)									20.30.010.820
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	81,386							81,386	
TOTAL	81,386							81,386	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	81,386							81,386	
TOTAL	81,386							81,386	

Fund No. 5:	State Bond - Public Transportation Modernization Improvement (PTMISEA)								Program Code
Existing Funding (\$1,000s)									30.20.090.000
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	6,713							6,713	
TOTAL	6,713							6,713	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	6,713							6,713	
TOTAL	6,713							6,713	

Fund No. 6:	RSTP - STP Local (STPL)								Program Code
Existing Funding (\$1,000s)									20.30.010.810
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	49,489							49,489	
TOTAL	49,489							49,489	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	49,489							49,489	
TOTAL	49,489							49,489	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Complete this page for amendments only

Date: 12/13/19

District	County	Route	EA	Project ID	PPNO	
07	LA			0718000293	4025	

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	09/18/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
07	21061	0718000351		2741N			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LA	71	R0.5	R1.6	Caltrans			
				MPO		Element	
				SCAG		CO	
Project Manager/Contact		Phone		E-mail Address			
John K Lee		(213)897-8623		john.k.lee@dot.ca.gov			
Project Title							
Route 71 Expressway to Freeway Conversion (Interstate 10 to Mission Road)							
Location (Project Limits), Description (Scope of Work)							
In Pomona from Interstate 10 to Mission Road. □ Add one mixed flow lane and one HOV lane in each direction.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	59,61		Senate:	29,32		Congressional:	26,38
Project Benefits							
This project proposes to upgrade 1 mile of existing four-lane expressway to an eight lane freeway. The project is to provide freeway speeds and capacity, relieve existing traffic congestion, increase traffic safety and accomodate future traffic demands resulting from regional growth.							
Purpose and Need							
Route 71 is a major regional highway transportation facility traversing parts of Los Angeles, San Bernardino, and Riverside County. The route serves heavy commute traffic originating in the communities of Chino, Ontario and Pomona that is destined for employment centers in Orange and Los Angeles Counties. The purpose of this project is to alleviate traffic congestion by increasing capacity to handle the forecasted traffic volumes in coming years due to extensive development in the region.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		HOV/HOT lane-miles constructed			Miles	2	
State Highway Road Construction		Mixed flow lane-miles constructed			Miles	2	
State Highway Road Construction		New bridges			each	1	
State Highway Road Construction		Modified/Reconstructed bridges			each	3	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis		Yes
Inc. Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved					02/01/01		
Begin Environmental (PA&ED) Phase						04/01/02	
Circulate Draft Environmental Document				Document Type		11/01/12	
Draft Project Report						11/01/12	
End Environmental Phase (PA&ED Milestone)						05/31/13	
Begin Design (PS&E) Phase					07/01/2016	07/01/16	
End Design Phase (Ready to List for Advertisement Milestone)					12/14/2020	03/15/22	
Begin Right of Way Phase					07/01/2017	07/01/17	
End Right of Way Phase (Right of Way Certification Milestone)					12/14/2020	02/15/22	
Begin Construction Phase (Contract Award Milestone)					06/21/2021	09/19/22	
End Construction Phase (Construction Contract Acceptance Milestone)					07/14/2025	07/18/25	
Begin Closeout Phase					08/17/2025	08/17/25	
End Closeout Phase (Closeout Report)					08/20/2028	08/20/28	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/18/19

Additional Information

Project proposed to be delivered in two stages. This project, Phase 2, between Route 10 and Mission Boulevard (Post Mile from 0.5 to 1.6), will add one mixed flow lane and one HOV lane in each direction on Route 71. This project will be ready to list by March 2022.

This segment from Route 10 and Mission Boulevard (Post Mile 0.5 to 1.6), is one of the segments that were identified in the project report that spans from Post Mile 0.5 to 4.8. The total project will add one mixed flow lane and one HOV lane in each direction on Route 71. The other segment, Post Mile from 1.6 to 4.8, PPNO: 2741S, will be ready to list by December 2019. This project was split from the original Project (EA 21060, PPNO 2741) due to permit process for the structure over railroad crossing. However, delay in construction of the structures will not cause a major impact to the rest of the corridor. Both projects are projected to finish at similar date.

By significantly reducing congestion through one of the busiest freight and travel corridors in the state, the Project would lower vehicle idling time, resulting in a reduction in the emission of greenhouse gases (GHG) and other pollutants. Each year, the Project would reduce vehicle emissions by approximately 66 tons of criteria pollutants and 12,240 tons of CO2 emissions on average. Furthermore, after 20 years of operation, the expansion would save an estimated 246,114 tons of criteria pollutants and GHG emissions, valued at over \$24 million.

Strategic enhancements to vehicle capacity on this corridor will reduce an average of 51 ton of carbon monoxide emissions, which helps reduce localized concentrations of this pollutant along residential streets in the cities of Pomona and Diamond Bar that flank SR-71 and its intersections. It would further reduce 840 pounds of PM10 and PM2.5 emissions that would help reduce particulate concentrations along this corridor. Further, the 34 tons of NOx and 3 tons of annual VOC emission reductions will help reduce ozone precursors and contribute to the region's attainment of federal and State air quality standards. Finally, the project would reduce CO2 emissions annually and help advance the State and region's quest to implement the CARB Climate Change Scoping Plan and SCAG's 2016 Regional Transportation Plan and Sustainable Communities Strategy.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/18/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA, ,	71, ,	21061	0718000351	2741N	
Project Title: Route 71 Expressway to Freeway Conversion (Interstate 10 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)									Caltrans
PS&E	8,328							8,328	Caltrans
R/W SUP (CT)	1,000							1,000	Caltrans
CON SUP (CT)			15,000					15,000	Caltrans
R/W	7,000							7,000	Caltrans
CON			114,000					114,000	Caltrans
TOTAL	16,328		129,000					145,328	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E	13,000							13,000	
R/W SUP (CT)	5,000							5,000	
CON SUP (CT)			15,000					15,000	
R/W	22,400							22,400	
CON			114,000					114,000	
TOTAL	40,400		129,000					169,400	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan T Prior allocation of \$1,592,000 PAED will remain with Parent Project EA 21060. Prior TCRF allocation of \$2,457,000 PAED and \$2,343,000 PS&E will remain with Parent Project EA 21060.
PS&E									
R/W SUP (CT)									
CON SUP (CT)			15,000					15,000	
R/W									
CON			5,000					5,000	
TOTAL			20,000					20,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			15,000					15,000	
R/W									
CON			5,000					5,000	
TOTAL			20,000					20,000	

Fund No. 2:	Local Funds - Local Measure (MEA)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan T
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			109,000					109,000	
TOTAL			109,000					109,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			109,000					109,000	
TOTAL			109,000					109,000	

Fund No. 3:		Other Fed - STP Local (STPL)							Program Code
		Existing Funding (\$1,000s)							20.30.010.810
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E	8,328							8,328	
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)									
R/W	7,000							7,000	
CON									
TOTAL	16,328							16,328	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E	13,000							13,000	
R/W SUP (CT)	5,000							5,000	
CON SUP (CT)									
R/W	22,400							22,400	
CON									
TOTAL	40,400							40,400	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 09/18/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA	71	21061	0718000351	2741N	

SECTION 1 - All Projects**Project Background**

Route 71 is a major regional highway transportation facility traversing parts of Los Angeles, San Bernardino, and Riverside County. It is a connecting link for major east-west corridors passing through the area and serves as an inland passageway for interregional travel between San Diego and the eastern portion of the Los Angeles area. The route also serves heavy commute traffic originating in the communities of Chino, Ontario and Pomona that is destined for employment centers in Orange and Los Angeles Counties. The purpose of this project is to alleviate traffic congestion by increasing capacity on Route 71 from Interstate 10 to Route 60 to handle the forecasted traffic volumes in coming years due to extensive development in the region.

Programming Change Requested

This project will be constructed in 2 stages. Stage 1 is from Mission to Route 60 (Post Mile from 1.6 to 4.8) will be ready to list by December 2019.

Stage 2 (this project) is between Route 10 and Mission Boulevard (Post Mile 0.5 to 1.6), and will require \$15 Million RIP for the construction support with \$5 Million for construction capital.

Reason for Proposed Change

Update information for 2020 STIP programming

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

Non-SHOPP programming cost estimate update per current estimation.

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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Documentation of
2020 RTIP Regional Agency Board Approval

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Board Report

File #: 2019-0679, File Type: Program

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 16, 2019

SUBJECT: 2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE the programming of up to \$51,440,000, as well as the proposed program amendments, in the 2020 Los Angeles County Regional Transportation Improvement Program (RTIP) as shown in Attachment A.

ISSUE

In August 2019, the California Transportation Commission (CTC) adopted the 2020 State Transportation Improvement Program (STIP) Fund Estimate (FE), which provides new funding capacity over the five-year STIP period from Fiscal Year (FY) 2021 through FY 2025. Metro prepares the Regional Transportation Improvement Plan (RTIP) for Los Angeles County, programming the county's regional funding share through FY 2025. The RTIP must be adopted by the Board prior to the December 13, 2019 RTIP submittal deadline to the CTC in order to program funds in the 2020 State Transportation Improvement Program (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 2018. 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 RTIP portion is the subject of the recommendations of this report. The second portion is the Interregional Transportation Improvement Program (ITIP), which consists of the remaining 25% of the STIP and is developed by Caltrans.

DISCUSSION

Relationship to the 2018 STIP

Staff utilized the Evaluative Criteria Framework, as established in the September 2017 Board report on State and Federal Transportation Funding Programs (File #2017-0546) and updated in September 2019 (File# 2019-0601), to identify the appropriate program of projects. Staff aimed to use formula funds strategically for projects that were less likely to compete well in discretionary programs and for

those that have a low tolerance for risk.

Through the 2018 STIP, Los Angeles County's RTIP was programmed for its maximum funding share of \$427.6 million, of which \$110.5 million was advanced future shares. An additional advance of \$41 million was made through the Advanced Project Development Element (APDE) of the STIP to fund three projects through final design to support their development as shovel ready projects for future funding cycles. As a result of these advances, very little funding shares will be distributed to LA County through the 2020 STIP, unless additional county share advances are made available.

Proposed 2020 RTIP Programming

Metro staff proposes to program up to \$51.44 million (including potential advances) and to amend existing programming in the 2020 RTIP. The 2020 STIP Fund Estimate (FE) included \$5.1 million in planning, programming and monitoring funds for Los Angeles County that must be programmed for RTIP administration activities. Additionally, the STIP FE included up to \$46.34 million that could be advanced into the 2020 STIP period for Los Angeles County, should other regions under-program their RTIPs in the 2020 STIP. Staff recommends requesting \$46.34 million of advanced shares be programmed for a future bus and bus infrastructure project. This recommendation is consistent with the Evaluative Criteria Framework. Lastly, the 2020 RTIP amends the existing program to support the delivery of previously programmed projects. The proposed 2020 RTIP, including the amended and additional programming, is included in Attachment A. The project descriptions for all of the RTIP projects is included in Attachment B.

Equity Platform

This board action employs the Equity Platform Pillar III "Focus and Deliver" by planning resources to strategically invest in high-quality mobility options for Los Angeles County, including highway and transit improvements, as well as cleaner and more efficient infrastructure including new buses.

DETERMINATION OF SAFETY IMPACT

Adoption of the 2020 RTIP will authorize staff to seek funds to make safety and other mobility improvements in several areas of the county.

FINANCIAL IMPACT

Approval of the 2020 RTIP for LA County will have no negative financial impact to the county. The 2020 RTIP fulfills prior and anticipated commitments of the Long Range Transportation Plan and the Measure M Expenditure Plan.

Impact to Budget

The 2020 RTIP includes funding for FY21 through FY25 and has no impact to the FY20 budget. Following CTC action on the 2020 RTIP in the spring of 2020, staff will include the programmed resources in the corresponding budgets.

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 supporting 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 2020 RTIP. This option is not recommended as it would force LA County to surrender up to \$51.44 million in RTIP funds through the 2020 STIP period. Additionally, failure to adopt the RTIP could cause delay for the projects proposed herein, such as the SR 138 Segments 6 and 13.

NEXT STEPS

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

- Submit RTIP request to CTC - December 13, 2019
- CTC publishes staff recommendations - February 28, 2020
- CTC adopts STIP - March 25-26, 2020

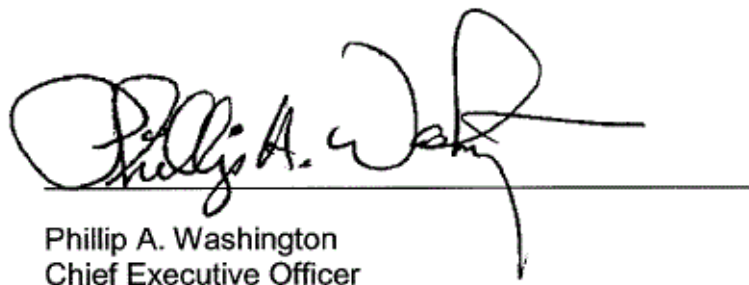
ATTACHMENTS

Attachment A - 2020 Los Angeles County RTIP Summary and Program

Attachment B - RTIP Project Descriptions

Prepared by: Zoe Unruh, Manager, Countywide Planning & Development, (213) 418-3319
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



Phillip A. Washington
Chief Executive Officer

Metro is responsible for transmitting the 2020 Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC) by December 13, 2019 for their program adoption in March 2020. The program was developed using the Evaluative Criteria Framework (ECF), which focuses resources on the Metro Board's highest priorities, and maximizes funding opportunities.

Within the ECF, staff's first priority for the 2020 RTIP is to support existing projects within the program. The programming from prior RTIPs is unchanged for the following projects:

1. SR 71 (North)
2. Bus Acquisition Project 2
3. East San Fernando Valley Transit Project
4. Light Rail Vehicles

Staff proposes amending the existing RTIP to support the delivery of existing projects and priorities as follows:

1. Planning, Programming and Monitoring- Reducing prior FY 23 programming by \$1,166,000 in order to shift those funds to FY24 for the purposes of maintaining consistent resources year to year.
2. AB3090 Replacement Project- Reducing the AB 3090 project by \$618,000 (see item 7 below), for a total of \$19,132,000. The project is amended to identify the replacement project as the Bus and Bus Infrastructure Project.
3. The I-405/Crenshaw Ramp Improvement Project- Moving Construction programming from FY23 to FY21 to align with the project's schedule.
4. I-605/I-5 Interchange- Moving Final Design (PS&E) from FY21- FY22 based on the latest project schedule.
5. SR 138 Segment 13- Shifting funds between the Construction Capital and Right-of-Way Capital Phases based on updated cost estimates. An additional \$18,400,000 is reduced from the project and shifted to SR 138 Segment 4 to fully fund the segment under an updated cost estimate.
6. SR 138 Segment 4- Increasing the Right-of-Way Capital Phase by \$17,400,000 million and the Construction Capital Phase by \$1,000,000 using the balance of funds shifted from Segment 13.

7. Bus Acquisition Project 1- Increasing project funding by \$618,000 with funds from the AB 3090 Replacement Project to fully fund the 40 Zero Emission Bus order.

Staff proposes programming additional funding as follows:

1. Planning, Programming and Monitoring- Programming the additional \$5,096,000 of Planning, Programming and Monitoring Funds between the newly added STIP program years FY24 (\$1,671,000) and FY25 (\$3,425,000).
2. Bus/Bus Infrastructure Project 2- Requesting to advance up-to \$46,344,000 of future shares for the Bus/Bus Infrastructure Project 2, consistent with the Evaluative Criteria Framework.

2020 RTIP NEW AND EXISTING PROGRAMMING AND AMENDMENTS (\$1000s)
ATTACHMENT A

									Project Phase					
EXISTING PROGRAMMING (UNCHANGED)	PPNO	Prior	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Total	R/W	Con	E&P	PS&E	R/W Sup	Con Sup
Highway														
1 SR 71 (North Segment)	2741N	-		20,000				20,000		5,000				15,000
Transit														
2 Bus Acquisition Project 2	5431	-			17,096			17,096		17,096				
3 East San Fernando Valley Transit Corridor	4296	-	34,630		167,509			202,139	34,630	167,509				
4 Light Rail Vehicles	4025	276,471	27,800					304,271		304,271				
5 Prior Programming Subtotal		276,471	62,430	20,000	184,605	-	-	543,506	34,630	493,876	-	-	-	15,000

									Project Phase					
AMENDMENTS	PPNO	Prior	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Total	R/W	Con	E&P	PS&E	R/W Sup	Con Sup
6 Planning Programming & Monitoring	9001	2,308	4,002	4,002	4,002			14,313		14,313				
7 Planning Programming & Monitoring	9001	2,308	4,002	4,002	2,836	1,166		14,313		14,313				
Highway														
8 I-405 Crenshaw Blvd Ramp Improvement	4451				12,000			12,000		12,000				
9 I-405 Crenshaw Blvd Ramp Improvement	4451	-	12,000					12,000		12,000				
10 I-605/I-5 Interchange Improvements	4624		18,170					18,170				18,170		
11 I-605/I-5 Interchange Improvements	4624	-		18,170				18,170				18,170		
12 SR 138 Seg 13	4357	9,500	4,000		67,000			80,500	9,500	55,000		4,000		12,000
13 SR 138 Seg 13	4357	17,800	4,000		40,300			62,100	17,800	33,500		4,000		6,800
14 SR 138 Seg 4	4353	20,950		19,000				39,950	9,000	15,000		5,250	6,700	4,000
15 SR 138 Seg 4	4353	38,350		20,000				58,350	26,400	16,000		5,250	6,700	4,000
Transit														
16 AB3090 Replacement Project	4365A		19,750					19,750		19,750				
17 Bus/Bus Infrastructure (AB3090 replacement)	4365A			19,132				19,132		19,132				
18 Bus Acquisition Project 1	5430		30,246					30,246		30,246				
19 Bus Acquisition Project 1	5430	-	30,864					30,864		30,864				
20 Amendments Subtotal		58,458	50,866	61,304	43,136	1,166		214,929	44,200	125,809		27,420	6,700	10,800

									Project Phase					
NEW PROGRAMMING	PPNO	Prior	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Total	R/W	Con	E&P	PS&E	R/W Sup	Con Sup
21 Planning Programming & Monitoring	9001					1,671	3,425	5,096		5,096				
Transit														
22 Bus/Bus Infrastructure Project 2 (Tier II request)	5431					46,344		46,344		46,344				
23 New Programming Subtotal						48,015	3,425	51,440	-	51,440	-	-	-	-

									Project Phase					
LOS ANGELES COUNTY 2020 RTIP	PPNO	Prior	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Total	R/W	Con	E&P	PS&E	R/W Sup	Con Sup
24 Net New Programming						48,015	3,425	51,440		51,440				
25 Total RIP Funding		334,929	113,296	81,304	227,741	49,181	3,425	809,875	78,830	671,125	-	27,420	6,700	25,800

Projects Proposed for the 2020 Los Angeles Regional Transportation Improvement Program (RTIP)

The following project descriptions are provided to give an overview of the project scopes for the proposed projects in the RTIP. Additional project detail and performance information will be included in the 2020 RTIP submittal to the CTC.

- The Bus Acquisition Project 1 is required to maintain a state of good repair of our bus fleet through a replacement schedule that allows Metro's buses to be retired and replaced after the end of their "useful life" as defined by the FTA. Programming is proposed for FY21. The project supports the ongoing fleet replacement and upgrading required to support Metro's bus operations. The \$30.8 million project includes 40 Zero-Emission Buses (ZEBs) and chargers.
- Programming for the Bus Acquisition Project 2 is proposed for FY23. This programming will fund a scheduled future bus purchase and bus infrastructure project. This project supports the ongoing fleet replacement and upgrading required to support Metro's bus operations and ensure Metro's fleet is in a state of good repair. The project scope will include near-zero or Zero-Emission Buses (ZEBs), as well as possible bus chargers and charging infrastructure.
- The Bus and Bus Infrastructure Project is proposed as the replacement project for the AB3090. Programming is requested for FY22 for \$19.32 million. This project supports the ongoing fleet replacement and upgrading required to support Metro's bus operations and ensure Metro's fleet is in a state of good repair. The project scope will include near-zero or Zero-Emission Buses (ZEBs), as well as possible bus chargers and charging infrastructure.
- The East San Fernando Valley Transit Corridor Project will provide 9.2 miles of Light Rail Transit service in the eastern San Fernando Valley along Van Nuys Boulevard and San Fernando Road. Programming is proposed for the Right-of-Way Phase in FY 21 and for Construction in FY 23. Should the project be delivered under a design-build contract, the funding proposed would support the right-of-way, design and construction of the project.
- The I-405/Crenshaw Ramp Improvement Project will improve the on and off ramps at Crenshaw Boulevard and 182nd Street, by providing new on-ramp facilities, additional storage capacity for the off-ramps, as well as an auxiliary and deceleration lanes between Western and Crenshaw Blvd on the I-405 mainline.
- The I-605/I-5 Interchange Improvements Project proposes improvements on the I-605 from Florence Ave to Paramount Blvd. Funding for the Plans, Specifications and Estimates Phase is proposed for FY22.

- The SR-138 Segment 4 is programmed for construction in FY22. The new facility provides two travel lanes in each direction, as well as standardized shoulder widths and a median turning lane over a 1 mile stretch of the SR 138. The completion of this project will help deliver approximately 17 miles of continuous improvements over the corridor.
- The SR-138 Segment 13 is proposed for Construction in FY23. The new facility provides two travel lanes in each direction, as well as standardized shoulder widths and a median turning lane over a 2.5 mile stretch of the SR 138. The completion of this project will help deliver approximately 17 miles of continuous improvements over the corridor.
- The SR-71 North converts .8 miles of Route 71 from Mission Boulevard to the I-10 from a four-lane expressway to an eight-lane freeway, inclusive of two HOV lanes. Once complete, it will provide continuous improvements over 4 miles of the corridor.
- Planning, Programming, and Monitoring (PPM) funds are used to fund the planning activities of Metro. Funds are proposed for FY21 (\$4 million), FY22 (\$4 million), FY23 (\$2.8 million), FY24 (\$2.8 million) and FY25 (\$3.4 million).

Lastly, staff is recommending a second tier of projects should other regions under-program, leaving additional funding capacity available. Tier II is proposed as follows:

- Bus and Bus Infrastructure Project 2 for up-to \$46.34 million. This funding will fund a scheduled future bus replacement. This project supports the ongoing fleet replacement and upgrading required to support Metro's bus operations and ensure Metro's fleet is in a state of good repair. The project scope will include near-zero or Zero-Emission Buses (ZEBs), as well as possible bus chargers and charging infrastructure.

2020 Regional Transportation Improvement Program

Planning and Programming

October 2019



Metro

Recommendation

Approve the 2020 Regional Transportation Improvement Program (RTIP) for Los Angeles County, which includes:

- Up-to \$51.44 M in new programming
- Amendments to prior RTIP projects

Background

What: The county RTIPs are 75% of the State Transportation Improvement Program (STIP)

Who: Metro prepares and approves the RTIP for LA County, California Transportation Commission (CTC) adopts through their 2020 STIP.

When: Prepared and adopted every two years

Why: To program our region's STIP formula shares for the 2020 STIP period FY 2021-2025



2018 STIP Success Reduced Capacity in 2020

2018 RTIP/STIP

\$317 M in shares
+
advanced \$151.5 M
to our County
shares

As a result...

2020 RTIP/STIP

Zero shares/capacity

\$5.1 M for Planning
Programming and
Monitoring

Potentially up-to
\$46.34 M in future
share advances

2020 Programming Priorities

- 1) Prioritize 2018 and Prior STIP Projects, as amended, consistent with CTC priorities.
- 2) Consistent with Evaluative Criteria Framework
 - Measure M, Measure R and LRTP Priorities
 - Program Alignment/Competitiveness
 - Risk Tolerance
 - Geographic Balance
 - Board Policies and Directives
 - Consistent with the LRTP and RTP

Proposed 2020 RTIP (\$S in 1000s)

PRIOR PROGRAMMING	PPM/HWY/TRANSIT	EXISTING/AMENDED	TOTAL
Planning Programming & Monitoring	PPM	Amended	14,313
I-405 Crenshaw Blvd Ramp Improvement	HWY	Amended	12,000
I-605/I-5 Interchange Improvements	HWY	Amended	18,170
SR 138 Seg 13	HWY	Amended	62,100
SR 138 Seg 4	HWY	Amended	58,350
SR 71 (North Segment)	HWY	Existing	20,000
Bus Acquisition Project 1	TRANSIT	Amended	30,864
Bus Acquisition Project 2	TRANSIT	Existing	17,096
Bus/Bus Infrastructure (AB3090 replacement)	TRANSIT	Amended	19,132
East San Fernando Valley Transit Corridor	TRANSIT	Existing	202,139
Light Rail Vehicles	TRANSIT	Existing	304,271
SUBTOTAL OF PRIOR PROGRAMMING			758,435

NEW PROGRAMMING	PPM/HWY/TRANSIT	NEW	TOTAL
Planning Programming & Monitoring	PPM	New	5,096
Bus/Bus Infrastructure Project 2 (Tier II request)	TRANSIT	New	46,344
SUBTOTAL OF POPOSED PROGRAMMING			51,440

Success Realized Through Evaluative Criteria Framework

- Strategically planning for our universe of projects across funding programs.
- Sustains Measure M schedules and commitments.



SB 1 Initial Implementation Strategy - Candidate Project Funding Awards/Recommendations

(\$ in millions)

(\$ in millions)					SB 1 Discretionary Programs				Other Programs			
Measure M Sequence	Project Name	Notes	Begin Construction Date	Subregion	Active Transportation Program (ATP)	Local Partnership Program (LPP) - Competitive	Solutions for Congested Corridors Program (SCCP)	Trade Corridor Enhancement Program (TCEP)	Transit and Intercity Rail Capital Program (TIRCP)	Infrastructure For Rebuilding America (INFRA)	Local Partnership Program (LPP) - Formulaic	2018 Regional Transportation Improvement Program (RTIP)
Measure M Major Projects												
1	Airport Metro Connector		FY19	sc		\$	\$150					
2	Westside Purple Line Extension Section 3	1	FY18	w								
3	High Desert Multi-Purpose Corridor (HDMC)	2, 3	FY19	nc								
4	I-5 N Cap Enhancements	4	FY19	nc		\$	\$247			\$47		
5	Gold Line Foothill Extension to Claremont	9	FY19	sg					\$290			
6	Orange Line BRT Improvements		FY19	sf		\$75	\$					
7	BRT Connector Orange/Red/Gold		FY20	sf av					\$50			
9	East SF Valley Transit Corridor		FY21	sf		\$			\$205			\$202
10	West Santa Ana Transit Corridor LRT		FY22	gc					\$300		\$24	
11	Crenshaw /LAX Track Enhancement		FY22	sd								
12	SR-71 Gap from I-10 to Rio Rancho		FY22	sg		\$		\$44				\$20
13	LA River Waterway & System Bikepath (CC)		FY23	cc	•							
14	Complete LA River Bikepath (SFV)	5	FY23	sf	•							
15	Sepulveda Pass Transit Corridor (Phase 1)	3, 6	FY24	sf								
16				w								
17	Vermont Transit Corridor		FY24	cc					\$5			
18	SR-57/SR-60 Interchange		FY25	sg				\$22		•		
19	Green Line Extension to Crenshaw Blvd in Torrance		FY26	sb					\$231		\$20	
20	I-710 South Corridor Project (Phase 1)	3, 7	FY26	gc								\$14
21	I-105 ExpressLane from I-405 to I-605		FY27	sb						•		
Measure M Major Projects #22-45												
Other LRTP/Measure R Priorities												
	I-605 Hotspots		FY18	gc				\$32				\$18
	Willowbrook/Rosa Parks Station		FY18	gc							\$14	
	Metro Bus Fleet Replacement		FY18	All								\$47
	SR 138		FY19	nc								\$144
	Rosecrans/Marquardt Grade Separation		FY19	gc				\$9				
	Alameda Corridor East (ACE)/Ports Projects		FY19	sg/gc				\$120		•		
	Link Union Station (US)		FY19	All					\$398			
	Arroyo Verdugo Subregion Soundwalls		FY20	av		\$5					160	
	South Bay Highway Operational Improvements		FY22	sb								\$12
Total Funding Awards/Recommendations			\$2,745			\$80	\$150	\$474	\$1,479	\$47	\$58	\$457



MINUTES

Thursday, October 24, 2019

10:00 AM

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

Regular Board Meeting

Directors Present:

**Eric Garcetti, Vice Chair
Hilda Solis, 2nd Vice Chair
Kathryn Barger
Mike Bonin
Jacquelyn Dupont-Walker
John Fasana
Janice Hahn
Paul Krekorian
Sheila Kuehl
Ara Najarian
Mark Ridley-Thomas
Mark Archuleta, non-voting member**

Phillip A. Washington, Chief Executive Officer

CALLED TO ORDER AT: 10:06 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 8, 9, 11, 12, 13, 14, 15, 17, 18, 19, 20, 21, 24, 28, 29, 30, 32, 34, 35, 36, 40, 45, 46, 47 and 51

Consent Calendar items were approved by one motion except Item 11 which was held for separate action due to conflicts.

JF	PK	MB	RG	SK	EG	JB	HS	JH	KB	JDW	MRT	AN
Y	Y	Y	A	Y	Y	A	Y	A	Y	Y	A	Y

2. **SUBJECT: MINUTES** **2019-0755**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held September 26, 2019.

3. **SUBJECT: REMARKS BY THE CHAIR** **2019-0789**

Remarks by the Chair - NONE

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2019-0790**

RECEIVED report by the Chief Executive Officer.

JF	PK	MB	RG	SK	EG	JB	HS	JH	KB	JDW	MRT	AN
P	P	P	A	P	P	A	P	A	P	P	A	P

5. **SUBJECT: NORTH SAN FERNANDO VALLEY BUS RAPID TRANSIT IMPROVEMENTS PLANNING AND ENVIRONMENTAL STUDY** **2019-0525**

APPROVED:

A. RECEIVING AND FILING:

1. Alternatives Analysis Report and the Proposed Project to be evaluated in the environmental review phase; and

2. Summer 2019 Outreach Summary; and

PK = P. Krekorian	HS = H. Solis	KB = K. Barger	RG = R. Garcia
JF = J. Fasana	JB = J. Butts	JDW = J. Dupont-Walker	
JH = J. Hahn	EG = E. Garcetti	MRT = M. Ridley-Thomas	
MB = M. Bonin	SK = S. Kuehl	AN = A. Najarian	

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

(continued on next page)

B. AUTHORIZING STAFF TO:

1. Continue studying the Proposed Project in the environmental review phase while considering community input and the NextGen Bus Study; and
2. Report back to the Board following additional study with an update on refinements to the Proposed Project and the environmental review.

JF	PK	MB	RG	SK	EG	JB	HS	JH	KB	JDW	MRT	AN
Y	Y	Y	A	Y	Y	A	Y	Y	Y	Y	A	Y

6. SUBJECT: DORAN STREET AND BROADWAY/BRAZIL GRADE SEPARATION PROJECT 2019-0747

APPROVED the Active Transportation Access for the Doran Street and Broadway/Brazil Grade Separation Project (refer to Attachment A).

JF	PK	MB	RG	SK	EG	JB	HS	JH	KB	JDW	MRT	AN
Y	Y	Y	A	Y	Y	A	Y	Y	A	Y	A	Y

6.1 SUBJECT: DORAN STREET AND BROADWAY/BRAZIL GRADE SEPARATION PROJECT 2019-0788

APPROVED amending motion by Directors Najarian, Dupont-Walker and Solis:

- A. programming \$3,000,000 of MEASURE R 3% for design costs, amending the FY 2020 budget for the project, and;
- B. authorize the Chief Executive Officer to execute task orders from the Regional Rail engineering and design on-call bench for the final design and all necessary third-party and other agreements.

JF	PK	MB	RG	SK	EG	JB	HS	JH	KB	JDW	MRT	AN
Y	Y	Y	A	Y	Y	A	Y	Y	A	Y	A	Y

8. SUBJECT: LINK UNION STATION PROJECT**2019-0555**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 10 to Contract No. PS2415-3172 with HDR Engineering, Inc. to provide environmental, preliminary and advanced engineering design services on the Link Union Station (Link US) Project in the amount not-to-exceed \$23,360,000, increasing the Total Contract Value from \$62,793,000 to \$86,153,000;
- B. INCREASE the Contract Modification Authority (CMA) in the amount of \$2,836,000, increasing the total CMA amount from \$4,356,715 to \$7,192,715 and execute future contract modifications up to the CMA authorized amount; and,
- C. EXECUTE all necessary agreements and task orders with third parties to support the Link US Project for a total amount of up to \$8,000,000.

JF	PK	MB	RG	SK	EG	JB	HS	JH	KB	JDW	MRT	AN
		C										

9. SUBJECT: I-5 NORTH HOV LANES CONTRACT**2019-0557**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 12 to Contract No. AE469080015383 with CH2M Hill, Inc. (now Jacobs Engineering) for additional design services in the firm-fixed price amount of \$923,203 increasing the Total Contract Value from \$33,889,867 to \$34,813,070.

10. SUBJECT: NORTH HOLLYWOOD JOINT DEVELOPMENT**2019-0602**

AUTHORIZED the Chief Executive Officer to execute an amendment to the Exclusive Negotiation Agreement and Planning Document with NOHO Development Associates LLC for the development of Metro-owned property, to extend the term for 18 months with an option to extend for an additional 12 months.

JF	*PK	*MB	RG	SK	EG	JB	*HS	JH	KB	JDW	MRT	AN
Y	Y	Y	A	Y	C	A	Y	C	C	Y	A	Y

* Voted under rule of necessity.

11. SUBJECT: WB SR-91 ALONDRA BLVD. TO SHOEMAKER AVE. 2019-0604
IMPROVEMENT PROJECT

AUTHORIZED the Chief Executive Officer (CEO) to execute a two-year, firm fixed price Contract No. AE60979000 with Michael Baker International in the amount of \$11,474,367.25 for Architectural and Engineering (A&E) services for the preparation of Plans, Specifications, and Estimates (PS&E) for the WB SR-91 Alondra Blvd. to Shoemaker Ave. Improvement Project (Project), subject to resolution of protest(s), if any.

JF	PK	*MB	RG	SK	EG	JB	HS	JH	KB	JDW	MRT	AN
Y	Y	Y	A	Y	Y	A	Y	C	A	Y	A	C

* Voted under rule of necessity.

12. SUBJECT: WEST SANTA ANA BRANCH TRANSIT ORIENTED 2019-0664
DEVELOPMENT STRATEGIC IMPLEMENTATION PLAN

APPROVED ON CONSENT CALENDAR:

- A. Receiving and Filing the West Santa Ana Branch Transit Oriented Development Strategic Implementation Plan (WSAB TOD SIP); and
- B. Authorizing the Chief Executive Officer or designee to enter into multiple agreements with WSAB corridor cities and the County of Los Angeles to fund implementation activities recommended in the WSAB TOD SIP in an aggregate amount not to exceed \$1,000,000.

13. SUBJECT: STATE ACTIVE TRANSPORTATION PROGRAM 2019-0671

APPROVED ON CONSENT CALENDAR:

- A. the State Active Transportation Program (ATP) Cycle 5 Grant Assistance Priorities in Attachment A; and
- B. the regional ATP Point Assignment Method as described in Attachment B.

14. SUBJECT: 2020 REGIONAL TRANSPORTATION IMPROVEMENT 2019-0679
PROGRAM

APPROVED ON CONSENT CALENDAR the programming of up to \$51,440,000, as well as the proposed program amendments, in the 2020 Los Angeles County Regional Transportation Improvement Program (RTIP) as shown in Attachment A.

15. SUBJECT: SR-57/SR-60 INTERCHANGE IMPROVEMENTS

2019-0690

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 1 to Contract No. AE51890001 for the State Route 57/State Route 60 Interchange Improvements (Project) with WKE, Inc. to provide professional services in the amount of \$3,384,081.72, increasing the total contract value from \$21,771,625 to \$25,155,706.72.

17. SUBJECT: WORKERS' COMPENSATION MEDICAL BILL REVIEW SERVICES

2019-0545

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. PS61721000 to Lien On Me, Inc. for Workers' Compensation Medical Bill Review Services, in an amount not-to-exceed \$2,576,976 for the four-year base term, effective July 1, 2020 through June 30, 2024, plus \$1,314,258 for the first, two-year option period, and \$1,340,724 for the second, two-year option period, for a combined not-to-exceed amount of \$5,231,958, subject to resolution of protest(s), if any.

18. SUBJECT: DELEGATED AUTHORITY FOR BUSINESS IMPROVEMENT DISTRICT PARTICIPATION

2019-0546

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to approve and sign all petitions, ballots and other related documents for participation in state-authorized business improvement districts (BID) and any other assessment districts (such as street lighting, health, safety, and crime prevention districts) as defined under California law, where the total assessment over the term of the BID does not exceed \$500,000.

19. SUBJECT: TRANSACTION AND USE TAX REVENUE FORECAST AND RECOVERY SERVICES

2019-0613

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a five-year contract No. PS63897 to MuniServices, An Avenu Insights & Analytics Company (MuniServices) for the following:

- A. transaction and use tax forecasting at a firm fixed amount of \$20,000 a year, or \$100,000 for the full five-year period; and

- B. transaction and use tax recovery services on a contingency basis, paid only if revenues are recovered through a review of sales tax submissions to the California Department of Tax and Fee Administration (CDTFA), at the following rates:

<u>Recoveries</u>	<u>Fee %</u>
Under \$5M	9%
\$5M - 10M	9%
\$10M - \$15M	8%
Over \$15M	8%

**20. SUBJECT: FIRST AMENDMENT TO AMENDED AND RESTATED 2019-0673
PARKING LICENSE AGREEMENT WITH WEST ANGELES
CHURCH OF GOD IN CHRIST FOR TRANSIT PARKING AT
3500 CRENSHAW BOULEVARD IN LOS ANGELES**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute a First Amendment to the existing License Agreement ("First Amendment") with West Angeles Church of God in Christ ("Landlord"), for the use of 450 parking spaces at a parking garage located at 3500 Crenshaw Boulevard, Los Angeles ("Parking Garage") for five additional years commencing January 1, 2020 at a monthly rate of \$57,608 for a total value of \$4,418,999 including annual escalations of approximately two percent. There are three five-year options to extend the term under the existing lease through December 31, 2040.

**21. SUBJECT: ORACLE PRIMAVERA UNIFIER APPLICATION USER 2019-0676
LICENSES**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 2 to Contract No. PS54707001, with Mythics Inc., for 220 additional Oracle Primavera Unifier Application User Licenses for a firm fixed price of \$495,887, increasing the total contract value from \$991,774 to \$1,487,661, and extending the contract term through October 31, 2020.

**24. SUBJECT: FREE METRO A LINE RIDES FOLLOWING COMPLETION 2019-0731
OF THE NEW BLUE IMPROVEMENTS PROJECT**

APPROVED ON CONSENT CALENDAR providing three consecutive days of free Metro A Line (formerly Blue Line) rail service during the week of October 28, 2019 in recognition of completion of the New Blue Improvements Project and service restoration.

28. SUBJECT: UNIFORM RENTAL SERVICES 2019-0653

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to Execute Modification No. 3 for Contract No. OP671430003367 with Prudential Overall Supply, to continue providing uniform rental services by exercising and increasing the value of the one, three-year option term by \$600,000, from \$3,372,104.00 to \$3,972,104.00, increasing the not-to-exceed contract value from \$3,447,304.00 to \$7,419,408.00, and extending the contract term from February 1 2020 to January 31, 2023.

**29. SUBJECT: GATEWAY BUILDING AND UNION STATION EAST 2019-0655
COMPLEX ELEVATOR AND ESCALATOR SERVICES**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 2 to Contract No. PS14643013 with Mitsubishi Electric to provide elevator and escalator maintenance services for Gateway Building, increasing the seven (7) year base contract not-to-exceed amount by \$850,000, from \$4,467,975 to \$5,317,975, effective December 1, 2019.

30. SUBJECT: ENGINE OIL 2019-0633

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, indefinite delivery/indefinite quantity Contract No. VM61903000 to The Jankovich Company, the lowest responsive and responsible bidder for Engine Oil. The Contract one-year base amount is \$900,905 inclusive of sales tax, and the one-year option amount is \$967,638, inclusive of sales tax, for a total contract amount of \$1,868,543, subject to resolution of protest(s), if any.

**32. SUBJECT: TRACK AND TUNNEL INTRUSION DETECTION & VIDEO 2019-0665
ANALYTICS TECHNOLOGY GRANT**

APPROVED ON CONSENT CALENDAR establishing the Life-of-Project budgets for the following capital projects:

- A. Track and Tunnel Intrusion Detection for Underground Rail Stations for \$8,873,092. The project was awarded Transit Security Grant Program (TSGP) grant funds of \$6,204,960; and
- B. Video Analytics Technology for CCTV cameras at Rail Stations and bus lines for \$7,200,000. The project was awarded Transit Security Grant Program (TSGP) grant funds of \$7,200,000.

**33. SUBJECT: QUARTERLY UPDATE ON METRO'S HOMELESS 2019-0718
OUTREACH EFFORTS**

RECEIVED AND FILED Update on Metro's Homeless Outreach Efforts.

JF	PK	MB	RG	SK	EG	JB	HS	JH	KB	JDW	MRT	AN
Y	Y	Y	A	Y	Y	A	Y	Y	Y	Y	Y	Y

**34. SUBJECT: METRO SECURITY SYSTEM MAINTENANCE AND 2019-0370
INSTALLATIONS**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No.1 to Contract No. PS146430106 with MCM Integrated Systems, Inc., to provide security system maintenance and installation services, increasing the total not-to-exceed amount by \$2,500,000 from \$4,643,803 to \$7,143,803.

35. SUBJECT: CONNECTED BUS 2019-0716

APPROVED ON CONSENT CALENDAR:

- A. an increase of \$1,440,000 in Life-of-Project (LOP) budget for the Connected Bus Project (CP 207152) for a new total LOP of \$9,407,000; and
- B. AMENDING the FY20 budget by \$565,000 to reflect the current wireless mobile router installation schedule.

**36. SUBJECT: METRO EXPRESSLANES PROGRAM MANAGEMENT
SUPPORT CONTRACT MODIFICATION**

2019-0638

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 7 to Contract No. AE275020011497 with WSP USA, Inc. (formerly Parsons Brinckerhoff, Inc.) to provide technical services for the I-105 ExpressLanes project in the amount of \$5,677,001, increasing the Total Contract Value from \$8,470,000 to \$14,147,001 and extending the period of performance for a period of 36 months.

JF	PK	MB	RG	SK	EG	JB	HS	JH	KB	JDW	MRT	AN
									C			

39. SUBJECT: METRO BUSINESS SOLUTION CENTER (BSC)

2019-0712

APPROVED:

- A. RECEIVING AND FILING the status update and assessment of the Pilot Crenshaw/LAX Business Solution Center (BSC) and an analysis for the expansion of the BSC from a pilot to permanent program for all upcoming light rail projects in the Measure M pipeline; and
- B. AUTHORIZING the Chief Executive Officer to transition the Metro Business Solution Center from a pilot to a permanent program and expand the program to all upcoming light rail projects in the Measure M pipeline.

JF	PK	MB	RG	SK	EG	JB	HS	JH	KB	JDW	MRT	AN
A	Y	A	A	Y	Y	A	Y	Y	A	Y	A	Y

40. SUBJECT: CITY OF LOS ANGELES FY20 ANNUAL WORK PLAN

2019-0708

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute annual expenditure budget plan for the FY20 Annual Work Plan for the City of Los Angeles.

45. SUBJECT: TITLE VI PROGRAM UPDATE

2019-0599

ADOPTED ON CONSENT CALENDAR the Title VI Program Update presented in Attachments A and B.

46. SUBJECT: OUTSIDE PRINTING SERVICES BENCH

2019-0607

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD five-year, task order-based, bench Contract Nos. PS63216000 and PS63216001 to the following firms, to provide outside printing services, for an aggregate not-to-exceed amount of \$2,500,000, effective November 1, 2019, subject to resolution of protest(s), if any;

1. PS63216000 Fusion Media
2. PS63216001 Pacific Graphics; and

- B. EXECUTE individual task orders under these Contracts for outside printing services for an aggregate not-to-exceed amount of \$2,500,000.

**47. SUBJECT: POLICY FOR SOFTWARE AND HARDWARE LICENSE
AND MAINTENANCE AGREEMENTS**

2019-0726

DELEGATED ON CONSENT CALENDAR to the Chief Executive Officer the authority to approve all multi-year renewals of software and hardware license and maintenance agreements, with a cap of five years per renewal.

50. SUBJECT: ROSA PARKS CUSTOMER CENTER DEDICATION

2019-0776

DEDICATED the new Metro Customer Center at the Willowbrook/Rosa Parks Station in honor of Rosa Louise Parks, a civil rights activist.

JF	PK	MB	RG	SK	EG	JB	HS	JH	KB	JDW	MRT	AN
Y	A	Y	A	Y	A	A	Y	Y	A	Y	A	Y

**51. SUBJECT: ALIGNING HIGHWAY PROGRAMS WITH STATE EMISSION
REDUCTION GOALS**

2019-0782

APPROVED ON CONSENT CALENDAR motion by Directors Bonin, Hahn, Garcia and Najarian that the Board direct the CEO to report back to the Planning & Programming Committee in January 2020 with:

- A. An assessment of how Metro's highway program will be affected by the Executive Order;

(continued on next page)

(Item 51 – continued from previous page)

- B. Steps that can be taken to align Metro's highway program with the Executive Order in order to ensure continued competitiveness for scarce State resources; and
- C. Recommended revisions to local funding and project development rules and guidelines to ensure project eligibility, scoping, and selection criteria are consistent with State and regional planning goals.

**52. SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION
PROJECT**

2019-0734

APPROVED:

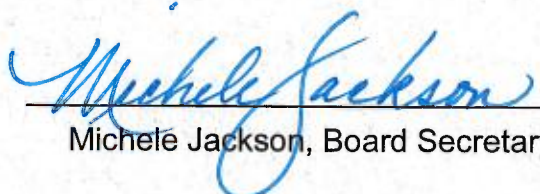
- A. HOLDING a public hearing on the proposed Resolutions of Necessity; and
- B. ADOPTING the Resolutions of Necessity authorizing the commencement of an eminent domain action to acquire a Roadway Easement, Overhang Easement and Temporary Construction Easements from the properties identified as Parcels RM-04 (APN: 8059-029-030) and RM-05 (APN: 8059-029-031) and to acquire Permanent Footing, Roadway and Temporary Construction Easements and Improvements Pertaining to Realty from the properties identified as Parcels RM-31 (APN: 8069-005-010) and RM-32 (APN: 8069-005-011). The properties listed above are herein referred to as "Properties".

(REQUIRED 2/3 VOTE OF THE BOARD)

JF	PK	MB	RG	SK	EG	JB	HS	JH	KB	JDW	MRT	AN
Y	Y	Y	A	Y	Y	A	Y	Y	Y	Y	A	Y

ADJOURNED at 2:18 p.m.

Prepared by: Eric Chun
Administrative Analyst, Board Administration


Michele Jackson, Board Secretary