



Metro



Metro

Los Angeles County
Metropolitan Transportation Authority

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December 12, 2023

Ms. Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814
Attention: Ms. Kacey Ruggiero

RE: Los Angeles County 2024 Regional Transportation Improvement Program

Dear Director Taylor:

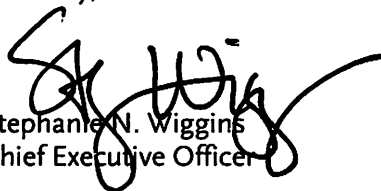
Transmitted within is the Los Angeles County Metropolitan Transportation Authority (Metro) 2024 Los Angeles County Regional Transportation Improvement Program (RTIP) request. The 2024 State Transportation Improvement Program (STIP) Fund Estimate included \$216,817,000 for Los Angeles County. On November 30, 2023, the Metro Board adopted the Los Angeles County RTIP, consistent with the California Transportation Commission (CTC) 2024 STIP Guidelines. The 2024 LA County RTIP proposes the following:

- \$12.9 million in new programming for Planning, Programming and Monitoring
- \$200.6 million in new programming for zero-emission bus acquisition
- Amendments to projects adopted in prior RTIPs including \$3.3 million in additional programming for complete streets projects

The 2024 RTIP is consistent with the Southern California Association of Government's current approved Regional Transportation Plan and Sustainable Communities Strategies. It is modally balanced, providing investment for a multitude of transportation options for the region. Additionally, it is geographically balanced, investing Los Angeles County's STIP share in all corners of the county. Together, the total \$216.8 million requested in the RTIP will help fund safety improvements, expand transit capacity, reduce congestion, increase mobility, reduce emissions, and improve the state of good repair for Los Angeles County's transportation system.

Thank you for your continuing support and commitment to improving transportation in Los Angeles County and the State of California.

Sincerely,


Stephanie N. Wiggins
Chief Executive Officer

2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

The 2024 Regional Transportation Improvement Program (RTIP) for Los Angeles County satisfies the State Transportation Improvement Program (STIP) requirements for an urbanized county. 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. The RTIP is a listing of state highway and transit projects that Los Angeles County proposes for funding through the 2024 STIP covering the five-year period from Fiscal Year 2025 through 2029. The primary purpose of the RTIP is to help implement the Metro Long Range Transportation Plan and the Southern California Association of Government's (SCAG) adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

On August 16, 2023, the CTC adopted the 2024 STIP Fund Estimate (Fund Estimate). The Fund Estimate identified \$216.8 million Total Share Target for Los Angeles County, including a Planning, Programming, and Monitoring (PPM) Target of \$12.9 million. The 2024 RTIP for Los Angeles County proposes amending existing projects, programming the new PPM shares, and programming a new project which will acquire Zero Emission Buses to support Metro's bus fleet conversion. The table below summarizes the 2024 RTIP for Los Angeles County.

2024 RTIP Summary

Proposed Programming	Prior	FY 25	FY 26	FY 27	FY 28	FY 29	Total
No Amendments							
SR 71 (North Segment)	20,000						20,000
SR 138 Segment 13	75,100						75,100
Planning, Programming & Monitoring	2,836	3,425	3,342	3,342			12,945
East San Fernando Valley Transit Corridor Project	202,139						202,139
Buses Project #2		40,749					40,749
Subtotal No Amendments	300,075	44,174	3,342	3,342			350,933
Amendments to Schedule/Funding							
Multimodal Mobility Improvements (SR 138 Segment 4)	38,350		7,000				45,350
LA City Soto St. Complete Streets, Multnomah-Mission			26,330				26,330
LA County USC Medical Center Mobility Improvements			9,432	17,872			27,304
Subtotal Amendments	38,350		42,762	17,872			98,984
Proposed New Projects							
Bus Acquisition #3					200,633		200,633
Planning, Programming & Monitoring					8,630	4,270	12,900
Subtotal New Projects					209,263	4,270	213,533
NET NEW PROGRAMMING			2,267	1,017	209,263	4,270	216,817

Section 2. General Information

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

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

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

RTP link: <https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020>

- **Regional Agency Executive Director/Chief Executive Officer 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

Metro develops the biennial RTIP based on the projects identified in the Metro Long Range Transportation Plan, Metro's Measure R and Measure M Expenditure Plans, and the SCAG RTP/SCS. Additionally, Metro coordinates with Caltrans District 7 as well as our local agency partners to identify projects to be included in the RTIP. Beginning with the 2018 RTIP, Metro has developed the RTIP by screening projects through the Metro Board-adopted Evaluative Criteria Framework. 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

Since the 2022 RTIP adoption on March 16, 2022, one project was completed: Route 138 Widening (Segment 6). The table below summarizes the project.

Completed Project

Project Name and Location	Description	Summary of Improvements/Benefits
Route 138 Widening (Segment 6) PPNO 4356 EA 28620 From 0.2 miles west of 87th Street East to 0.2 miles east of 96th Street East (PM 55.0 to PM 56.3) in the community of Littlerock.	STIP funds programmed, allocated, and expended: \$4.5 million for R/W capital Widen approximately 1 mile of State Route 138 from two to four lanes with a median turn lane and standard width shoulders	Relieve congestion and enhance safety along the Route 138 Corridor.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
Regional Agency adopts 2024 RTIP	November 30, 2023
Regions submit RTIP to CTC	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

B. Community Engagement

As noted in Section 3B, Metro selects projects which are identified in Metro's Long Range Transportation Plan and Measure R and Measure M Expenditure Plans and the SCAG RTP/SCS. Each one of these planning documents was developed through extensive community engagement. This section will describe the engagement strategy for the 2020 Long Range Transportation Plan and the Measure M Expenditure Plan of 2016 as those are the documents directly developed by Metro.

2020 LRTP

The 2020 Long Range Transportation Plan (LRTP), adopted by the Metro Board on September 24, 2020, provides a detailed roadmap for how Metro will plan, build, operate, maintain, and partner for improved mobility in the next 30 years. The LRTP guides future funding plans and policies needed to move LA County forward for a more mobile, resilient, accessible and sustainable future.

The recommendations included in the 2020 LRTP are built on a two-year outreach effort that included surveys, meetings, and engagement throughout LA County. It includes all major transit and highway projects with committed funding or partially committed funding, existing programs and policies, collaboration with our partners, and new policies and initiatives to achieve our regional goals. The financial commitments of the 2020 LRTP, including Measures M and R, provide a foundational investment with broad mobility and sustainability benefits.

The public engagement and stakeholder outreach effort was an integral part of the LRTP update to guarantee that Metro is inclusive and responsive to its constituents, while ensuring responsible and transparent stewardship of public funds. The LRTP's Public Participation Plan Framework was presented to the Board in November 2017 and outlined key principles, goals, and established a timeline for engagement activities. The outreach was guided by and

centered in Metro's Equity Platform which calls on Metro to 'Listen and Learn' as one of its four pillars. Engagement activities took place across all the nine LA County subregions across three phases: Baseline Understanding, Values Framework, and Draft LRTP.

The first phase, Baseline Understanding, was an open listening session meant to learn how people move through the county, what hurdles they encounter, and how they think Metro might best solve transportation challenges in the county. This initial round of outreach began in June 2018 where Metro used surveys, interviews, and pre-printed Post-It notes to ask the participants at public events what their visions or priorities were for the future of their community.

The second Phase, the Values Framework, began in January 2019 alongside the NextGen Bus Study workshops held throughout LA County. Metro asked participants to rank the five priorities Metro heard most often in the first phase of outreach—those being better transit, less congestion, more innovation, more affordable and inclusive, and safer more complete streets.

In the third phase, we released the completed the Draft LRTP for public comment in May 2020. The Draft LRTP was developed to reflect input gathered throughout the entire process. We asked for community input on the draft plan via several avenues: Telephone Town Hall, Webinar, Social Media Posts, OurNext.LA Website, Metro.net Website, Emails, and Postcards.

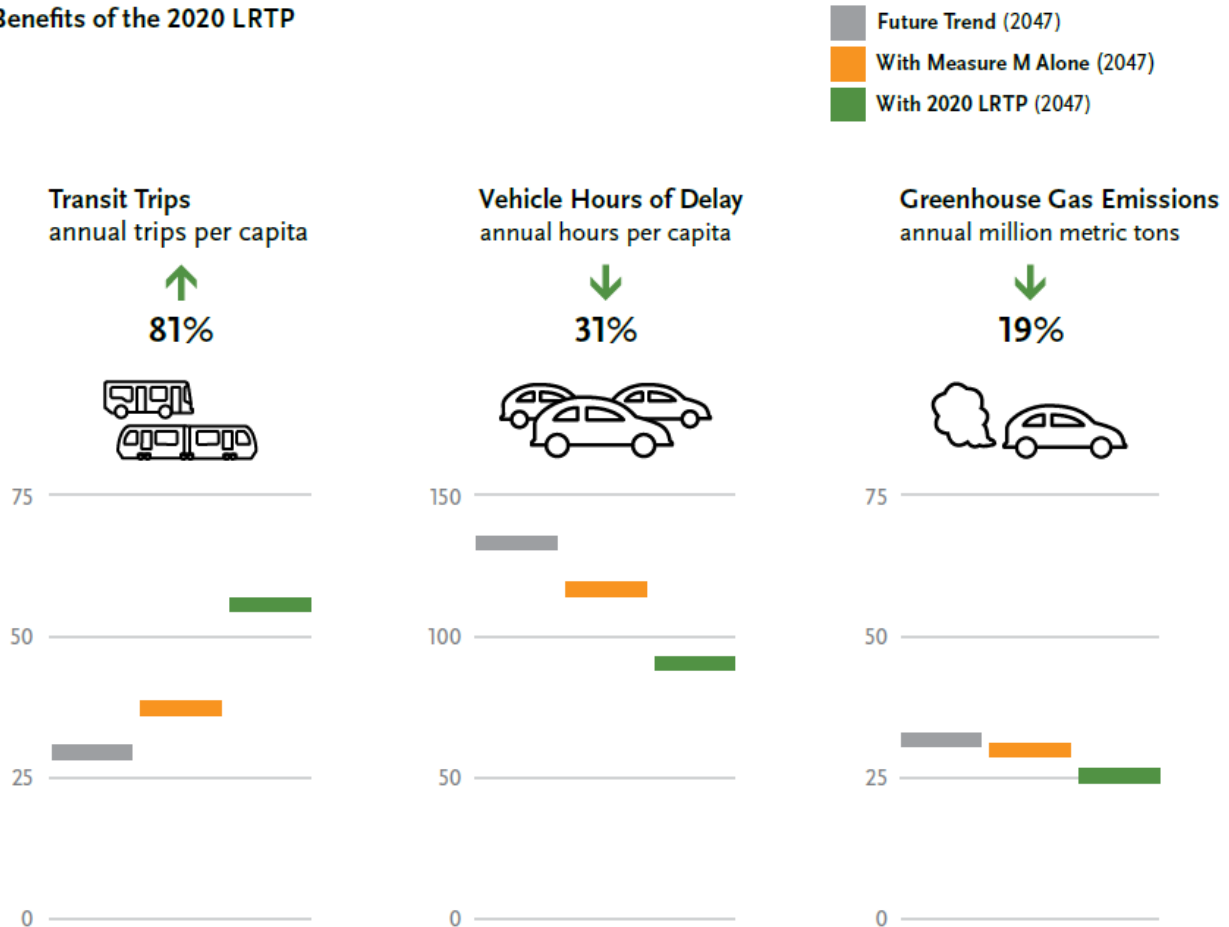
The LRTP public outreach process resulted in the region's desires being distilled into **four Priority Areas** which guide Metro towards a vision of the future that reflects the communities we serve:

- **Better Transit.** Projects and programs that expand transportation options and improve service
- **Less Congestion.** Programs and highway projects that reduce or are expected to reduce the time people spend in traffic
- **Complete Streets.** Programs and projects to maintain and improve upon street safety for all users, including elements to enhance the environmental sustainability of the transportation system
- **Access to Opportunity.** Efforts to invest in communities to create jobs and housing near transit



The major capital projects, programs, and policies in the 2020 LRTP – which includes the projects in the 2024 RTIP – have the potential to deliver significant mobility benefits to the region. The benefits at a glance are shown below.

Benefits of the 2020 LRTP



2016 Measure M Expenditure Plan

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 20)

Caltrans District: 7

Metro and Caltrans District 7 worked closely to develop the 2024 RTIP for Los Angeles County. Namely, consultation for the 2024 RTIP sought to ensure necessary amendments were included to support the delivery of a project on the state highway system that was programmed in a previous RTIP, the Multimodal Mobility Improvements (SR 138 Segment 4). Additionally, our two agencies coordinated to provide the most up-to-date information on other previously programmed state highway system projects, SR 71 (North Segment) and SR 138 Segment 13.

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B. 2024 STIP Regional Funding Request

Section 6. 2024 STIP Regional Share and Request for Programming

A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

Los Angeles County's Target share per the 2024 STIP Fund Estimate is: \$216,817,000. This includes a \$12,900,000 PPM target. The Fund Estimate provides Los Angeles County a Maximum Target of up-to \$991,876,000.

Los Angeles County's requested programming consists of a new bus acquisition project, an additional \$12.9 million in PPM, and amendments to programming and schedule that do not exceed the Target share. The new programming and amendments are shown in the tables below.

B. Summary of Requested Programming

New Programming (\$000s)

Project Name and Location	Project Description	Requested RIP Amount
Name: Bus Acquisition #3 Location: Los Angeles County	Purchase 100 zero-emission buses.	\$200,633
Name: Planning, Programming, and Monitoring Location: Los Angeles County	The planning, programming, and monitoring of STIP and other State Funded Projects.	\$12,900

Amended Programming (\$000s)

Project Name and Location	Project Description	Requested RIP Amount
Name: LA County, USC Medical Center Mobility Improvements Location: Los Angeles County	Design and construction of multimodal corridor improvements along Valley Boulevard which may include active transportation safety and accessibility enhancements as well as additional necessary infrastructure upgrades along Valley Boulevard.	\$1,554
Name: LA City, Soto St. Complete Streets Location: City of Los Angeles	Widen Soto St between Multnomah St and North Mission Rd (0.6 mile) from three lanes to four lanes (two lanes in each direction) by adding an additional through lane in the southbound direction; (2) Widen existing sidewalks from 4 ft to 8 ft for wheelchair accessibility; (3) Construct Class II bike lane in both directions, pedestrian lighting, a new striped median, and shoulders on both sides of the street.	\$1,730

Section 7. Overview of Other Funding Included With Delivery of RIP Projects

The table below indicates other funding included with the delivery of projects included in the 2024 RTIP. See Project Programming Requests (PPRs) in Section 17 for additional detail. At this time, Metro does not anticipate that any other funding will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds.

Other Funding (\$000s)

Proposed 2024 RTIP	Total RTIP	Other Funding				Total Project Cost	
		ITIP	STBG/CMAQ	Local Funds	Other State (e.g. LPP, TCRP, TIRCP)		Other Federal (e.g. FTA 5339, 3005)
No Amendments							
SR 71 (North Segment)	\$20,000			\$109,000		\$180,400	\$309,400
SR 138, Segment 13	\$75,100		\$15,500				\$90,600
Planning, Programming, & Monitoring	\$12,945						\$12,945
East San Fernando Valley Transit Corridor Project	\$202,139			\$2,197,663	\$326,398	\$909,768	\$3,635,968
Buses Project #2	\$40,749				\$35,562	\$8,139	\$84,450
Amendments to Schedule/Funding							
Multimodal Mobility Improvements (SR 138 Segment 4)	\$45,350						\$45,350
Soto St. Complete Streets, Multnomah-Mission	\$26,330		\$4,000	\$5,330			\$35,660
LA County USC Medical Center Mobility Improvements	\$27,304						\$27,304
New Programming							
Bus Acquisition #3	\$200,633						\$200,633
Planning, Programming, & Monitoring	\$12,900						\$12,900
Totals	\$663,450	-	\$19,500	\$2,197,663	\$361,960	\$1,090,168	\$4,455,210

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

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.

As a result of rapid and progressive development of new housing in the SCAG region and longer distances between homes and job centers, the Interstate and the State Highway System in southern California in general, and in the greater Los Angeles area specifically, continues to be overtasked and congested. As a result, needs are significant not only on interregional highways in the region, but also intercity rail and interregional active transportation corridors.

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

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

Interregional Active Transportation Corridors. Metro is partnering with the City of Los Angeles to close gaps in the 51-mile LA River bicycle and pedestrian path. The northernmost section is a 12-mile series of gaps located in the San Fernando Valley and roughly follows two interregional highways, the I-5 and US-101. The LA River facility also provides connections to multiple Amtrak Pacific Surfliner intercity rail stations. Beginning with the 2022 ITIP, Metro has worked with the City of Los Angeles and Caltrans District 7 to request funding for segments of the San Fernando Valley section. For the 2024 ITIP, the request was made for Segments 3 and 4. The Draft 2024 ITIP did not include the project, therefore no new funding is proposed for Los Angeles County projects. Metro will continue to work with the City

of Los Angeles and Caltrans District 7 to identify funds through the ITIP or other sources for the project.

Section 9. Projects Planned Within Multi-Modal Corridors

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 was 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. These projects 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. Segment 4 is now scoped as a multimodal improvements project, including sidewalks, traffic calming measures, and bike lanes. Segment 13 will widen the roadway from two to four lanes with a median turn lane and standard width shoulders. The additional lane will improve safety for all travelers on this segment including pedestrians and bicyclists. Moreover, the project also addresses ADA compliant sidewalks where necessary.

SR 71 North Segment

The project is the northern segment of an overall project to widen SR 71 between Interstate 10 and Route 60 by adding one mixed flow lane and one High Occupancy Vehicle (HOV) lane in each direction. The southern segment is currently under construction. Once both segments are complete, anticipated benefits are the safe and efficient interstate and interregional movement of people and goods. SR 71 is a connecting link for major east-west corridors including I-210, I-10, SR-60, and SR-91. With the I-15, SR 71 serves as an alternative for interregional travel for I-5 between San Diego and the eastern portion of the Los Angeles metropolitan area. The route serves heavy commute traffic originating from the communities of Chino, Ontario and Pomona going to Orange and Los Angeles Counties. SR 71 also serves as an interregional route circulating significant volumes of local traffic.

Soto St Complete Streets, Multnomah-Mission

The Soto St Complete Streets project is a component of a larger Soto St corridor improvement effort which includes three major projects. The first project, north of this project, was completed in 2017 and included significant intersection improvements at Soto St and Mission Rd which removed the Mission St bridge grade separation to allow for better turning movements for vehicles and improved pedestrian and bicycle access from Mission Rd to Soto St. Completed in 2023 just south of the subject project is the Soto St Bridge Widening over Valley Blvd project which widens the bridge to include additional sidewalks on both sides of the bridge and additional roadway space for bike lanes. This project will complete this corridor

improvement by connecting the pedestrian, bicycle, and vehicular improvements of the other two adjacent projects.

LA County USC Medical Center Mobility Improvements (Valley Blvd Multimodal/Safety Improvements Project)

The Valley Blvd project is one of several multi-modal improvement projects within the vicinity of the 710 freeway to improve overall access from the San Gabriel Valley to Downtown LA in addition to improved local access in and around the neighborhoods along Valley Blvd. Running parallel but northerly to the Valley Blvd project is the Huntington Dr Multi-Modal project between Mission Rd and Kendall Ave which is meant to serve as a complimentary corridor to Valley Blvd's scope of work. Running north-south connecting Valley Blvd and Huntington Dr is the Eastern Ave Multi-Modal project to connect travelers between these two corridors. All projects are being implemented in conjunction with each other and intend to build out transit, pedestrian, and bicycle infrastructure to better facilitate movement through and in the community.

East San Fernando Valley Transit Corridor

This project will connect with the Metro G (Orange) Line, providing a north-south high-capacity light rail transit connection. This project along with the separate G Line Bus Rapid Transit Improvements Project will bring enhanced transit services and connectivity between destinations accessible in the San Fernando Valley and countywide.

Bus Acquisition #2 and #3

These projects are part of Metro's effort to transition to zero-emission buses and to improve the state of good repair of Metro's bus fleet. As these buses will be integrated into Metro's fleet, they will be serving various transit corridors within Metro's countywide service area. The bus and the overall Metro fleet will support the implementation of Metro's NextGen Bus Plan, a service reimagination and improvement plan.

Section 10. Highways to Boulevards Conversion Pilot Program

Metro's main focus for highways to boulevards efforts has been the I-710 South. The freeway poses a significant transportation barrier for the surrounding communities, especially for those attempting to access opportunities on either side of the facility on foot or by bike. East Los Angeles residents resisted the I-710 freeway due to concerns with disruption to the historical street grid system and local access, demolition of thousands of existing homes, and displacement of residents and businesses. The freeway was constructed anyway and has been an impassable barrier in this community since.

Recent plans to widen the freeway to provide greater capacity for car and truck trips on I-710 were halted in 2021 when the Environmental Protection Agency determined that the environmental document for the proposed freeway widening and modernization would potentially violate the Clean Air Act and would not receive a finding of air quality conformity to allow the project to receive a Record of Decision. Soon after, the State of California and Metro

suspended advancement of the project's environmental review, concerned about these air quality impacts as well as additional displacement and community deterioration for I-710 communities.

The Metro Board created the I-710 (now Long Beach-East LA) Corridor Task Force in September 2021 to convene community, industry, business, labor, transportation, and air quality stakeholders to develop a new approach to invest in the I-710 Corridor that is more multimodal and understanding of past harms caused to local communities like East Los Angeles. This planning and engagement approach is centered on equity and sustainability, and the inclusion of local communities like East Los Angeles in the planning process is yielding support for investments in projects like the Florence Avenue and Humphreys Avenue Active Transportation Crossing that unites and heals communities separated and harmed by the construction and ongoing operation of I-710. Ahead of the final Long Beach-East LA Corridor Mobility Investment Plan, which is anticipated in spring 2024, the Metro Board approved projects as part of a Pre-Investment Plan Opportunity. From these projects, Metro submitted one application to the Caltrans Reconnecting Communities: Highways to Boulevards Pilot Program in September 2023 for the "Humphreys and Florence Avenue Active Transportation Crossings to Bridge the I-710 Divide in East LA" project. The application seeks funding to bring together a group of Community-Based Organizations to serve as an advisory group that will begin community engagement activities in developing a concept plan throughout the planning, design, and implementation process for two active transportation crossings over the I-710 South at Florence Avenue and Humphreys Avenue. The two proposed improvement areas are supported by the community and directly address the historical harms caused by the I-710 South.

Section 11. Complete Streets Consideration

There are complete streets elements in highway projects and local road improvements that are being carried over or amended as part of the 2024 RTIP. Multimodal Mobility Improvements (SR 138 Segment 4) includes sidewalks, traffic calming measures, and bike lanes. SR 138 Segment 13 project includes improved sidewalks and bike lanes. SR 71 includes a new ADA-compliant pedestrian overcrossing, and the new HOV lane will promote greater bus, vanpool, and carpool usage as an alternative to driving solo. The Soto St and Valley Blvd projects are both complete streets projects.

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

Section 12. Regional Level Performance Evaluation

SCAG is the largest Metropolitan Planning Organization (MPO) in the country and the region is home to approximately 19 million Californians. SCAG region's STIP includes several, often partial projects included in SCAG's 2020 RTP/SCS. The RTP/SCS meets the Greenhouse Gas (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 2024 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).

SCAG certifies that the proposed 2024 RTIP is consistent with the current approved RTP/SCS.

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 2024 STIP benefit/cost (B/C) analysis for the SCAG region utilizes the Cal-B/C model to calculate regional network benefits. It calculates and aggregates scenario benefits after travel impacts are evaluated using a regional travel demand model. The benefit/cost ratio compares the incremental benefits with the incremental costs of transportation investments. The benefits are divided into several general categories, including:

- Savings resulting from reduced travel delay;
- Accident cost savings;
- Air quality improvements; and

- Reductions in vehicle operating costs

For these categories, the benefits of the 2024 STIP Build planning scenario are compared with the No Build planning scenario. 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 2024 STIP provides a regional network-level benefit/cost ratio of 4.9. Benefits and costs are estimated over the planning period of fifty years.

The benefit/cost ratio does not include the benefits from the purchase of 100 zero-emission buses by the Los Angeles County Metropolitan Transportation Authority that will reduce GHG emissions by an additional 88,350 total metric tons.

Investment Analysis

3

INVESTMENT ANALYSIS
SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$2,173.8
Life-Cycle Benefits (mil. \$)	\$10,593.3
Net Present Value (mil. \$)	\$8,075.4
Benefit / Cost Ratio:	4.9

	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
ITEMIZED BENEFITS (mil. \$)				
Travel Time Savings	\$4,720.0	\$1,167.7	\$5,887.7	\$294.4
Travel Time Reliability Benefits	\$1,292.2	\$460.4	\$1,752.5	\$87.6
Veh. Op. Cost Savings	\$1,706.1	\$46.8	\$1,752.9	\$87.6
Accident Cost Savings	\$68.0	\$6.8	\$74.7	\$3.7
Emission Cost Savings	\$73.6	\$22.4	\$96.0	\$4.8
Journey Quality	\$15.7	n/a	\$15.7	\$0.8
Add'l Delay Savings	\$4.6	n/a	\$4.6	\$0.2
Add'l Safety Benefits	\$160.3	n/a	\$160.3	\$8.0
Health Benefits	\$105.5	n/a	\$105.5	\$5.3
Undetermined Benefits (No details provided)	n/a	n/a	\$743.3	\$37.2
TOTAL BENEFITS	\$8,146.0	\$1,704.0	\$10,593.3	\$529.7
Person-Hours of Time Saved			692,999,838	34,649,992

Should benefit-cost results include:

1) Induced Travel? (y/n) Y
Default = Y

2) Travel Time Reliability? (y/n) Y
Default = Y

3) Vehicle Operating Costs? (y/n) Y
Default = Y

4) Accident Costs? (y/n) Y
Default = Y

5) Vehicle Emissions? (y/n) Y
includes value for CO₂e
Default = Y

	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
EMISSIONS REDUCTION				
CO Emissions Saved	2,835	142	\$0.3	\$0.0
CO ₂ Emissions Saved	1,792,404	89,620	\$64.2	\$3.2
NOX Emissions Saved	301	15	\$13.4	\$0.7
PM ₁₀ Emissions Saved	38	2	\$12.5	\$0.6
PM _{2.5} Emissions Saved	35	2		
SOX Emissions Saved	19	1	\$2.2	\$0.1
VOC Emissions Saved	434	22	\$1.1	\$0.1

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

VMT per Capita

Impacts are expected to maintain No Build scenario conditions.

Percent of congested VMT at or below 35 mph

Impacts are projected to reduce congested VMT by 0.1 percent.

Commute mode share (travel to work or school)

Impacts are expected to maintain No Build scenario conditions.

Asset Conditions (State Highway and Local Streets)

Based on the 2022 California Transportation Asset Management Plan, 7.9 percent of National Highway System (NHS) pavement lane miles are in poor conditions. The average Pavement Condition Index (PCI) for the region's local roads is 69 based on the 2022 Statewide Local Streets and Roads Needs Assessment. The STIP does not impact asset conditions in this cycle.

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

Not applicable.

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

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

Fatalities

Not applicable.

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

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

Mean commute travel time (to work or school)

Impacts are projected to maintain No Build scenario conditions.

Change in acres of agricultural land

Not applicable.

GHG Impacts

Impacts are projected to maintain No Build scenario conditions.

Section 13. Regional and Statewide Benefits of RTIP

The 2024 RTIP for Los Angeles County primarily consists of one new project and amendments to existing STIP projects. The new bus acquisition project and the amended projects continue to be significant for the region, and supportive of regional and statewide goals. The 2024 RTIP is modally balanced to advance the SCAG 2020 RTP/SCS Core Vision of maintaining and better managing the existing transportation network while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. The four Priority Areas identified in the Metro 2020 LRTP: Better Transit, Less Congestion, Complete Streets, and Access to Opportunity align with RTP/SCS strategies to advance the Core Vision. This section

explains the qualitative regional – in the context of Metro's LRTP – and/or statewide benefits of the RTIP.

SR 71 North Segment

SR 71 is a connecting link for major east-west corridors in the southern California region including I-210, I-10, SR-60, and SR-91. With the I-15, SR-71 serves as an alternative for interregional travel for I-5 between San Diego and the eastern portion of the Los Angeles metropolitan area. The route serves heavy commute and freight traffic originating from the communities of Chino, Ontario and Pomona going to Orange and Los Angeles Counties. By removing at-grade signalized intersections, the project will reduce unsafe conflict points which is expected to lead to fewer vehicle and truck collisions. By adding one mixed flow and one HOV lane in each direction, the project will create a consistent freeway. This will eliminate the existing bottleneck on the corridor and improve mobility for local, regional, and interregional travel. Metro's 2020 LRTP includes more than \$105 billion in roadway investments, including operations and maintenance, active transportation and multi-modal projects, support for local cities and subregions, as well as almost \$27 billion for major highway investments to help achieve one of the four LRTP priorities: **Less Congestion**. This project, together with the Southern Segment currently under construction, is one of those investments.

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 where SCAG has identified Job Centers at either end of the corridor. 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. These projects, together under *SR-138 Capacity Enhancements*, are part of Metro's 2020 LRTP investments to achieve **Less Congestion**.

Soto St. Widening Project, LA City and USC Medical Center Project, LA County

These two projects are part of the regionally significant SR-710 North Corridor Mobility Improvements and included in the 2020 LRTP to achieve **Less Congestion**. The SR-710 North Gap Closure Project Approval and Environmental Document process was

initiated in 2011 by Metro and Caltrans following decades of unsuccessful efforts to identify investments to alleviate the escalating traffic congestion in east/northeast Los Angeles and western San Gabriel Valley resulting from the absence of a portion of the SR-710 and freeway linkage between the I-10 and I-210. At its May 2017 meeting, the Metro Board of Directors introduced Motion 29.1, which adopted the Transportation System Management/Transportation Demand Management (TSM/TDM) alternative as the Locally-Preferred Alternative and directed staff to identify additional mobility improvements beyond the TSM/TDM projects listed in the SR-710 environmental document that could improve traffic flow along the SR-710 corridor between I-10 and I-210 as well as mobility improvements projects in the City and County of Los Angeles. Metro and local agencies identified projects that, upon implementation, would improve mobility in the SR-710 corridor.

The Soto St Complete Streets Project is a complete streets project located in the northeast part of Los Angeles, along Soto Street between Multnomah Street and Mission Road. Soto Street serves as a corridor connecting the Cities of Pasadena, South Pasadena, and Alhambra to the north and west, with the Communities of Lincoln Heights, Boyle Heights, and El Sereno to the east and south. The project is surrounded by the neighborhoods of Lincoln Heights in the south and west, and Montecito Heights in the north, and El Sereno in the east. Land uses in this area include vacant land and residential uses to the east, industrial uses to the west and south, public education facilities to the south, and commercial uses to the north. The project would eliminate a bottleneck to reduce traffic delays and encourage local travel by providing bicycle lanes and widening the sidewalk. The project would relieve traffic congestion and safety due to reduced weaving in the southbound direction, improve vehicular safety by constructing a retaining wall to help keep hillside debris off the roadway, improve pedestrian safety by providing newer and wider sidewalks with wheelchair accessibility on the west side of the street and new sidewalks on the east side of the street, and protected bicycle lanes on the east and west sides of the roadway. Upon completion, the project will reduce vehicle delays and improve Journey Quality, resulting in reduced greenhouse gas emission from transportation sources, consistent with Executive Order B-30-15.

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

East San Fernando Valley Transit Corridor

Over the 30-year period, Metro will invest more than \$80 billion to improve, expand and upgrade LA County's extensive public transit system, including over \$68 billion on major

transit projects to help achieve one of the four LRTP priorities: **Better Transit**. This project is one of those investments.

Bus Replacement Projects

The two bus acquisition projects (the existing Bus Project #2 and proposed Bus Acquisition #3) will improve the safety, resilience, and sustainability of the fleet by replacing the portion of Metro's CNG bus fleet that has exceeded its useful life with ZEBs. The vehicles purchased will support Metro's operation of bus routes throughout a 1,479-mile service area providing Los Angeles County 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 safety and resilience of Metro's bus fleet, which is critical for providing a viable and attractive alternative transportation mode. New buses incorporate the latest safety systems and features that will help improve both passenger and pedestrian safety. Examples are: improved ADA securement provisions, self-leveling ADA boarding ramps, improved vehicle monitoring, pedestrian warning systems, curbside cornering lights, operator safety barriers, video monitors, real-time video security system accessibility, collision avoidance sensors, and improved passenger door sensors. By replacing CNG buses with cleaner ZEBs, these projects are consistent with N-19-19 and the California Air Resources Board's Innovative Clean Transit Rule. Additionally, these projects are part of Metro's 2020 LRTP Strategy 1.8, Action 1.8e to achieve **Better Transit**: optimize sustainable and resilient operations and maintenance of fleet, infrastructure, and facilities by transitioning to zero emission buses systemwide.

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP

The table below 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.

Cost-Effectiveness Indicators and Measures

Goal	Indicator/Measure	Future Level of Performance (No Build planning scenario)		Projected Performance Improvement (205)	
Congestion Reduction	Reduce Vehicle Miles Traveled/capita	20.7		No change in VMT per capita	
	Reduce Percent of congested VMT (at or below 35 mph)	7.9%		Reduction of 0.1%	
	Change in commute mode share (travel to work or school)	Travel to Work	Travel to School	Travel to Work: Maintains No Build scenario conditions.	Travel to School: Maintains No Build scenario conditions.
	Vehicle Trips Drive Alone	66.98%	9.97%		
	Vehicle Trips 2 Person Carpool	9.04%	1.49%		
	Vehicle Trips 3+ Person Carpool	6.53%	0.66%		
	Auto Passenger Trips	7.35%	52.71%		
	Transit Trips	5.94%	10.77%		
Non-Motorized Person Trips	4.16%	24.40%			
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	
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Household % = 42.90% Jobs % = 51.58%		Household % = No change Jobs % = No change	
	Reduce mean commute travel time (to work or school)	Auto Home Based Work = 27.75 mins Auto School = 10.29 mins Transit Home Based Work = 69.73 mins Transit School = 20.61 mins		Maintains No Build scenario conditions	
Environmental Sustainability	Change in acres of agricultural land	Not applicable		Not applicable	
	CO2 emissions reduction per capita (daily)	10.84 lbs.		Maintains No Build scenario conditions.	

Section 15. Project Specific Evaluation

The following is a project specific benefit evaluation for the new proposed Bus Acquisition #3 project which will purchase 100 zero-emission buses (ZEBs).

Project Changes or Increased Capacity Benefits

The project will replace 100 compressed natural gas (CNG) buses with ZEBs. The benefits associated with this change to the built environment are shown in the table below.

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	N/A	
	New HOV/HOT lane-miles	N/A	
	Lane-miles rehabilitated	N/A	
	New or upgrade bicycle lane/sidewalk miles	N/A	
	Operational improvements	N/A	
	New or reconstructed interchanges	N/A	
	New or reconstructed bridges	N/A	
Transit or Intercity Rail	Additional transit service miles	N/A	
	Additional transit vehicles	100 new ZEBs	\$6 million in tail pipe emissions saved
	New rail track miles	N/A	
	Rail crossing improvements	N/A	
	Station improvements	N/A	
Local Streets and Roads	New lane-miles	N/A	
	Lane-miles rehabilitated	N/A	
	New or upgrade bicycle lane/sidewalk miles	N/A	
	Operational improvements	N/A	
	New or reconstructed bridges	N/A	

Life-Cycle Cost Evaluation

The Cal B/C model has a number of parameters required that are not compatible with a system-wide bus fleet replacement project such as Bus Acquisition #3. To compute the investment benefit for a transit vehicle-replacement 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 the currently proposed 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 15 years. Therefore, for the purposes of the RTIP, project lifecycle costs and benefits are detailed below using a separately developed lifecycle and benefit-cost model that adheres to the assumptions and monetized value inputs using the Cal B/C Emissions Cost methodology.

This project is part of Metro's transition to ZEBs. The primary purpose of the project is to reduce emissions by transitioning from CNG vehicles operating on renewable natural gas (RNG) to a fully electric fleet. This project will convert 100 CNG buses to ZEBs as they reach the end of their operational life. With the purchase of 100 ZEBs, the project will help contribute to the interim statewide greenhouse gas emission reduction target that Governor Brown set when Executive Order B-30-15 was issued which established a target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030. In addition, the project will help support Metro's ZEB GO Master Plan as well as help Metro comply with the California Air Resources Board (CARB) mandate to transition to 100 percent zero-emission bus purchases by January 2029 as defined in Title 13 chapter 1, article 3.2, of the California Code of Regulations. By transitioning to ZEBs, the project is estimated to save \$6 million in emissions and \$10 million in fuel/energy costs compared to the no build scenario with CNG buses running on RNG. Emissions are calculated using the Cal B/C Emissions Cost methodology. The tables below detail the life-cycle costs (Table 1) and cost of emissions generated (Table 2) for the existing CNG buses as compared to the proposed ZEBs.

TABLE 1: Lifecycle Costs		
	CNG Buses	Electric Buses
Bus Capital Expenditures	\$119,420,467	\$200,633,000
Bus Operations Expenditures	\$18,349,090	\$92,376,268
Bus Fuel Costs	\$11,897,394	\$1,542,559
Total	\$149,666,951	\$294,551,827

TABLE 2: 15-year Life Cycle Assessment of Emissions Generated		
	CNG Buses (running on RNG)	Electric Buses
CO2	\$3,163,222	\$0
NOx	\$372,065	\$0
PM10	\$5,004,619	\$2,596,749
VOC	\$80,148	\$0
Total	\$8,620,054	\$2,596,749

The relevant specific benefits of the project are shown in the table below.

Relevant Project-Specific Benefits

Measure	Benefit
Change in Vehicle Miles Traveled (VMT) per capita	N/A
Change in percent of congested VMT (at or below 35 mph)	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	0
Changes in accessibility and on-time performance	N/A
Change in farebox recovery ratio	N/A

E. Detailed Project Information

Section 16. Overview of Projects Programmed with RIP Funding

Provided here is project information per Section 48 of the 2024 STIP Guidelines for carryover, amended, and new projects proposed in the 2024 RTIP. Section 17 includes PPRs for each project, which provide additional required information.

Carryover Projects

SR 71 Expressway to Freeway Conversion (Interstate 10 to Mission Blvd)

PPNO: 2741N

Implementing Agency: Caltrans

Project Description: In Pomona from I-10 to Mission Blvd. Add one mixed flow lane and one HOV lane in each direction. SR 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 project will alleviate traffic congestion by increasing capacity to handle the forecasted traffic volumes in coming years due to extensive development in the region.

Project Cost: \$309,400,000

Location: SR 71 from PM R0.500 to PM R1.600

Project Map:



Widen Conventional Highway (Segment 13)

PPNO: 4357

Implementing Agency: Caltrans

Project Description: In the Los Angeles County unincorporated community of Llano, on SR 138 from 0.4 miles West of 190th Street East to 0.7 miles South of 138/18 Junction and State Route 18 from 138/18 junction to 1.1 mile east of the junction. Widen conventional highway from 2 lanes to 4 lanes. The project will also include a direct connector from eastbound SR-138 to eastbound SR-18 on embankment.

Project Cost: \$90,600,000

Location: SR 138 from PM 3.400 to PM 4.500

Project Map:



East San Fernando Valley Transit Corridor Project – Initial Operating Segment

PPNO: 4296

Implementing Agency: Metro

Project Description: The project alignment travels through the communities of Van Nuys, Panorama City, Arleta, and Pacoima in the City of Los Angeles. The project is the southern segment of the larger East San Fernando Valley Light Rail Transit (LRT) project. The project scope consists of a 6.7-mile median running at-grade LRT that includes 11 stations. A 21-acre vehicle and storage facility will be constructed to accommodate the operational and administrative functions of the new LRT line.

Project Cost: \$3,635,968*

*Metro has requested that the programmed RIP funds are state-only to comply with conditions required to receive federal Expedited Project Delivery Program (FTA Section 3005b) funds.

Location: 34.21217336610498, -118.44878139276274

Project Map:



Buses Project #2

PPNO: 5738

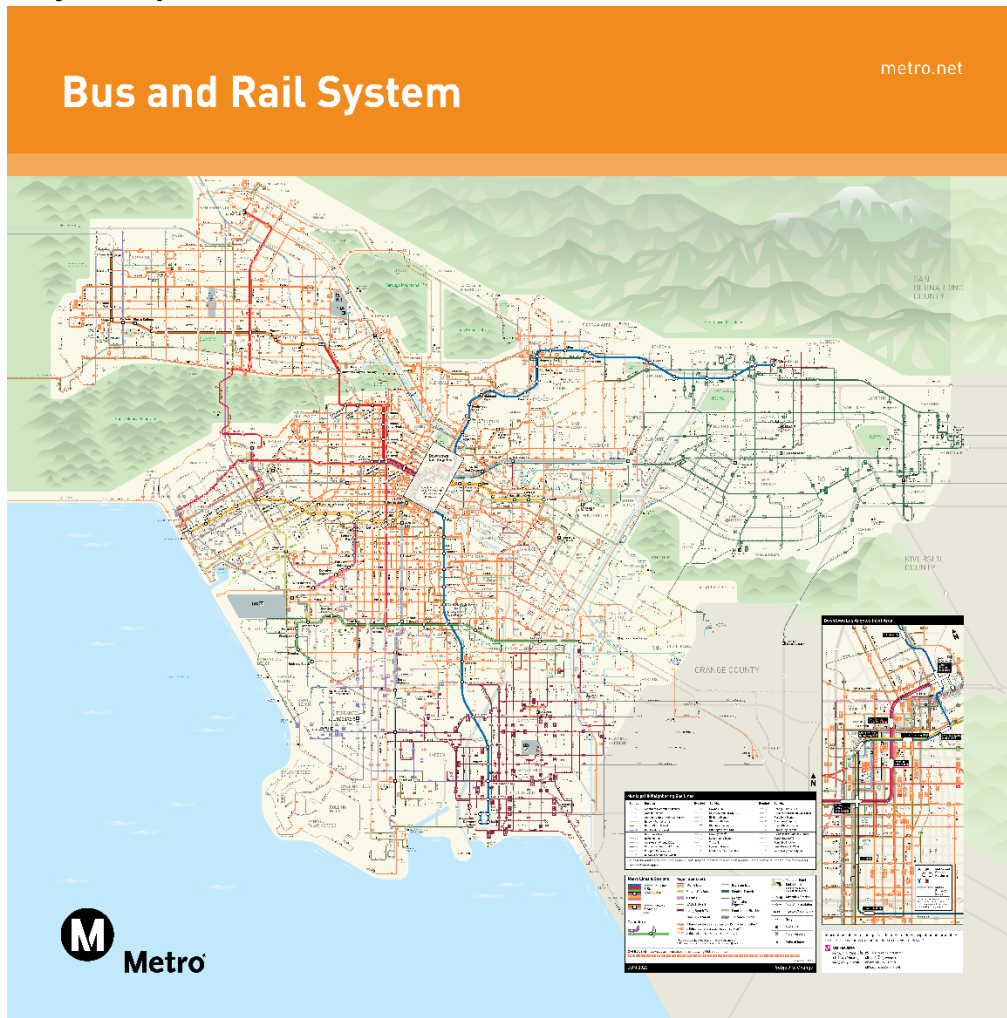
Implementing Agency: Metro

Project Description: Metro operates bus routes within a 1,479 square mile service area in Los Angeles County. Metro's fleet of over 2,300 buses facilitates the operation of these routes countywide. To ensure vehicles can effectively operate service, buses are maintained throughout their useful life and are retired once their useful life has been exceeded. To maintain a fleet-wide state of good repair and meet CARB's mandate for 50 percent of total new bus purchases to be ZEBs beginning in January 2026 and 100 percent of total new bus purchases to be ZEBs beginning in January 2029, Metro has programmed RIP funds to this bus acquisition project which will purchase 58 ZEBs.

Project Cost: \$84,450,000

Location: Metro bus service area depicted in Project Map below

Project Map:



Amended Projects

Multimodal Mobility Improvements (SR 138 Segment 4)

PPNO: 4353

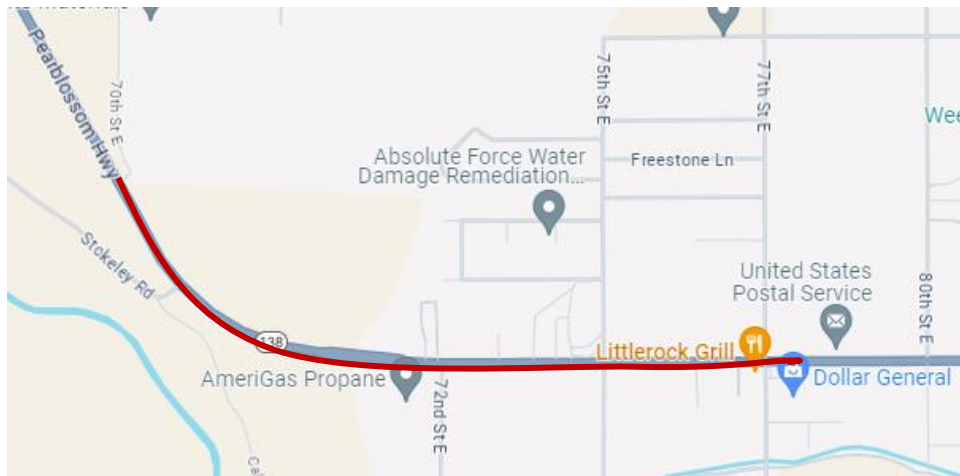
Implementing Agency: Caltrans

Project Description: In the Los Angeles County unincorporated community of Littlerock on SR 138 from 70th Street East to 0.1 mile east of 77th Street East. Multimodal mobility improvements including installation of sidewalks, curb ramps, traffic calming measures, a traffic signal at 77th Street East, drainage improvements, and bike lanes.

Project Cost: \$45,350,000

Location: SR 138 from PM 53.100 to PM 54.300

Project Map:



LA City Soto St. Complete Streets, Multnomah-Mission

PPNO: 5961

Implementing Agency: City of Los Angeles

Project Description: The project is a complete streets project located in the northeast part of the City of Los Angeles, along Soto Street between Multnomah St and Mission Rd. Soto Street consists of four lanes, except in the project area, where it currently consists of three traffic lanes: two in the northbound direction and one in the southbound direction, with no center median. There is a curb, gutter, and sidewalk on the westerly side of Soto St, and curb and gutter, but no sidewalk on the easterly side of Soto St. The project will widen 0.6 miles of Soto St from three lanes to four lanes (two lanes in each direction) by adding an additional through lane in the southbound direction; add and widen approximately 2,500 feet of sidewalk on the west side of the street and add approximately 2,700 feet of new sidewalk on east side of the street; create a new striped median and add protected bicycle lanes and shoulders to both sides of Soto St; and incorporate Green Street elements consisting of infiltration basins with drought-tolerant planting that would include approximately 2,500 feet of new storm drain culvert. The project would also improve the existing signalized intersection of Multnomah St and Soto St and make street lighting improvements along Soto St.

Project Cost: \$35,660,000

Location: 34.07711281826377, -118.19408721802843

Project Map:



LA County USC Medical Center Mobility Improvements

PPNO: 5960

Implementing Agency: Los Angeles County

Project Description: This project is located on Valley Blvd between the USC Medical Center and the 710 freeway ramps. Improvements include safety and accessibility enhancements, additional infrastructure upgrades, and enhancements to the Silver Line Bus Stop along Valley Blvd. Additional improvements will be made along San Pablo St, Marengo St and other streets in the vicinity. The project will accommodate sidewalks and transit stop amenities and grade crossing improvements.

Project Cost: \$27,304,000

Location: 34.06538446348326, -118.20148235073124

Project Map:



New Projects

Bus Acquisition #3

PPNO: not yet assigned

Implementing Agency: Metro

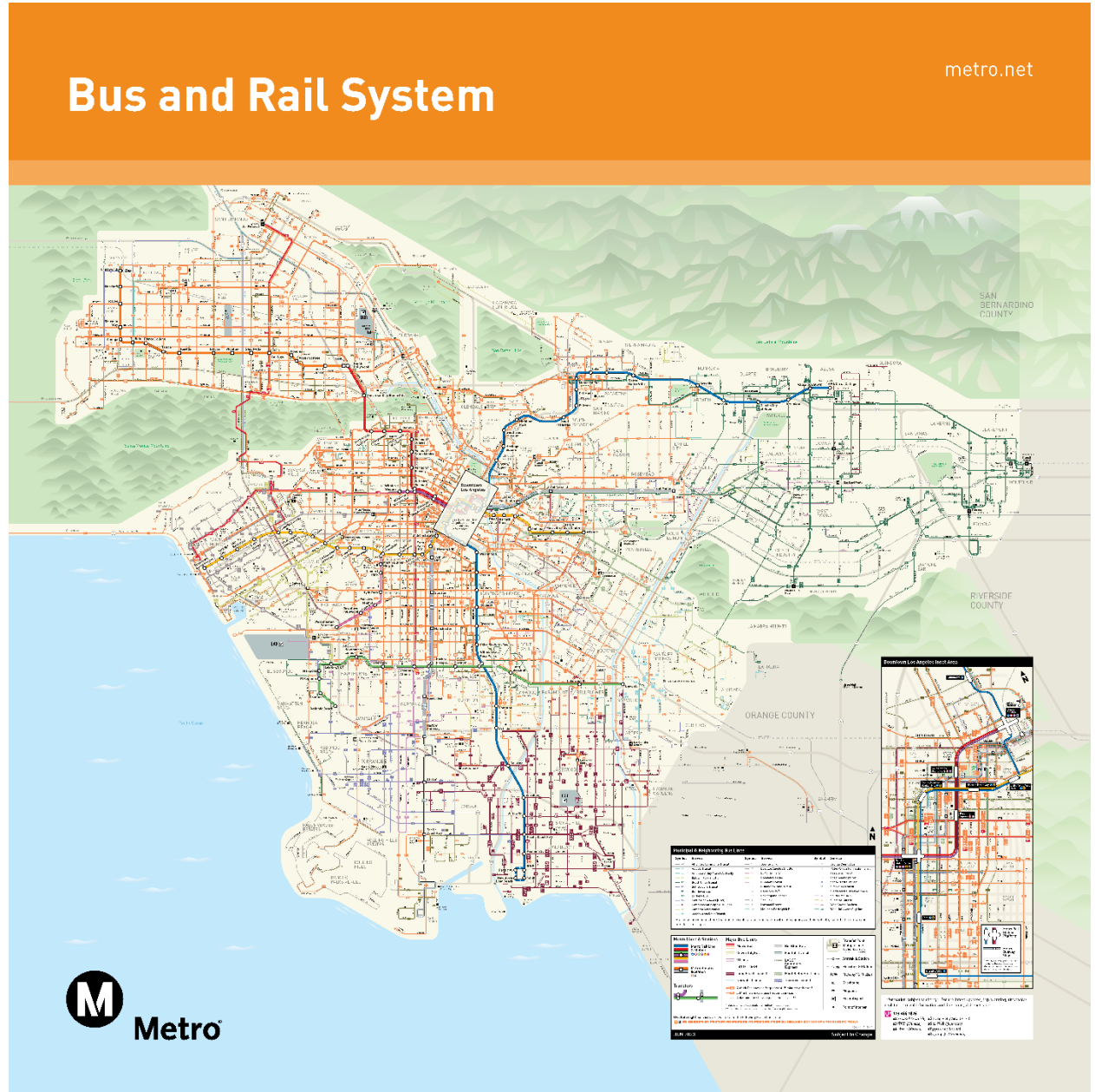
Project Description: Metro operates bus routes within a 1,479 square mile service area in Los Angeles County. Metro's fleet of over 2,300 buses facilitates the operation of these routes countywide. To ensure vehicles can effectively operate service, buses are maintained throughout their useful life and are retired once their useful life has been exceeded. To maintain a fleet-wide state of good repair and meet CARB's mandate for all new bus purchases to be ZEBs beginning in January 2029, Metro proposes programming RIP funds to this bus acquisition project which will purchase 100 ZEBs.

Project Cost: \$200,633,000

Project Study Report Equivalent: [available here](#)

Location: Metro bus service area depicted in Project Map below

Project Map:



F. Appendices

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Section 17. Projects Programming Request Forms

Carryover Projects (No Amendments)

1. SR 71 (North Segment)
2. SR 138 Segment 13
3. East San Fernando Valley Transit Corridor Project
4. Buses Project #2

Amended Projects

5. Multimodal Mobility Improvements (SR 138 Segment 4)
6. LA City Soto St. Complete Streets, Multnomah-Mission
7. LA County USC Medical Center Mobility Improvements

New Projects

8. Bus Acquisition #3
9. Planning, Programming & Monitoring

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Amendment (Existing Project) ☒ YES ☐ NO

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Programs☐ LPP-C☐ LPP-F☐ SCCP☐ TCEP☐ STIP☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
07	21061	0718000351	2741N	Caltrans District 7	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County	71	R 0.500	R 1.600		
				MPO	Element
				SCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
John K. Lee			213-269-1902	John.K.Lee@dot.ca.gov	

Project Title

Route 71 Expressway to Freeway Conversion (Interstate 10 to Mission Blvd)

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

In Pomona from Interstate 10 to Mission Blvd.
Add one mixed flow lane and one HOV lane in each direction.

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

Legislative Districts			
Assembly:	59,61	Senate:	32,29
		Congressional:	38,26

Project Milestone		Existing	Proposed
Project Study Report Approved		01/31/2001	
Begin Environmental (PA&ED) Phase		04/01/2002	04/01/2002
Circulate Draft Environmental Document	Document Type (ND/MND)/FONSI	11/01/2012	11/01/2012
Draft Project Report		11/01/2012	11/01/2012
End Environmental Phase (PA&ED Milestone)		05/31/2013	05/31/2013
Begin Design (PS&E) Phase		07/01/2016	10/03/2016
End Design Phase (Ready to List for Advertisement Milestone)		03/15/2022	09/19/2025
Begin Right of Way Phase		07/01/2017	10/02/2017
End Right of Way Phase (Right of Way Certification Milestone)		02/15/2022	08/15/2025
Begin Construction Phase (Contract Award Milestone)		09/19/2022	04/10/2026
End Construction Phase (Construction Contract Acceptance Milestone)		07/18/2025	07/13/2029
Begin Closeout Phase		08/17/2025	07/15/2030
End Closeout Phase (Closeout Report)		08/20/2028	01/17/2033

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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.

NHS Improvements

☐ YES ☒ NO

Roadway Class

1

Reversible Lane Analysis

☒ YES ☐ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
State Highway Road Construction	Modified/Reconstructed bridges	EA	2
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	2
State Highway Road Construction	HOV/HOT lane-miles constructed	Miles	2
State Highway Road Construction	New bridges	EA	1

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Additional Information

ADA is checked

Bike/Ped is checked

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

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County	71	21061	0718000351	2741N
Project Title					
Route 71 Expressway to Freeway Conversion (Interstate 10 to Mission Blvd)					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Caltrans District 7
PS&E	13,000							13,000	Caltrans District 7
R/W SUP (CT)	5,000							5,000	Caltrans District 7
CON SUP (CT)		15,000						15,000	Caltrans District 7
R/W	22,400							22,400	Caltrans District 7
CON		114,000						114,000	Caltrans District 7
TOTAL	40,400	129,000						169,400	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	13,000	10,000						23,000	
R/W SUP (CT)	6,300							6,300	
CON SUP (CT)		15,000		25,000				40,000	
R/W	21,100							21,100	
CON		5,000		214,000				219,000	
TOTAL	40,400	30,000		239,000				309,400	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
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 #2:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
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)									\$10 million for PS&E subject to Metro Board approval in January 2024 meeting.
PS&E		10,000						10,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				99,000				99,000	
TOTAL		10,000		99,000				109,000	
Fund #3:	Other Fed - Earmark Repurpose (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
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	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	13,000							13,000	
R/W SUP (CT)	6,300							6,300	
CON SUP (CT)									
R/W	21,100							21,100	
CON									
TOTAL	40,400							40,400	

Fund #4:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Metro has applied for INFRA Grant, anticipate funding by Feb 2024.
PS&E									
R/W SUP (CT)									
CON SUP (CT)				25,000				25,000	
R/W									
CON				115,000				115,000	
TOTAL				140,000				140,000	

Complete this page for amendments only					Date 12/12/2023 15:45:34
District	County	Route	EA	Project ID	PPNO
07	Los Angeles County	71	21061	0718000351	2741N

SECTION 1 - All Projects

Project Background

This is not an amendment, this is for 2024 STIP.

Programming Change Requested

Adding Future Fund for CON and Con Support, \$1.3M in Earmark Repurpose funds moved from R/W cap to R/W support.

Reason for Proposed Change

Adding Future Fund for CON and Con Support, \$1.3M in Earmark Repurpose funds moved from R/W cap to R/W support.

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

This is for 2024 STIP.

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/08/2023 09:41:00
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
07	28630	0713000216	4357	Caltrans District 7		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Los Angeles County	18	3.400	4.500			
Los Angeles County	138	66.000	70.100	MPO	Element	
				SCAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Jane Yu			213-760-6906	jane.yu@dot.ca.gov		

Project Title

Widen Conventional Highway (Segment 13)

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

In Los Angeles County, In Llano, State Route 138 from 0.4 miles West of 190th Street East to 0.7 mi South of 138/18 Junction and State Route 18 from 138/18 junction to 1.1 mile east of the junction. Widen conventional highway from 2 lanes to 4 lanes.

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

Legislative Districts

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

Date 12/08/2023 09:41:00

Purpose and Need

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

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

Project Outputs

Category	Outputs	Unit	Total
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	10.4

Date 12/08/2023 09:41:00

Additional Information

ADA is checked
Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	Optional	Per Capita and Total Person Hours of Delay per Year	Person Hours	0	0	0
			Hours per Capita	0	0	0

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

Project Title

Widen Conventional Highway (Segment 13)

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Caltrans District 7
PS&E	8,000							8,000	Caltrans District 7
R/W SUP (CT)	6,500							6,500	Caltrans District 7
CON SUP (CT)	8,300							8,300	Caltrans District 7
R/W	17,800							17,800	Caltrans District 7
CON	50,000							50,000	Caltrans District 7
TOTAL	90,600							90,600	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	8,000							8,000	
R/W SUP (CT)	6,500							6,500	
CON SUP (CT)	8,300							8,300	
R/W	17,800							17,800	
CON	50,000							50,000	
TOTAL	90,600							90,600	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E	4,000							4,000	
R/W SUP (CT)									
CON SUP (CT)	7,800							7,800	
R/W	17,800							17,800	
CON	45,500							45,500	
TOTAL	75,100							75,100	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	4,000							4,000	
R/W SUP (CT)									
CON SUP (CT)	7,800							7,800	
R/W	17,800							17,800	
CON	45,500							45,500	
TOTAL	75,100							75,100	

Fund #2:	RSTP - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E	4,000							4,000	
R/W SUP (CT)	6,500							6,500	
CON SUP (CT)	500							500	
R/W									
CON	4,500							4,500	
TOTAL	15,500							15,500	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	4,000							4,000	
R/W SUP (CT)	6,500							6,500	
CON SUP (CT)	500							500	
R/W									
CON	4,500							4,500	
TOTAL	15,500							15,500	

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

SECTION 1 - All Projects

Project Background

State Route 138 (SR-138), from Avenue T in the City of Palmdale to junction with SR-18 in Llano, was designated as a Corridor. This Corridor was divided into several Segments, each of which was a separate project. Project EA 07-28630 is Segment 13 (one of 13 segments). It is intended to provide additional highway capacity and enhance safety to accommodate travel demands resulting from regional growth and alleviate congestion on Pearblossom Highway. This project is funded by Metro's Regional Surface Transportation Program (RSTP) and State Transportation Improvement Program / Regional Improvement Program (STIP/RIP) funds. This project has been assigned the Project Development Processing Category 4A, as classified in Section 2-10.50 of the Project Development Procedure Manual because the project requires substantial new Right-of-Way and will increase traffic capacity. ***The project is currently in PS&E phase.***

Programming Change Requested

Not applicable.

Reason for Proposed Change

Not applicable.

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

Not applicable.

Other Significant Information

Not applicable.

SECTION 2 - For SB1 Project Only

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

Not applicable.

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	05/31/2023 17:46:44
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
07		0717000319	4296	Los Angeles County Metropolitan Transportation Authority		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Los Angeles County						
				MPO	Element	
				SCAG	Mass Transit (MT)	
Project Manager/Contact			Phone	Email Address		
Monica Born			562-524-0597	bornm@metro.net		

Project Title

East San Fernando Valley Transit Corridor Project – Initial Operating Segment

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

The Project is located in the City of Los Angeles, and the alignment travels through the communities of Van Nuys, Panorama City, Arleta, and Pacoima. The project scope consists of a new 6.7-mile median running at-grade LRT that includes 11 stations capable of accommodating up to three, 90-foot rail cars. Along the alignment are 11 stations incorporating various first/last-mile oriented amenities, including bicycle parking. A 21-acre vehicle and storage facility will be constructed to accommodate the operational and administrative functions of the new LRT line.

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 Milestone		Existing	Proposed
Project Study Report Approved		08/01/2001	
Begin Environmental (PA&ED) Phase		01/02/2013	01/02/2013
Circulate Draft Environmental Document	Document Type EIR	09/01/2017	09/01/2017
Draft Project Report		02/28/2019	02/28/2019
End Environmental Phase (PA&ED Milestone)		01/13/2020	01/31/2021
Begin Design (PS&E) Phase		03/24/2022	04/27/2023
End Design Phase (Ready to List for Advertisement Milestone)		04/12/2024	03/31/2025
Begin Right of Way Phase		06/27/2020	03/24/2023
End Right of Way Phase (Right of Way Certification Milestone)		07/19/2022	09/30/2026
Begin Construction Phase (Contract Award Milestone)		03/23/2022	04/30/2023
End Construction Phase (Construction Contract Acceptance Milestone)		09/17/2027	06/07/2030
Begin Closeout Phase		06/27/2028	07/01/2030
End Closeout Phase (Closeout Report)		07/06/2029	01/07/2031

Date 05/31/2023 17:46:44

Purpose and Need

The East San Fernando Valley Transit Corridor Project is a vital public transit infrastructure investment that would provide improved transit service in the eastern San Fernando Valley. The large-transit-dependent population and traffic congestion in peak periods in the project area necessitates such investment. The proposed project would supplement the existing bus service that extends from the Metro G Line (Orange) in the south to the Van Nuys/San Fernando Station in the north with a Light Rail Transit (LRT), providing residents, businesses, and transit-dependent populations with enhanced connectivity to local and regional transit services, increased capacity, and improved on-time performance. With the new addition of a median running at-grade LRT, the project will encourage the shift from single occupancy vehicles to transit trips, thereby improving local air quality.

This LRT line consists of 6.7-mile initial operating segment, with 11 stations. Metro plans to submit a STIP amendment request (for notice in January 2023 and action in March 2023) to amend the scope of the STIP funding to the initial operating segment, consistent with the LPP-F request. A new vehicle and storage facility will also be constructed to provide secure storage of LRT vehicles and for regular maintenance to ensure reliable vehicle operations.

NHS Improvements ☐ YES ☒ NO

Roadway Class NA

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Intercity Rail/Mass Trans	Miles of new track	Miles	6.7
Rail/ Multi-Modal	New stations	EA	11

Date 05/31/2023 17:46:44

Additional Information

PROJECT BENEFITS (Continued) –

* 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.

* Travel time savings: the project will result in \$1.1 billion in travel time savings, including personal vehicles and freight, over the first 20 years of the project.

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.

PROGRESS, DESIGN BUILD (Details) –

It was selected because the process provides the vendor flexibility to carry out their work efficiently, resulting in cost savings and time savings. The PDB contract will entail 3 phases, the validation phase, final design, and construction. The phases may overlap and may require some special coordination between Caltrans and LA Metro to allow the phases to proceed with all the needed state approvals.

ORIGINAL SCOPE VS. AMENDED –

The project is being down-scoped to the initial operating segment. The 2.5 mile segment including 3 stations on San Fernando Road is being split off for later delivery, pending coordination with the railroads. The 6.7 mile Southern or Initial Operating Segment including 11 stations on Van Nuys Blvd. is to go forward with the initial STIP funding.

SCHEDULE -

The project has experienced increased cost estimates as environmental and preliminary engineering have progressed. The cost estimate at the time of request for the STIP funds in 2018 was \$1,547,600,000. The current estimate is \$3,577,483,000. LA Metro has obtained an Expedited Project Delivery Grant from the Federal Transit Administration, and is assembling a package of state and Metro-programmed local funds to match this grant. There is no change in the programming proposed with regard to schedule at this time.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	536,122,055	536,151,760	-29,705
			VMT per Capita	536,122,055	536,151,760	-29,705
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	20,996,710	21,001,501	-4,791
			Hours per Capita	20,996,710	21,001,501	-4,791
System Reliability (Freight)	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	28	36	-8
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	35,734	35,736	-2
			PM 10 Tons	35,734	35,736	-2
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	51,187,762	51,208,513	-20,751
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	53,614	53,827	-213
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	1	1	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	648,222	648,715	-493
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	173,693	174,018	-325
Safety	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	21	0	21
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	18,022	0	18,022
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.4	0	1.4

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County			0717000319	4296
Project Title					
East San Fernando Valley Transit Corridor Project – Initial Operating Segment					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	76,000							76,000	Los Angeles County Metropolitan Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W	125,030							125,030	Los Angeles County Metropolitan Tra
CON	1,156,971	204,999						1,361,970	Los Angeles County Metropolitan Tra
TOTAL	1,358,001	204,999						1,563,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	67,204							67,204	
PS&E	599,747							599,747	
R/W SUP (CT)									
CON SUP (CT)									
R/W	381,100							381,100	
CON		388,697	2,116,821	51,300	31,099			2,587,917	
TOTAL	1,048,051	388,697	2,116,821	51,300	31,099			3,635,968	

Fund #1:	TCRP (Committed) - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								30.10.710.010
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	28,900							28,900	Los Angeles County Metropolitan Tra
PS&E									\$9000 PAED voted 10/20/16 \$18000 PAED voted 06/28/17 \$9000 CON voted 06/28/17
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	28,900							28,900	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	27,000							27,000	\$18M Approved for PA&ED on 6/28/17 CORRECTION: \$9M Approved for PA&ED on 6/28/17 NOT 10/20/16 CORRECTION: \$9M for CON was not approved under TCRP
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	27,000							27,000	

Fund #2:	Local Funds - PROP "C" FUNDS (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	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	989,462							989,462	
TOTAL	1,126,962							1,126,962	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	37,336							37,336	Prop C & A, Measure R & M. Increased FY 25 CON funds to ensure 75% match to EPD. Reduced FY 22/23 R/W by \$17,555, replacing with SOF SHA CRRSAA.
PS&E	599,747							599,747	
R/W SUP (CT)									
CON SUP (CT)									
R/W	328,915							328,915	
CON		74,944	1,156,721					1,231,665	
TOTAL	965,998	74,944	1,156,721					2,197,663	
Fund #3:	RIP - Public Transportation Account (Committed)								Program Code
Existing Funding (\$1,000s)									30.10.070.625
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	34,630							34,630	
CON	167,509							167,509	
TOTAL	202,139							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 #4:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.800.200
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	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		71,300	51,300	51,300	31,099			204,999	
TOTAL		71,300	51,300	51,300	31,099			204,999	
Fund #5:	FTA Funds - Low or No Emission Vehicle Program - 5339(c) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	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)	968							968	Rounded to nearest thousand
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	968							968	

Fund #6:	TCRP (Committed) - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	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)	1,900							1,900	Prior TCRP (EA T0027A)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,900							1,900	
Fund #7:	State SB1 LPP - Local Partnership Program - Formula distribution (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 7
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									The only selection allowed is "yes" for "committed" even though these are 24/25 funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		74,944						74,944	
TOTAL		74,944						74,944	

Fund #8:	Other Fed - FTA Expedited Project Delivery-Section 3005(b) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	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			908,800					908,800	
TOTAL			908,800					908,800	
Fund #9:	Other State - State Highway Account CRRSAA Substitute (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									The purpose of this PPR is to support a SOF request for non-STIP CRRSAA funds.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	17,555							17,555	
CON									
TOTAL	17,555							17,555	

Complete this page for amendments only					Date 05/31/2023 17:46:44
District	County	Route	EA	Project ID	PPNO
07	Los Angeles County			0717000319	4296

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

The purpose of the STIP amendment is to change the scope of the project to focus on the 6.7- mile initial operating segment, consisting of 11-stations.

Reason for Proposed Change

Additional time is needed to conduct planning and coordination activities with the railroads relative to the northern section of the project.

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

The Northern segment of the LRT alignment will take additional time due to the need to negotiate technical aspects of the proximity of the LRT to the conventional rail operating corridor. The additional cost and time requirements for any changes needed to accommodate the adjacent alignments are not fully established yet. Metro will identify and request funding from appropriate sources once the cost and timelines for project delivery are fully updated for the Northern segment.

Other Significant Information

R/W Allocation Request: planned.

SECTION 2 - For SB1 Project Only

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

Project scope not being sought at this time.

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	05/15/2023 15:06:29
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
07			5738	Los Angeles County Metropolitan Transportation Authority		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Los Angeles County						
				MPO	Element	
				SCAG	Mass Transit (MT)	
Project Manager/Contact			Phone	Email Address		
Nela De Castro			213-922-6166	decastron@metro.net		

Project Title

Buses, 58 ZEBs, Project#2 (Tier II)

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

Purchase 58 near-zero or Zero-Emission Buses (ZEBs), as well as possible bus chargers and charging infrastructure.

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

Legislative Districts

Assembly: 48,64,65,53,54,45,46,62 Senate: 33,18,35,22,25,27,30 Congressional: 32,37,40,43,44,29,30

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	09/20/2021	12/03/2020
Circulate Draft Environmental Document Document Type CE		12/03/2020
Draft Project Report	09/20/2021	12/03/2020
End Environmental Phase (PA&ED Milestone)	09/20/2021	12/03/2020
Begin Design (PS&E) Phase	09/20/2021	12/03/2020
End Design Phase (Ready to List for Advertisement Milestone)	09/20/2021	06/30/2023
Begin Right of Way Phase	09/20/2021	12/03/2020
End Right of Way Phase (Right of Way Certification Milestone)	09/20/2021	12/03/2020
Begin Construction Phase (Contract Award Milestone)	01/01/2025	06/30/2024
End Construction Phase (Construction Contract Acceptance Milestone)	12/31/2027	06/30/2029
Begin Closeout Phase	01/01/2028	07/01/2029
End Closeout Phase (Closeout Report)	06/30/2028	12/30/2029

Date 05/15/2023 15:06:29

Purpose and Need

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

NHS Improvements

☐ YES ☒ NO

Roadway Class

NA

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Intercity Rail/Mass Trans	Rail cars/transit vehicles	EA	58

Date 05/15/2023 15:06:29

Additional Information

This PPR is for the purchase of buses only.

Quantity was reduced from 100 to 58 due to the increase in total estimated costs of the ZEB buses.
Increasing demand for ZEB buses and charging technology combined with unexpected supply-line slowdowns on key equipment components create significant obstacles to meeting the exact plans contained in the original application.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG (only 'Change' required)	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	4,640	-4,640
			PM 10 Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	0	128,600	-128,600
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	0	156,241	-156,241

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				5738
Project Title					
Buses, 58 ZEBs, Project#2 (Tier II)					

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 Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W									Los Angeles County Metropolitan Tra
CON						67,644		67,644	Los Angeles County Metropolitan Tra
TOTAL						67,644		67,644	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				8,139		76,311		84,450	
TOTAL				8,139		76,311		84,450	

Fund #1:	RIP - Public Transportation Account (Committed)								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 Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						40,749		40,749	
TOTAL						40,749		40,749	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						40,749		40,749	
TOTAL						40,749		40,749	

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	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 #3:	Local Funds - Local Transportation Funds (Committed)								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 Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						26,895		26,895	
TOTAL						26,895		26,895	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #4:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								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)									California Transportation Commissio
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						35,562		35,562	
TOTAL						35,562		35,562	
Fund #5:	FTA Funds - Bus and Bus Facilities Discretionary Program (Bus (Committed)								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)									Federal Transit Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				8,139				8,139	
TOTAL				8,139				8,139	

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Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/08/2023 10:50:46
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07	28600	0713000500	4353	Caltrans District 7	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County	138	53.100	54.300		
				MPO	Element
				SCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Jane Yu			213-760-6906	jane.yu@dot.ca.gov	

Project Title

Multimodal Mobility Improvements (Segment 4)

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

In Littlerock from 70th Street East to 0.1 mile east of 77th Street East. Multimodal mobility improvements includes installation of sidewalks, curb ramps, traffic calming measures, a traffic signal at 77th Street East, drainage improvements, and bike lanes.

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

Legislative Districts

Assembly:	36	Senate:	21	Congressional:	25
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Project Milestone	Existing	Proposed
Project Study Report Approved	10/07/1991	10/07/1991
Begin Environmental (PA&ED) Phase	04/07/1993	04/07/1993
Circulate Draft Environmental Document	11/15/2000	11/15/2000
Document Type EIR/FONSI		
Draft Project Report	09/29/2000	09/29/2000
End Environmental Phase (PA&ED Milestone)	03/30/2001	03/30/2001
Begin Design (PS&E) Phase	12/10/2018	12/10/2018
End Design Phase (Ready to List for Advertisement Milestone)	12/13/2024	11/05/2025
Begin Right of Way Phase	01/02/2020	01/02/2020
End Right of Way Phase (Right of Way Certification Milestone)	11/08/2024	10/08/2025
Begin Construction Phase (Contract Award Milestone)	07/25/2025	06/03/2026
End Construction Phase (Construction Contract Acceptance Milestone)	02/11/2028	01/31/2029
Begin Closeout Phase	02/11/2028	01/31/2029
End Closeout Phase (Closeout Report)	01/09/2032	01/09/2032

Date 12/08/2023 10:50:46

Purpose and Need

The project's scope has changed in order to provide multimodal transportation access and enhance safety. The project will no longer widen the highway to 2 lanes in each direction because of community opposition for the widening. Therefore, the modified scope of work includes installation of sidewalks, curb ramps, traffic calming measures, a traffic signal at 77th Street East, drainage improvements, and bike lanes.

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

Project Outputs

Category	Outputs	Unit	Total
ADA Improvements	New curb ramp installed	EA	14
ADA Improvements	New sidewalk	LF	5,000

Date 12/08/2023 10:50:46

Additional Information

ADA is checked
Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	Optional	Per Capita and Total Person Hours of Delay per Year	Person Hours	0	0	0
			Hours per Capita	0	0	0

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

Project Title

Multimodal Mobility Improvements (Segment 4)

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Caltrans District 7
PS&E	5,250							5,250	Caltrans District 7
R/W SUP (CT)	6,700							6,700	Caltrans District 7
CON SUP (CT)		2,000						2,000	Caltrans District 7
R/W	26,400							26,400	Caltrans District 7
CON		5,000						5,000	Caltrans District 7
TOTAL	38,350	7,000						45,350	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	5,250							5,250	
R/W SUP (CT)	6,700							6,700	
CON SUP (CT)			2,000					2,000	
R/W	26,400							26,400	
CON			5,000					5,000	
TOTAL	38,350		7,000					45,350	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E	5,250							5,250	\$26400 RW voted 06/24/20
R/W SUP (CT)	6,700							6,700	
CON SUP (CT)		2,000						2,000	
R/W	26,400							26,400	
CON		5,000						5,000	
TOTAL	38,350	7,000						45,350	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	5,250							5,250	
R/W SUP (CT)	6,700							6,700	
CON SUP (CT)			2,000					2,000	
R/W	26,400							26,400	
CON			5,000					5,000	
TOTAL	38,350		7,000					45,350	

Complete this page for amendments only

Date 12/08/2023 10:50:46

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

SECTION 1 - All Projects

Project Background

State Route 138 (SR-138), from Avenue T in the City of Palmdale to junction with SR-18 in Llano, was designated as a Corridor. This Corridor was divided into several Segments, each of which was a separate project. Project EA 07-28600 Segment 4 is one of 13 segments programmed. Originally, the Corridor improvements were intended to provide additional highway capacity and enhance safety to accommodate travel demands resulting from regional growth and alleviate congestion on Pearblossom Highway. However, this project segment will only provide multimodal improvements and enhance safety on Pearblossom Highway. This project is funded by Metro's State Transportation Improvement Program/Regional Improvement Program (STIP/RIP) funds. ***The project is currently in PS&E phase.***

Programming Change Requested

Postpone construction capital and construction support from 24/25 to 25/26.

Reason for Proposed Change

The reason for the proposed change is to allow more time in the schedule to obtain all the right-of-way needed for the project.

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

The reason for the delay is due to the changes in right-of-way requirements. The right-of-way acquisitions process restarts when there are changes to the amount of right-of-way needed for the project in order to fulfill the scope of work. There is no cost increase related to the delay.

Other Significant Information

SECTION 2 - For SB1 Project Only

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

Postpone construction capital and construction support from FY 24/25 to FY 25/26 (RIP fund).

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/12/2023 13:54:06
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
07			5961	City of Los Angeles		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Los Angeles County				Los Angeles County Metropolitan Transportation Authority		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Gerardo Hernandez			213-485-4970	gerardo.hernandez@lacity.org		

Project Title

SOTO ST WIDENING FROM MULTNOMAH STREET TO MISSION ROAD

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

Located within the City of Los Angeles on Soto Street between Multnomah Street and Mission Road. The proposed Project is located in the northeastern part of Los Angeles, along Soto Street between Multnomah Street and Mission Road. Soto Street serves as a corridor connecting the Cities of Pasadena, South Pasadena, and Alhambra to the north and west, with the communities of Lincoln Heights, Boyle Heights, and El Sereno to the east and south. The Project is surrounded by the neighborhoods of Lincoln Heights in the south and west, Montecito Heights in the north, and El Sereno in the east. The scope of work will include the following: two southbound traffic lanes; two northbound traffic lanes; two protected bicycle lanes (one in each direction); one median; a new and wider sidewalk on the west side; a new sidewalk on the east side of Soto Street; and widened roadway additional 20 feet for a total width of 90 feet.

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

Legislative Districts			
Assembly:	51	Senate:	24
		Congressional:	34

Project Milestone		Existing	Proposed
Project Study Report Approved		06/28/2019	
Begin Environmental (PA&ED) Phase			01/27/2017
Circulate Draft Environmental Document	Document Type ND/MND		11/14/2024
Draft Project Report			11/15/2024
End Environmental Phase (PA&ED Milestone)			03/14/2025
Begin Design (PS&E) Phase			03/15/2025
End Design Phase (Ready to List for Advertisement Milestone)			03/13/2026
Begin Right of Way Phase			03/14/2026
End Right of Way Phase (Right of Way Certification Milestone)			10/15/2026
Begin Construction Phase (Contract Award Milestone)		01/01/2025	10/16/2026
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2028	10/16/2028
Begin Closeout Phase		01/01/2029	10/17/2028
End Closeout Phase (Closeout Report)		12/31/2029	03/15/2029

Date 12/12/2023 13:54:06

Purpose and Need

The project would improve and maintain Soto Street as a vital north-south regional transportation link. The purpose of the project is to:

- Relieve traffic congestion along Soto Street
- Improve the efficiency of regional traffic circulation by addressing the existing design deficiency (bottleneck) condition along Soto Street between Mission Road and Multnomah Street
- Increase automobile and pedestrian safety
- Incorporate multimodal transportation features along Soto Street

From traffic analysis, capacity in the southbound direction of Soto Street is inadequate along the entire segment between Multnomah Street and Mission Road. As the Soto Street roadway approaches Multnomah Street, the roadway narrows. This design deficiency causes a bottleneck configuration along Soto Street, between Mission Road to the north and Multnomah Street to the south, restricting southbound traffic to a single lane, and resulting in a reduction of traffic capacity in the southbound direction at the intersection approach to Multnomah Street. On the northbound side, sediments and debris from the adjacent hillside erode onto the existing roadway, which poses a potential hazard for vehicular traffic. On the west side of Soto Street, an existing damaged fence and railing pose a safety concern to pedestrians, and the existing street lighting poles are located along the center-line of the damaged four-foot-wide sidewalk restricting wheelchair accessibility within the existing project area.

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

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Bicycle lane-miles	Miles	5,400
Pavement (lane-miles)	Roadway lane miles	Miles	2,700
Drainage	Culverts	LF	2,500
Pavement (lane-miles)	Intersections constructed	Miles	2

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	475	-475
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	1	-1

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				5961
Project Title					
SOTO ST WIDENING FROM MULTNOMAH STREET TO MISSION ROAD					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				24,600				24,600	
TOTAL				24,600				24,600	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	751							751	
PS&E	4,000							4,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W	329							329	
CON	4,250		26,330					30,580	
TOTAL	9,330		26,330					35,660	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				24,600				24,600	
TOTAL				24,600				24,600	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			26,330					26,330	
TOTAL			26,330					26,330	

Fund #2:	RSTP - STP Local Regional (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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	4,000							4,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	4,000							4,000	
Fund #3:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)	264							264	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	115							115	
CON	2,896							2,896	
TOTAL	3,275							3,275	

Fund #4:	Local Funds - Prop "C" 25% Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)	487							487	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	214							214	
CON	1,354							1,354	
TOTAL	2,055							2,055	

Complete this page for amendments only					Date 12/12/2023 13:54:06
District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				5961

SECTION 1 - All Projects

Project Background

The project requested \$26,330,000 but was programmed \$24,600,000 in the Los Angeles County 2022 Regional Transportation Improvement Program.

Programming Change Requested

Program balance of original request from 2022 STIP.

Reason for Proposed Change

Program balance of original request from 2022 STIP.

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

Metro is requesting additional RIP programming for the project from the 2024 STIP.

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date	10/11/2023 17:25:09
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07			5960	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County					
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Hank Hsing			626-676-9960	hhsing@dpw.lacounty.gov	

Project Title

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

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

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

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

Legislative Districts

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

Date 10/11/2023 17:25:09

Purpose and Need

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

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

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

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

Project Outputs

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

Date 10/11/2023 17:25:09

Additional Information

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

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

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				5960

Project Title

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

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	2,500							2,500	Los Angeles County
PS&E				8,895				8,895	Los Angeles County
R/W SUP (CT)									Los Angeles County
CON SUP (CT)									Los Angeles County
R/W									Los Angeles County
CON					16,855			16,855	Los Angeles County
TOTAL	2,500			8,895	16,855			28,250	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E				9,432				9,432	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					17,872			17,872	
TOTAL				9,432	17,872			27,304	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E				8,895				8,895	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					16,855			16,855	
TOTAL				8,895	16,855			25,750	

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E				9,432				9,432	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					17,872			17,872	
TOTAL				9,432	17,872			27,304	

Fund #2:	CMAQ - Congestion Mitigation (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.820
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	2,500							2,500	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,500							2,500	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

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District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				5960

SECTION 1 - All Projects

Project Background

Project was originally programmed in the 2022 STIP for less RIP funds than requested.

Programming Change Requested

Restore some of the RIP funds to the original 2022 STIP request, and delete non-RIP funds.

Reason for Proposed Change

Metro is seeking amendment to restore some of the project's RIP funds to the amount originally requested in the 2022 STIP and reduce non-RIP funds. Non-RIP funds will be used for a related project in the area which will begin work before this project.

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

n/a

Other Significant Information

n/a

SECTION 2 - For SB1 Project Only

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

There is no change to the project scope.

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

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Amendment (Existing Project) ☐ YES ☒ NO

Date12/12/2023 13:56:51

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
07				Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County					
				MPO	Element
				SCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Nela De Castro			213-922-6166	decastrom@metro.net	

Project Title

Bus Acquisition #3

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

Purchase 100 Zero-Emission Buses (ZEBs).

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:	48,64,65,53,54,45,46,62	Senate:	33,18,35,22,25,27,30	Congressional: 32,37,40,43,44,29,30
Project Milestone			Existing	Proposed
Project Study Report Approved				
Begin Environmental (PA&ED) Phase				10/01/2026
Circulate Draft Environmental Document	Document Type			11/15/2026
Draft Project Report				11/30/2026
End Environmental Phase (PA&ED Milestone)				12/31/2026
Begin Design (PS&E) Phase				01/01/2027
End Design Phase (Ready to List for Advertisement Milestone)				01/01/2028
Begin Right of Way Phase				
End Right of Way Phase (Right of Way Certification Milestone)				
Begin Construction Phase (Contract Award Milestone)				12/31/2028
End Construction Phase (Construction Contract Acceptance Milestone)				12/31/2031
Begin Closeout Phase				01/01/2032
End Closeout Phase (Closeout Report)				06/30/2032

Date 12/12/2023 13:56:51

Purpose and Need

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

NHS Improvements

☐ YES ☒ NO

Roadway Class

NA

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	100

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	8,000	-8,000
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	221,724	-221,724
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	269,381	-269,381

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				
Project Title					
Bus Acquisition #3					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					200,633			200,633	
TOTAL					200,633			200,633	

Fund #1:	RIP - RIP - Public Transportation Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
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					200,633			200,633	
TOTAL					200,633			200,633	

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Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/12/2023 14:00:02
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
07			9001	Los Angeles County Metropolitan Transportation Authority		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Los Angeles County				Caltrans District 7		
Los Angeles County				MPO	Element	
Los Angeles County				SCAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Diego Ramirez/LACMTA			213-922-2468	ramirezdi@metro.net		
Project Title						

Planning, Programming and Monitoring (PPM)

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

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

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

Legislative Districts

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

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

Date 12/12/2023 14:00:02

Purpose and Need

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

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

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

Date 12/12/2023 14:00:02

Additional Information

Purpose and Need: (continued from page 1)

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

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

Program Development Activities:

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

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

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

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

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

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W									Los Angeles County Metropolitan Tra
CON									Los Angeles County Metropolitan Tra
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	23,350	3,425	3,342	3,342	8,630	4,270		46,359	
TOTAL	23,350	3,425	3,342	3,342	8,630	4,270		46,359	

Fund #1:	RIP - Public Transportation Account (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									For FY20/21 STIP-PPM Allocation Request
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	15,984	3,425	3,342	3,342	8,630	4,270		38,993	
TOTAL	15,984	3,425	3,342	3,342	8,630	4,270		38,993	

Fund #2:	Local Funds - Prop "C" 25% Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									PC25 Los Angeles County Proposition "C25"
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,837							3,837	
TOTAL	3,837							3,837	
Fund #3:	Other State - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 7
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									SC3090 - State Cash (AB3090)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,529							3,529	
TOTAL	3,529							3,529	

Section 18. Board Resolution or Documentation of 2024 RTIP Approval

1. Metro Board Report
2. November 30, 2023 Metro Board Meeting Recap of Approval

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Board Report

File #: 2023-0618, File Type: Program

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 15, 2023

SUBJECT: 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the programming of up to \$216,817,000 in Regional Transportation Improvement Program funds to the proposed projects and the program amendments shown in Attachment A.

ISSUE

In August 2023, the California Transportation Commission (CTC) adopted the 2024 State Transportation Improvement Program (STIP) Fund Estimate (FE), which provides new formula funding capacity over the five-year STIP period from Fiscal Year (FY) 2025 through FY 2029. Metro is charged with preparing and managing the Regional Transportation Improvement Plan (RTIP) for Los Angeles County. The RTIP must be adopted by the Board prior to the December 15, 2023, RTIP submittal deadline to the CTC to program funds in the 2024 STIP.

BACKGROUND

The STIP is a five-year capital improvement program for transportation projects that is updated every two years. The CTC adopted the previous STIP in 2022. The STIP contains two portions:

- The Interregional Transportation Improvement Program (ITIP) accounts for 25% of the total STIP and is developed by Caltrans.
- The RTIP accounts for 75% of the total STIP and is developed by County Transportation Commissions, such as Metro.

The RTIP is the subject of the recommendations of this report.

DISCUSSION

Relationship to the 2022 STIP

The 2022 STIP FE identified a zero-funding share for the Los Angeles County RTIP but allowed Metro to advance up to \$57,061,000 from future Los Angeles County funding shares. The Metro

Board approved the 2022 RTIP in November 2021 and the CTC approved the 2022 RTIP in March 2022. The 2022 RTIP advanced a total of \$57,034,000 for planning, programming, and monitoring (PPM) and two State Route 710 Mobility Improvement Projects (MIPs) -- the LAC+USC Medical Center Mobility Improvements (Valley Blvd Improvements) and the Soto Street Widening Project from Multnomah Street to Mission Road. The funds that the CTC approved for the MIPs were slightly lower than Metro requested due to insufficient programming capacity statewide. The advanced funds are subtracted from Los Angeles County's 2024 STIP funding share.

Proposed 2024 RTIP

The 2024 STIP FE includes \$216,817,000 for Los Angeles County, of which \$12,900,000 may be programmed for PPM.

For the 2024 RTIP, Metro staff proposes to program up to \$216,817,000 and to amend existing programming. To develop the proposed RTIP, Metro staff applied the Evaluative Criteria Framework, which was reintroduced to the Board through a November 16, 2022, Board communication. The Framework is a tool to match appropriate state and federal fund sources to eligible and ready projects stemming from established Metro priorities, plans, and policies. The Framework's six parameters aim to direct grant funds to projects that are: Metro's highest and most critical priorities such as Measure M; responsive to grant program criteria such as expenditure deadlines; and consistent with plans and policies such as the Metro Equity Platform, Metro Long Range Transportation Plan, and Southern California Association of Governments Regional Transportation Plan.

Metro staff proposes programming funds for a new future zero-emission bus (ZEB) acquisition project and PPM. Metro staff also proposes amendments to the amounts and schedules of existing programming to support the delivery of previously programmed projects. This includes additional funding to restore the two MIP projects' original funding requests and later scheduling for the Multimodal Mobility Improvements (SR-138 Segment 4) project. The proposed 2024 RTIP is in Attachment A. The project descriptions for all projects in the RTIP are in Attachment B.

DETERMINATION OF SAFETY IMPACT

Approval of the 2024 RTIP will have no negative impact to the safety of Metro patrons or employees.

FINANCIAL IMPACT

Adoption of the 2024 RTIP would have no negative impact to the agency. The 2024 RTIP fulfills prior and anticipated funding commitments for transportation projects in Los Angeles County.

Impact to Budget

The 2024 RTIP includes funding for FY 2025 through FY 2029 and has no impact to the FY 2024

budget.

EQUITY PLATFORM

The majority of proposed new 2024 RTIP programming is for ZEB acquisition. Metro's transition to ZEB technology will be implemented systemwide to eliminate tailpipe emissions and significantly reduce noise that has significant negative environmental effects on people living and working near bus corridors and on people that depend on Metro's service for their travel needs. The Metro Zero Emission Bus Rollout Plan approved by the Board in March 2021 analyzed disadvantaged communities in Metro's service area using CalEnviroScreen 3.0, which identifies communities that are disproportionately burdened by multiple sources of pollution. The analysis shows that the majority of Metro bus routes traverse disadvantaged communities. The plan's Disadvantaged Communities Prioritization Strategy prioritizes the deployment of ZEBs to routes and service blocks that serve larger percentages of disadvantaged communities.

The proposed amendments are necessary to deliver projects that will provide multimodal improvements in communities that demonstrate high need in different ways. The two MIP projects were programmed in the 2022 RTIP and include active transportation and safety improvements. Both projects are in Metro Equity Focus Communities (EFCs) and are in the engagement, planning, and development stages led by the City and County of Los Angeles. The Multimodal Mobility Improvements (SR-138 Segment 4) project was originally conceived in 2001 and programmed in the 2018 RTIP as a highway widening project prior to the establishment of Metro's Equity Platform. Since then, Caltrans (the implementing agency) has conducted community engagement which resulted in converting the project from a highway widening project to a multimodal improvements project, including sidewalks, traffic calming measures, and bike lanes. While the project does not overlap with EFCs, it does overlap with the state's CalEnviroScreen and Low Income Communities (at or below 80 percent of the statewide median income) metrics and demonstrates a community engagement process that responds to community concerns and mitigates negative impacts.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

ALTERNATIVES CONSIDERED

The Board could elect not to approve the staff recommendation for the 2024 RTIP. This option is not recommended as it would force Los Angeles County to surrender up to \$216,817,000 in formula funds available through the 2024 STIP period. Additionally, failure to adopt the 2024 RTIP could cause delay for the projects proposed.

NEXT STEPS

With Board approval, staff will proceed with and monitor the following steps to secure the 2024 LA

County RTIP:

- December 15, 2023 - Submit 2024 RTIP request to CTC
- February 1, 2024 - CTC holds Southern California 2024 STIP Hearing
- March 1, 2024 - CTC publishes staff recommendations
- March 21-22, 2024 - CTC adopts 2024 STIP

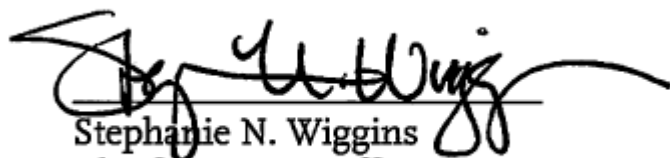
ATTACHMENTS

Attachment A - 2024 LA County RTIP

Attachment B - 2024 LA County RTIP Project Descriptions

Prepared by: Shelly Quan, Manager, Transportation Planning, (213) 547-4303
Patricia Chen, Senior Director, (213) 922-3041
Mark Yamarone, Executive Officer, (213) 418-3452
Laurie Lombardi, Senior Executive Officer, (213) 418-3251
Ray Sosa, Deputy Chief Planning Officer, (213) 547-4274

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



Stephanie N. Wiggins
Chief Executive Officer

2024 Los Angeles County Regional Transportation Improvement Program

(\$000s)

The table summarizes the projects programmed in the 2022 RTIP and the carryover, amendments, and new programming proposed for the 2024 RTIP which has new funding capacity in FY 25 through FY 29.

Existing Programming	Prior	FY 25	FY 26	FY 27	FY 28	FY 29	Total
Highway							
SR 71 (North Segment)	20,000						20,000
Multimodal Mobility Improvements (SR 138 Segment 4)	11,950	7,000					18,950
SR 138 Segment 13	75,100						75,100
LA City Soto St. Complete Streets, Multnomah-Mission				24,600			24,600
LA County USC Medical Center Mobility Improvements			8,895	16,855			25,750
Planning, Programming & Monitoring	2,836	3,425	3,342	3,342			12,945
Subtotal Highway	109,886	10,425	12,237	44,797			177,345
Transit							
Buses Project #2		40,749					40,749
East San Fernando Valley Transit Corridor Project	202,139						202,139
Subtotal Transit	202,139	40,749					242,888
TOTAL EXISTING	312,025	51,174	12,237	44,797			420,233
Proposed Programming	Prior	FY 25	FY 26	FY 27	FY 28	FY 29	Total
No Amendments							
SR 71 (North Segment)	20,000						20,000
SR 138 Segment 13	75,100						75,100
Planning, Programming & Monitoring	2,836	3,425	3,342	3,342			12,945
East San Fernando Valley Transit Corridor Project	202,139						202,139
Buses Project #2		40,749					40,749
Subtotal No Amendments	300,075	44,174	3,342	3,342			350,933
Amendments to Schedule/Funding							
Multimodal Mobility Improvements (SR 138 Segment 4)	11,950		7,000				18,950
LA City Soto St. Complete Streets, Multnomah-Mission			26,330				26,330
LA County USC Medical Center Mobility Improvements			9,432	17,872			27,304
Subtotal Amendments	11,950		42,762	17,872			72,584
Proposed New Projects							
Bus Acquisition #3					200,633		200,633
Planning, Programming & Monitoring					8,630	4,270	12,900
Subtotal New Projects					209,263	4,270	213,533
NET NEW PROGRAMMING			2,267	1,017	209,263	4,270	216,817

2024 LA County RTIP Project Descriptions

The following project descriptions are provided to give an overview of existing, amended, and new projects in the proposed 2024 RTIP. Additional project detail and performance information will be included in the 2024 RTIP submittal to the CTC.

- The SR-71 North Segment has funds programmed in FY 24 for construction to convert SR-71 between Mission Boulevard and the I-10 from a four-lane expressway to an eight-lane freeway, inclusive of two High Occupancy Vehicle lanes. Once complete, it will provide continuous improvements over 4 miles of the corridor.
- The Multimodal Mobility Improvements (SR-138 Segment 4) project currently has funds programmed in FY 25 which will be amended to FY 26 for construction of sidewalks, curb ramps, traffic calming measures, traffic signal, drainage improvements, and bike lanes on SR-138 in Littlerock from 70th Street East to 0.1 miles east of 77th Street East.
- The SR-138 Segment 13 has funds programmed in FY 24 for construction on SR-138 and SR-18 of two travel lanes in each direction and a direct connector from eastbound SR-138 to eastbound SR-18 on embankment. The completion of this segment will help complete approximately 17 miles of continuous improvements over the corridor.
- The LA City Soto Street Complete Streets, Multnomah-Mission project has funds programmed in FY 27 which will be amended to FY 26 to add one lane on Soto Street between Multnomah Street and North Mission Road; widen existing sidewalks; construct Class II bike lane in both directions; and install pedestrian lighting, a new striped median, and shoulders on both sides of the street. The 2024 RTIP proposes to amend programming to increase the funds to the original 2022 RTIP request amount.
- The LA County USC Medical Center Mobility Improvements project has funds programmed in FY 26 for design and FY 27 for construction of multimodal corridor improvements along Valley Boulevard which may include active transportation safety and accessibility enhancements as well as additional necessary infrastructure upgrades along Valley Boulevard. The 2024 RTIP proposes to amend programming to increase the funds to the original 2022 RTIP request amount.
- The East San Fernando Valley Transit Corridor – Southern Segment has funds programmed in FY 24 for construction of 6.7 miles of Light Rail Transit service in the eastern San Fernando Valley along Van Nuys Boulevard.

- The Buses Project #2 has funds programmed in FY 25 for a bus 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 includes 58 zero-emission buses (ZEBs), as well as possible bus chargers and charging infrastructure.
- Bus Acquisition #3 is a new project proposed for funding in FY 28. The project supports ongoing fleet replacement and transition to ZEBs. The project scope will include 100 ZEBs.
- Planning, Programming, and Monitoring (PPM) funds are currently programmed in FY 25 through FY 27 for Metro planning activities. The 2024 RTIP proposes programming new PPM funds in FY 28 and FY 29.



2024 Regional Transportation Improvement Program

Planning and Programming Committee

November 15, 2023

File No. 2023-0618

Agenda Item #



Metro

Recommendation

APPROVE the programming of up to \$216,817,000 in Regional Transportation Improvement Program funds to the proposed projects and the program amendments shown in Attachment A.

Background

County RTIPs are 75% of the State Transportation Improvement Program (STIP):

- Every two years, Metro prepares and approves the RTIP for LA County.
- The 2024 RTIP programs the county's RTIP formula shares for the period from FY 25 through FY 29.
- The California Transportation Commission (CTC) adopts the LA County RTIP through its 2024 STIP process.

2024 RTP Programming Priorities

Consistent with Evaluative Criteria Framework:

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

RTIP Capacity

Adopted 2020 RTIP	Adopted 2022 RTIP	Proposed 2024 RTIP
\$0 County Shares	\$0 County Shares	\$216,817,000 County Shares
\$46,340,000 Max Target Advance (from future shares)	\$57,034,000 Max Target Advance (from future shares)	\$0 Max Target Advance (from future shares)

Proposed 2024 RTIP

Proposed Programming	Prior	FY 25	FY 26	FY 27	FY 28	FY 29	Total
Prior Programming, No Amendments							
SR 71 (North Segment)	20,000						20,000
SR 138 Segment 13	75,100						75,100
Planning, Programming & Monitoring	2,836	3,425	3,342	3,342			12,945
East San Fernando Valley Transit Corridor Project	202,139						202,139
Buses Project #2		40,749					40,749
Subtotal No Amendments	300,075	44,174	3,342	3,342			350,933
Amendments to Schedule/Funding							
Multimodal Mobility Improvements (SR 138 Segment 4)	11,950		7,000				18,950
LA City Soto St. Complete Streets, Multnomah-Mission			26,330				26,330
LA County USC Medical Center Mobility Improvements			9,432	17,872			27,304
Subtotal Amendments	11,950		42,762	17,872			72,584
Proposed New Projects							
Bus Acquisition #3					200,633		200,633
Planning, Programming & Monitoring					8,630	4,270	12,900
Subtotal New Projects					209,263	4,270	213,533
NET NEW PROGRAMMING			2,267	1,017	209,263	4,270	216,817



Metro

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RECAP of Proceedings

Thursday, November 30, 2023

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

**Karen Bass, Chair
Janice Hahn, Vice Chair
Fernando Dutra, 2nd Vice Chair
James Butts
Jacquelyn Dupont-Walker
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Tim Sandoval
Katy Yaroslavsky
Gloria Roberts, non-voting member**

Stephanie Wiggins, Chief Executive Office

CALLED TO ORDER: 10:11 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 7, 9, 10, 11, 12, 13, 14, 17, 19, 20, 21, 22, 23, and 24.

Consent Calendar items were approved by one motion except for Items 11, 19, and 21 which were held by a Director for discussion and/or separate action.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	Y	A	Y	Y	Y	A	Y	Y	Y	A	Y	Y

**Voting Deviations:*

Item 5 – the following Director voted no: LH

Item 12 – the following Director voted no: LH

Item 14 - the following Directors were conflicted: JH and KRB

Item 17 - the following Director was conflicted: HS

Item 22 - the following Director was conflicted: KRB

Item 24 - the following Director was conflicted: LH

2. SUBJECT: MINUTES

2023-0712

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held October 26, 2023.

3. SUBJECT: REMARKS BY THE CHAIR

2023-0709

RECEIVED remarks by the Chair.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	P	A	P	P	P	A	P	P	P	A	P	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

2023-0710

RECEIVED report by the Chief Executive Officer.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	P	A	P	P	P	A	P	P	P	A	P	P

KB = K. Barger	FD = F. Dutra	HJM = H.J. Mitchell	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	PK = P. Krekorian	HS = H. Solis	

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

5. SUBJECT: 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM 2023-0618

APPROVED ON CONSENT CALENDAR the programming of up to \$216,817,000 in Regional Transportation Improvement Program funds to the proposed projects and the program amendments.

7. SUBJECT: METRO ACTIVE TRANSPORTATION STRATEGIC PLAN UPDATE 2023-0516

APPROVED ON CONSENT CALENDAR:

- A. ADOPTING the Active Transportation Strategic Plan Update;
- B. AUTHORIZING the CEO to release the solicitation for Cycle 2 of the Metro Active Transport, Transit, and First/Last Mile Grant Program; and
- C. Metro's policies for Cycle 7 of the State Active Transportation Program.

9. SUBJECT: RAIL TO RAIL ACTIVE TRANSPORTATION CORRIDOR PROJECT 2023-0415

APPROVED ON CONSENT CALENDAR:

- A. INCREASING the Life of Project Budget for the Rail-to-Rail Active Transportation Project (Project) by \$23,100,000, from \$143,284,000 to \$166,384,000; and
- B. AUTHORIZING the Chief Executive Officer to execute agreements, including Contract Modifications, within the Board Approved Life of Project Budget.

10. SUBJECT: TRACK AND TUNNEL INTRUSION PROJECT 2023-0565

APPROVED ON CONSENT CALENDAR increasing the Life of Project (LOP) Budget on the Track and Tunnel Intrusion Project by \$550,224, from \$10,821,772 to \$11,371,996.

11. SUBJECT: SYSTEMS ENGINEERING AND SUPPORT SERVICES CONTRACT 2023-0639

APPROVED UNDER RECONSIDERATION:

- A. an increase in total authorized funding for Contract No.

(continued on next page)

(Item 11 – continued from previous page)

AE47810E0128 with SECOTrans (Joint Venture of Hatch LTK Engineering Services, NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc), for pending and future Task Orders to provide systems engineering and support services for Metro Rail and Bus Transit projects, in the amount of \$19,500,000, increasing the total contract authorized funding from a not-to-exceed (NTE) amount of \$95,282,000 to a not-to-exceed amount of \$114,782,000 through April, 2025; and

- B. the Chief Executive Officer (CEO) or designee to execute individual Task Orders and Contract Modifications within the Board approved contract funding amount.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	A	C	Y	C	A	Y	Y	Y	A	Y	C

12. SUBJECT: EB SR-91 ATLANTIC TO CHERRY IMPROVEMENTS **2023-0641**

APPROVED ON CONSENT CALENDAR:

- A. ESTABLISHING a Life-of-Project budget for the EB SR-91 Atlantic to Cherry Improvements in the amount of \$174,187,000; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements, including contract modifications, up to the authorized Life-of-Project budget.

13. SUBJECT: I-605 SOUTH STREET IMPROVEMENTS PROJECT **2023-0640**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. ESTABLISH a Life of Project Budget (LOP) for the I-605 Southbound South Street Improvements Project in the amount of \$33,222,000; and
- B. the Chief Executive Officer to negotiate and execute project related agreements, including contract modifications, up to the authorized Life-of-Project Budget.

14. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR **2023-0605**

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer (CEO) to award a cost plus fixed fee contract, Contract No. AE104903000, to HDR Engineering, Inc., for advanced engineering and final design services of utility adjustments,

(continued on next page)

(Item 14 – continued from previous page)

freight relocation, and grade crossings for the Slauson/A Line to Pioneer segment of the West Santa Ana Branch (WSAB) Transit Corridor Project in the amount of \$75,407,476, subject to the resolution of protest(s), if any; and

- B. Contract Modification Authority (CMA) specific to Contract No. AE104903000 in the amount of \$7,540,748, or 10% of the not-to-exceed contract award value authorize the CEO to execute individual Contract Modifications within the Board-approved Contract Modification Authority.

17. SUBJECT: LONG-TERM ADVERTISING - MARIACHI PLAZA STATION 2023-0650

APPROVED ON CONSENT CALENDAR a long-term advertising purchase agreement with Adventist Health White Memorial Hospital (Adventist Health), of up to 12 months, for advertising at Mariachi Plaza Station generating \$97,500 estimated gross sale for Metro. This agreement is not a title sponsorship and will not affect Mariachi Plaza Station's title/name.

19. SUBJECT: 2024 LEGISLATIVE PROGRAM 2023-0682

APPROVED:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2024 Federal Legislative Program; and
- C. ADOPTING the proposed 2024 State Legislative Program.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	Y	A	Y	Y	Y	A	Y	Y	Y	A	Y	Y

19.1.SUBJECT: METRO'S RESPONSE TO I-10 FREEWAY FIRE AND SUBSEQUENT CLOSURE MOTION 2023-0716

WITHDRAWN:

~~APPROVE Motion by Directors Bass, Hahn, Solis, Mitchell, Dutra, and Najarian that the Board direct the Chief Executive Officer to:~~

- ~~A. Amend goal #4 of the 2024 Legislative Program's State Goals to include provisions for the reimbursement of transit-related services/expenses~~

(continued on next page)

(Item 19.1 – continued from previous page)

~~incurred during a federal or state emergency declaration.~~

~~B. Promote ridership through regional coordination:~~

- ~~1. Coordinate with the City, County, State, and Federal agencies to take the necessary action to support the recovery phase for the communities impacted by the I-10 freeway fire and subsequent closure.~~
- ~~2. Collaborate with Tier 1 transit operators and Metrolink to expand and coordinate services affected by the freeway closure to encourage and promote ridership.~~
- ~~3. Collaborate with local jurisdictions to increase opportunities for bus-priority lanes and bus signal prioritization on lines affected by the closure.~~
- ~~4. Collaborate with local jurisdictions and Caltrans on E-Line & A-Line signal prioritization, including but not limited to closing the eastbound I-10 on-ramp that crosses the A & E Lines right-of-way at Flower Street.~~
- ~~5. Coordinate with local jurisdictions and special traffic operations to support reliable travel for major and special events.~~
- ~~6. Develop a strategy to prepare and implement Integrated Corridor Management (ICM) plans for major freeway corridors in partnership with Caltrans, Los Angeles County Department of Public Works, Los Angeles Department of Transportation, and additional local jurisdictions.~~

~~C. Provide incentives for public transportation and enhance services:~~

- ~~1. Lift the monthly cap on transit rides for participants of the Low-Income Fare is Easy (LIFE) program for the duration of the freeway closure.~~
- ~~2. For Metro riders, reduce daily parking rates to 10 cents at Metro's Park and Ride lots, excluding NFL Game Day promotions, for the duration of the freeway closure.~~
- ~~3. Provide fare-free rides on Metro Bike Share for the duration of the freeway closure.~~
- ~~4. Launch a marketing campaign to encourage transit ridership while the I-10 freeway is undergoing repairs.~~

(continued on next page)

(Item 19.1 – continued from previous page)

- ~~5. Beginning November 23, 2023, work to enhance station services and amenities by deploying additional Transit Ambassador teams at key origin stations around the entire system to ensure adequate coverage is available to serve additional transit riders using the system for the duration of the freeway closure; expanding cleaning services at Metro-owned stations and platforms as needed; and improving lighting at Metro-owned parking lots, bus stations, and station platforms, as necessary.~~

~~D. Assess impacts of the freeway closure and ensure reimbursement of eligible expenses:~~

- ~~1. Instruct Metro Real Estate to prepare an inventory of Caltrans-owned properties leased by Metro to ensure compliance with the lease terms and recommend corrective action if needed.~~
- ~~2. Report back to the Board within 30 days of the freeway reopening, on the effectiveness of various travel demand management strategies utilized during the I-10 freeway closure, including a separate report back on how to improve the transponder technology to provide accurate arrival at transit stations, starting with lines affected by the closure.~~
- ~~3. Report back to the Board within 30 days on ridership changes related to the freeway closure.~~
- ~~4. Submit grant applications and conduct any necessary actions, including negotiating and executing grant agreements and signing requests for reimbursements to the California State Transportation Agency, California Department of Transportation, California Office of Emergency Services, and other pertinent agencies to secure State funds for emergency operations and infrastructure protection services, as necessary.~~

20. SUBJECT: P2550 LIGHT RAIL VEHICLE MIDLIFE OFFSITE TESTING 2023-0528

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. EXECUTE Contract Modification No. 6 to Contract No. PS183832000P2550 Light Rail Vehicle (LRV) Midlife Modernization with Kinkisharyo International, L.L.C. for Offsite LRV Qualification Testing increasing the total Contract value by \$1,500,000 from \$159,119,493 to \$160,619,493 to enable LRV testing offsite LACMTA property; and

(continued on next page)

(Item 20 – continued from previous page)

B. EXECUTE Contract Modifications under this Contract for up to \$1,000,000 per Contract Modification.

21. SUBJECT: TRANSIT OPERATIONS ENGINEERING SUPPORT 2023-0606

AUTHORIZED UNDER RECONSIDERATION the Chief Executive Officer to award and execute Indefinite Delivery/Indefinite Quantity (IDIQ) task order-based Contracts No. AE100331000 and AE100331001 to HNTB Corporation and Gannett Fleming, Inc., respectively, for transit operations engineering support services for a combined not-to-exceed (NTE) amount of \$116,000,000 for the four-year base period, and combined NTE of \$20,000,000 for each of the three one-year options; for a combined NTE total amount of \$176,000,000 subject to resolution of any properly submitted protest(s), if any.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	A	C	Y	C	A	Y	Y	Y	A	Y	C

22. SUBJECT: ENGINEERING SUPPORT SERVICES FOR VERTICAL TRANSPORTATION SYSTEM AND RELATED SERVICES 2023-0620

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a ten-year firm fixed unit rate Contract No. AE89754000 to Gannett Fleming, Inc. for engineering support services for vertical transportation system and related services, for a not-to-exceed amount (NTE) of \$36,324,570 for the six-year base term, and \$12,187,396 for each of the two, two-year option terms for a total combined NTE amount of \$60,699,362, effective January 1, 2024, subject to resolution of any properly submitted protest(s), if any.

23. SUBJECT: SPACE PLANNING - INSTALLATION SERVICES AND FURNITURE 2023-0632

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 5 to Contract No. PS28069-2000 with M3 Office Inc. in the amount of \$1,500,000 to continue to provide space planning/installation services and furniture increasing the total not-to-exceed contract value from \$7,500,000 to \$9,000,000 and extend the period of performance through December 31, 2024.

24. SUBJECT: A650 HEAVY RAIL VEHICLE ATC SYSTEM UPGRADE 2022-0822

APPROVED ON CONSENT CALENDAR:

A. AUTHORIZING the Chief Executive Officer (CEO) to negotiate, award, and

(continued on next page)

(Item 24 – continued from previous page)

execute Contract No. OP116496 to Hitachi Rail for 36 months for an amount not to exceed \$29,312,410, to upgrade the onboard train control system on 70 of Metro's A650 option order Heavy Rail Vehicles (HRVs) and a contract option for upgrading an additional 4 A650 HRVs, to ensure compatibility with upcoming upgrades to Metro's wayside signaling and communication systems, subject to the resolution of any properly submitted protest(s), if any; and

- B. FINDING that there is only a single source of procurement for the materials and work set forth in Recommendation A above and it is for the sole purpose of delivering, installing, and testing equipment compatible with the anticipated upgrades to Metro's wayside signaling/communication systems.

31. SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL PROJECT 2023-0659
RELOCATION PLAN AND ACQUISITION AND
RELOCATION PILOT PROGRAM

APPROVED:

- A. a Pilot Program to reduce hardships to property owners by incorporating streamlined acquisition and relocation procedures for right-of-way delivery for the East San Fernando Valley Light Rail Project; and
- B. the East San Fernando Valley Light Rail Project Relocation Plan.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	A	Y	Y	Y	A	Y	Y	Y	A	Y	Y

32. SUBJECT: CLOSED SESSION 2023-0723

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

1. Kamal Patel v. LACMTA, LASC Case No. 21STCV05686

APPROVED settlement in the amount of \$299,999.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	A	Y	Y	Y	A	Y	Y	Y	A	Y	Y

B. Conference with Labor Negotiator - Government Code 54957.6

Agency designated representative: Cristian Leiva

Employee organizations: Amalgamated Transit Union, SMART, TCU, AFSCME, Teamsters

NO REPORT.

C. Public Employee Performance Evaluation - Government Code Section 54957(b)(1)

Title: Chief Executive Officer

NO REPORT.

ADJOURNED AT 1:08 P.M.

Comment & Speakers List

Board Month: November 2023

NUMBER	NAME	ITEM NUMBER	POSITION (FOR/AGAINST/GENERAL COMMENT/ITEM NEEDS MORE CONSIDERATION)
1	Michael Schneider	CON #12 and #13	AGAINST
2	Adam Faruqi	CON #12 and #13	AGAINST
3	Spurgeon Rice	CON #12 and #13	AGAINST
4	Nick Cron-DeVico	CON #12 and #13	AGAINST
5	Ethan Hughes	CON #12 and #13	AGAINST
6	Olga Lexell	CON #12 and #13	AGAINST
7	Alex Wang	CON #12 and #13	AGAINST
8	Dan White	CON #12 and #13	AGAINST
9	Tania Becker	CON #12 and #13	AGAINST
10	Joe Peetz	CON #12 and #13	AGAINST
11	John Baierl	CON #12 and #13	AGAINST
12	Marcus Navarra	CON #12 and #13	AGAINST
13	Joey Brown	CON #12 and #13	AGAINST
14	Bernadette Jaeger	CON #12 and #13	AGAINST
15	Hal Bogotch	CON #12 and #13	AGAINST
16	Tristen Miller	CON #12 and #13	AGAINST
17	Irvin Samuel	CON #12 and #13	AGAINST
18	Stephen Graham	CON #12 and #13	AGAINST
19	Josh Torchia	CON #12 and #13	AGAINST
20	Erin Hoops	CON #12 and #13	AGAINST
21	William Fernandez	CON #12 and #13	AGAINST
22	Eric Shin	CON #12 and #13	AGAINST
23	Tom Rodriguez	CON #12 and #13	AGAINST
24	Andrew Cobb	CON #12 and #13	AGAINST
25	Kyle Vail	CON #12 and #13	AGAINST
26	Danny Duarte	CON #12 and #13	AGAINST
27	Joey Gawor	CON #12 and #13	AGAINST
28	Chris Bostock	CON #12 and #13	AGAINST
29	Jenna Barrett	CON #12 and #13	AGAINST
30	Sophie Nenner	CON #12 and #13	AGAINST
31	Matt Wait	CON #12 and #13	AGAINST
32	Ed Costello	CON #12 and #13	AGAINST
33	Mott Smith	CON #12 and #13	AGAINST
34	Britney Baker	CON #12 and #13	AGAINST
35	Wesley Reutimann	CON #12 and #13	AGAINST
36	Lorelei Bailey	CON #12 and #13	AGAINST
37	Sam Winter	CON #12 and #13	AGAINST
38	Casey Law	CON #12 and #13	AGAINST
39	Elizabeth Israelian	CON #12 and #13	AGAINST
40	Jackson Guze	CON #12 and #13	AGAINST
41	Frank Harper	CON #12 and #13	AGAINST
42	Jacqui Swartz	CON #12 and #13	AGAINST
43	Eduardo Mendoza	CON #12 and #13	AGAINST
44	Allen Natian	CON #12 and #13	AGAINST
45	Joseph Botti	CON #12 and #13	AGAINST

46	Josh Mesman	CON #12 and #13	AGAINST
47	Eduardo Mendoza	CON #12 and #13	AGAINST
48	Ellen Van Wyk	CON #12 and #13	AGAINST
49	Avi Zephyra	CON #12 and #13	AGAINST
50	Matthew Finlayson	CON #12 and #13	AGAINST
51	Mike Etzel	CON #12 and #13	AGAINST
52	Karina Hernandez	CON #12 and #13	AGAINST
53	Shaun Ryan	CON #12 and #13	AGAINST
54	Jason Ford	CON #12 and #13	AGAINST
55	John Lloyd	CON #12 and #13	AGAINST
56	Birgitta Martinez	CON #12 and #13	AGAINST
57	Edna Cedillos	CON #12 and #13	AGAINST
58	Peter Hebert	CON #12 and #13	AGAINST
59	Thanos Trezos	CON #12 and #13	AGAINST
60	Alex Hager	CON #12 and #13	AGAINST
61	David Pedersen	CON #12 and #13	AGAINST
62	Auguste Miller	CON #12 and #13	AGAINST
63	Scott Garner	CON #12 and #13	AGAINST
64	Ryan Tillman	CON #12 and #13	AGAINST
65	Brett Hollenbeck	CON #12 and #13	AGAINST
66	Andre Villasenor	CON #12 and #13	AGAINST
67	Stephanie Kennedy	CON #12 and #13	AGAINST
68	Josh Hutchinson	CON #12 and #13	AGAINST
69	Jon Mizrahi	CON #12 and #13	AGAINST
70	Rowan Sullivan	CON #12 and #13	AGAINST
71	Tobias Wacker	CON #12 and #13	AGAINST
72	crkuhns@gmail.com	CON #12 and #13	AGAINST
73	Joe Karpinski	CON #12 and #13	AGAINST
74	John Lin	CON #12 and #13	AGAINST
75	Jairo Avalos	CON #12 and #13	AGAINST
76	Jennifer Ho	CON #12 and #13	AGAINST
77	Alyssa Davis	CON #12 and #13	AGAINST
78	Kathryn Ryan	CON #12 and #13	AGAINST
79	Ryan Berdan	CON #12 and #13	AGAINST
80	Jacob Wasserman	CON #12 and #13	AGAINST
81	Caro Vilain	CON #12 and #13	AGAINST
82	Elizabeth Korelitz	CON #12 and #13	AGAINST
83	Vincent La Rocca	CON #12 and #13	AGAINST
84	Stephanie Tong	CON #12 and #13	AGAINST
85	Rob Ellis	CON #12 and #13	AGAINST
86	Riley McNair	CON #12 and #13	AGAINST
87	Gabriel Devlin	CON #12 and #13	AGAINST
88	Mimi Holt	CON #12 and #13	AGAINST
89	Ian Rosenberg-Russell	CON #12 and #13	AGAINST
90	Jason Morgan	CON #12 and #13	AGAINST
91	Sam Shapiro-Kline	CON #12 and #13	AGAINST
92	Keegan J. Bonebrake	CON #12 and #13	AGAINST
93	Deborah Gregory	CON #12 and #13	AGAINST
94	Jeff Schwartz	CON #12 and #13	AGAINST
95	Lorena Chavez	CON #12 and #13	AGAINST
96	David	CON #12 and #13	AGAINST

97	Jonah Kanner	CON #12 and #13	AGAINST
98	Rob Vila	CON #12 and #13	AGAINST
99	Jennifer Mendez	CON #12 and #13	AGAINST
100	Ian Lundy	CON #12 and #13	AGAINST
101	Matt Ciaglia	CON #12 and #13	AGAINST
102	Evan Clark	CON #12 and #13	AGAINST
103	Victor Cee	CON #12 and #13	AGAINST
104	Danielle Carne	CON #12 and #13	AGAINST
105	Alejandro Vega	CON #12 and #13	AGAINST
106	Keith Johnson	CON #12 and #13	AGAINST
107	Emilio Uranga	CON #12 and #13	AGAINST
108	Diego Martinez	CON #12 and #13	AGAINST
109	Zuri Rashad	CON #12 and #13	AGAINST
110	Grant Blakeman	CON #12 and #13	AGAINST
111	Bobby Helgager	CON #12 and #13	AGAINST
112	April De Stefano	CON #12 and #13	AGAINST
113	Jason Novak	CON #12 and #13	AGAINST
114	Carey Bennett	CON #12 and #13	AGAINST
115	Michael Royce	CON #12 and #13	AGAINST
116	Ava Marinelli	CON #12 and #13	AGAINST
117	Jess Zellinger	CON #12 and #13	AGAINST
118	Kaly Trezos	CON #12 and #13	AGAINST
119	Jon Axell	CON #12 and #13	AGAINST
120	Lionel Mares	CON #12 and #13	AGAINST
121	Aaron Chin	CON #12 and #13	AGAINST
122	Adam Remba	CON #12 and #13	AGAINST
123	Angela Heine	CON #12 and #13	AGAINST
124	Caroline Jones	CON #12 and #13	AGAINST
125	Brianna Egan	CON #12 and #13	AGAINST
126	Brian Lee	CON #12 and #13	AGAINST
127	Stephanie Horwitz	CON #12 and #13	AGAINST
128	Elizabeth Werle	CON #12 and #13	AGAINST
129	Lyndsey Nolan	CON #12 and #13	AGAINST
130	Jason Chen	CON #12 and #13	AGAINST
131	Bin Lee	CON #12 and #13	AGAINST
132	Jay Ross	CON #12 and #13	AGAINST
133	Babak Dorji	CON #12 and #13	AGAINST
134	Kelly Marie Martin	CON #12 and #13	AGAINST
135	Jon Melvin	CON #12 and #13	AGAINST
136	Caroline Buck Tawney	CON #12 and #13	AGAINST
137	CARRICK MOORE GERETY	CON #12 and #13	AGAINST
138	Tomas Chor	CON #12 and #13	AGAINST
139	Mary Jo Santander	CON #12 and #13	AGAINST
140	Jamie Chen	CON #12 and #13	AGAINST
141	Matthew Swanson	CON #12 and #13	AGAINST
142	Nancy Matson	CON #12 and #13	AGAINST
143	Joshua Gonzales	CON #12 and #13	AGAINST
144	Rachel Angulo	CON #12 and #13	AGAINST
145	Erin Hoops	CON #12 and #13	AGAINST
146	Camilo Palacios	CON #12 and #13	AGAINST
147	Vincent Vo	CON #12 and #13	AGAINST

148	EC	CON #12 and #13	AGAINST
149	Colin Bogart	CON #12 and #13	AGAINST
150	Jenna Hoover Cobb	CON #12 and #13	AGAINST
151	Brandon Curran	CON #12 and #13	AGAINST
152	Ilanthe Zevos	CON #12 and #13	AGAINST
153	Ellie Lipton	CON #12 and #13	AGAINST
154	Benjamin Phillips	CON #12 and #13	AGAINST
155	Andrew Reich	CON #12 and #13	AGAINST
156	Anne Clark	CON #12 and #13	AGAINST
157	Elyse Meghan Gutierrez	CON #12 and #13	AGAINST
158	Auri Jackson	CON #12 and #13	AGAINST
159	Marcel Sereboff	CON #12 and #13	AGAINST
160	Alexia Guevara	CON #12 and #13	AGAINST
161	Sasha Espinosa	CON #12 and #13	AGAINST
162	Diana Williams	CON #12 and #13	AGAINST
163	Samantha Karim	CON #12 and #13	AGAINST
164	Katharine Schluntz	CON #12 and #13	AGAINST
165	Rosie Dwyer	CON #12 and #13	AGAINST
166	Emile Bensedrine	CON #12 and #13	AGAINST
167	Topher Hendricks	CON #12 and #13	AGAINST
168	Matthew Stumbo	CON #12 and #13	AGAINST
169	Christian Israelian	CON #12 and #13	AGAINST
170	Andrew Graves	CON #12 and #13	AGAINST
171	Kasia J	CON #12 and #13	AGAINST
172	Douglas Coulter	CON #12 and #13	AGAINST
173	Jesse Flores	CON #12 and #13	AGAINST
174	Josefin Azzam	CON #12 and #13	AGAINST
175	Leon Gu	CON #12 and #13	AGAINST
176	Sonny R. Santa Ines, Mayor, City of Bell	CON #12 and #13	FOR
177	Andrew Isip	CON #12 and #13	AGAINST
178	Karenina Alfaro	CON #12 and #13	AGAINST
179	Vincent La Rocca	CON #12 and #13	AGAINST
180	Ernest Glen	CON #12 and #13	AGAINST
181	Lindsay Kerns	CON #12 and #13	AGAINST
182	Michael Cox	CON #12 and #13	AGAINST
183	Aaron Holmes	CON #12 and #13	AGAINST
184	Mason Flink	CON #12 and #13	AGAINST
185	Dale Zapata	CON #12 and #13	AGAINST
186	Andrew Crabtree	CON #12 and #13	AGAINST
187	Luis Cass	CON #12 and #13	AGAINST
188	Danielle Zamora	CON #12 and #13	AGAINST
189	Joe Linton	CON #12 and #13	AGAINST
190	Diane Velez	CON #12 and #13	AGAINST
191	Misha Askren	CON #12 and #13	AGAINST
192	Tamas Nagy	CON #12 and #13	AGAINST
193	Michelle Andrade	CON #12 and #13	AGAINST
194	Dale Zapata	CON #12 and #13	AGAINST
195	Kurt Canfield	CON #12 and #13	AGAINST
196	Kerry Larick	CON #12 and #13	AGAINST
197	Erin Hoops	CON #12 and #13	AGAINST

198	Eric Thompson-Martin	CON #12 and #13	AGAINST
199	Bronko Burcksen	CON #12 and #13	AGAINST
200	Thanos Trezos	CON #12 and #13	AGAINST
201	Caller 0184	CON #12 and #13	AGAINST
202	Caller 0660	CON #12 and #13	AGAINST
203	Caller 2222, John Moreno, City Manager for Paramount	CON #12 and #13	FOR
204	Caller 2076, Karen, City of Artesia	CON #12 and #13	FOR
205	Caller 0982	CON #12 and #13	AGAINST
206	Caller 8058, Yvette, Gateway COG	CON #12 and #13	FOR
207	Caller 4404	CON #12 and #13	AGAINST
208	Caller 8437	CON #12 and #13	AGAINST
209	Caller 1415	CON #12 and #13	AGAINST
210	Caller, Ray Hollar	CON #12 and #13	AGAINST
211	Caller 2361	CON #12 and #13	GENERAL COMMENT
212	Caller 0660	CON #15	GENERAL COMMENT
213	Al Solis	CON #15	GENERAL COMMENT - Eliminate the bike path improvements and include it as a small business set aside
214	Caller 0660	EMC #19	GENERAL COMMENT
215	Caller 5684	EMC #19	GENERAL COMMENT
216	Sharon L. Weissman, The Port of Long Beach	EMC #8	GENERAL COMMENT
217	Andrew Gonzales, LA/OC Building & Construction Trades Council	EMC #8	FOR
218	Caller 6600	EMC #8	GENERAL COMMENT
219	Caller 8333	EMC #8	GENERAL COMMENT
220	Caller 0660	EMC #8	GENERAL COMMENT - Suggest changing the name to Mobility Economic Development Plan
221	Kevin Mitchell	EMC General Public Comment	GENERAL COMMENT
222	Niki Negrete-Mitchell	EMC General Public Comment	GENERAL COMMENT
223	Caller 8871	EMC General Public Comment	GENERAL COMMENT - In-house police
224	Caller 8663	EMC General Public Comment	GENERAL COMMENT - Against Dodger Stadium Gondola
225	Caller 0660	EMC General Public Comment	GENERAL COMMENT - 710 Mobility Development Corridor
226	Caller, Ray Hollar	EMC General Public Comment	GENERAL COMMENT - Green line extension
227	Caller 5684	OPS #26	GENERAL COMMENT - Give kudos to the team, an opportunity to clarify bus only lanes
228	Joseph Lyles	OPS #27 and #28	GENERAL COMMENT - Future type of cars to implement for Metro, sell energy to Metro
229	Caller	OPS #29	GENERAL COMMENT - Regarding ambassadors, can an announcement be made announcing which train car the ambassadors are on
230	Caller 2437, Chair of PSAC	OPS #29	GENERAL COMMENT

231	Caller 0119	OPS #29	GENERAL COMMENT - In-house transit security
232	Jack Marthinson	OPS #30	AGAINST
233	Joseph Lyles	OPS Consent Calendar	GENERAL COMMENT - Speaking on Item 23
234	Caller 0660	P&P #7	ITEM NEEDS MORE CONSIDERATION
235	Caller 2517	P&P #7	ITEM NEEDS MORE CONSIDERATION
236	Caller 1671	P&P #7	GENERAL COMMENT - Concerned about PCH
237	Caller 8333	P&P #8	GENERAL COMMENT
238	Caller 0660	P&P #8	GENERAL COMMENT - Change the name to leverage it correctly
239	Caller 6575	P&P #8	GENERAL COMMENT - Rebuilding the 10 freeway
240	Holly Osborne	P&P General Public Comment	GENERAL COMMENT
241	Niki Negrete-Mitchell	P&P General Public Comment	GENERAL COMMENT
242	Kevin Mitchell	P&P General Public Comment	GENERAL COMMENT
243	Caller, Ray Hollar	P&P General Public Comment	GENERAL COMMENT
244	Caller 1671	P&P General Public Comment	GENERAL COMMENT - Don't listen to the NIMBYS
245	Caller 0660	P&P General Public Comment	GENERAL COMMENT
246	Donald Harlan	RBM #19	GENERAL COMMENT - money in the account is his, 10 freeway belongs to Donald
247	Caller 0660	RBM #19	GENERAL COMMENT
248	Byron Edmonson	RBM #19.1	FOR
249	Faraz Aqil	RBM #19.1	ITEM NEEDS MORE CONSIDERATION
250	Ray Hollar	RBM #3	GENERAL COMMENT
251	Caller 0660	RBM #3	GENERAL COMMENT
252	Coby King	RBM #31	FOR
253	Caller 5643	RBM #31	GENERAL COMMENT
254	Caller 7973	RBM #31	GENERAL COMMENT - writing a letter for this item
255	Caller 8559	RBM #31	GENERAL COMMENT
256	Caller 2656	RBM #31	GENERAL COMMENT
257	Caller 9570	RBM #31	GENERAL COMMENT - concerned about the quality of communication for this project
258	Caller 5664	RBM #31	GENERAL COMMENT
259	Caller 4204	RBM #31	GENERAL COMMENT - need to be more transparent with the communications
260	Niki Negrete-Mitchell	RBM #4	GENERAL COMMENT - ROW AND BNSF
261	Caller 0660	RBM #4	GENERAL COMMENT - WSAB and Federal Funding, letter between Feinstein and Metro from 2017
262	Caller 5643	RBM Closed Session	GENERAL COMMENT

263	Anna Drewitz	RBM General Public Comment	GENERAL COMMENT
264	Stephanie Tong	RBM General Public Comment	GENERAL COMMENT
265	Camille Orozco	RBM General Public Comment	GENERAL COMMENT
266	Brian Rose	RBM General Public Comment	GENERAL COMMENT
267	Willow Longwinter	RBM General Public Comment	GENERAL COMMENT
268	Harris Kornstein	RBM General Public Comment	GENERAL COMMENT
269	E Khoury-Bolles	RBM General Public Comment	GENERAL COMMENT
270	Micki Boden	RBM General Public Comment	GENERAL COMMENT
271	Clayton Zak	RBM General Public Comment	GENERAL COMMENT
272	Rida Qureshi	RBM General Public Comment	GENERAL COMMENT
273	Kallen Chi	RBM General Public Comment	GENERAL COMMENT
274	Rachael Johnson	RBM General Public Comment	GENERAL COMMENT
275	Benjamin Geisert	RBM General Public Comment	GENERAL COMMENT
276	Elizabeth Kigar	RBM General Public Comment	GENERAL COMMENT
277	Josefin Schrodek	RBM General Public Comment	GENERAL COMMENT
278	Anita French	RBM General Public Comment	GENERAL COMMENT
279	Anahi Bolanos	RBM General Public Comment	GENERAL COMMENT
280	Urzulo Glaviano	RBM General Public Comment	GENERAL COMMENT
281	Rachel Stokol	RBM General Public Comment	GENERAL COMMENT
282	Heidi Wences	RBM General Public Comment	GENERAL COMMENT
283	MAYA MATTHEWS	RBM General Public Comment	GENERAL COMMENT
284	Kevin Mitchell	RBM General Public Comment	GENERAL COMMENT
285	Drexell Johnson	RBM General Public Comment	GENERAL COMMENT - concern about AB5
286	Bobby Evans Jr.	RBM General Public Comment	GENERAL COMMENT - concern about AB5
287	Bobby Evans Sr.	RBM General Public Comment	GENERAL COMMENT - concern about AB6

288	Jeff Bree	RBM General Public Comment	GENERAL COMMENT - support Dodger Stadium project
289	Donald Harlan	RBM General Public Comment	GENERAL COMMENT - no such thing as countywide development
290	Holly Osborne	RBM General Public Comment	GENERAL COMMENT
291	Zar Austin	RBM General Public Comment	GENERAL COMMENT - concern about AB5
292	Niki Negrete-Mitchell	RBM General Public Comment	GENERAL COMMENT - at grade is not valid and need updates
293	Gomez	RBM General Public Comment	GENERAL COMMENT
294	Holly Tyrer	RBM General Public Comment	GENERAL COMMENT - brain injury and wearing a sunflower lanyard so it is obvious about an invisible disability
295	Ray Hollar	RBM General Public Comment	GENERAL COMMENT
296	Kevin Mitchell	RBM General Public Comment	GENERAL COMMENT
297	Jesus Gutierrez	RBM General Public Comment	GENERAL COMMENT
298	Ofelia Villegas	RBM General Public Comment	GENERAL COMMENT
299	Brenda Jackson	RBM General Public Comment	GENERAL COMMENT - oppose in-house policing, make sure people are not waiting alone in the dark for a bus
300	Sofia Salazar	RBM General Public Comment	GENERAL COMMENT
301	Oscar Zarate	RBM General Public Comment	GENERAL COMMENT
302	Mireya Aguilar	RBM General Public Comment	GENERAL COMMENT - public transportation rider and LIFE participant, not easy to get information at Metro
303	Isabel Tecum	RBM General Public Comment	GENERAL COMMENT - more frequent service
304	Maria Cruz	RBM General Public Comment	GENERAL COMMENT - applied for 90-days of free rides and then started paying cash for rides, didn't know there were 20 free rides per month, confusing process
305	Montzerrat Morales	RBM General Public Comment	GENERAL COMMENT - universal free transit now
306	Adalberto Rios	RBM General Public Comment	GENERAL COMMENT
307	Coach Milka White	RBM General Public Comment	GENERAL COMMENT
308	Joseph Lyles	RBM General Public Comment	GENERAL COMMENT - he complained because someone was smoking on the train and he ended up getting arrested
309	Caller 0629	RBM General Public Comment	GENERAL COMMENT

310	Caller 5221	RBM General Public Comment	GENERAL COMMENT
311	Caller 8871	RBM General Public Comment	GENERAL COMMENT
312	Caller 2531	RBM General Public Comment	GENERAL COMMENT
313	Caller 7711	RBM General Public Comment	GENERAL COMMENT
314	Caller 4343	RBM General Public Comment	GENERAL COMMENT
315	Caller 8112	RBM General Public Comment	GENERAL COMMENT
316	Caller 2727	RBM General Public Comment	GENERAL COMMENT
317	Caller 9835	RBM General Public Comment	GENERAL COMMENT
318	Caller 7409	RBM General Public Comment	GENERAL COMMENT

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Section 19. Fact Sheet

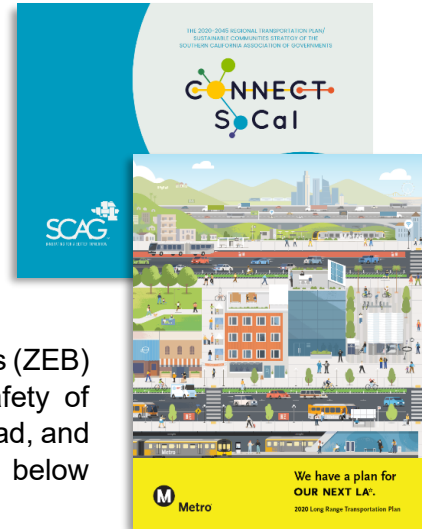
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2024 Regional Transportation Improvement Program (RTIP) Fact Sheet for Los Angeles County

Executive Summary

The primary purpose of the Los Angeles County RTIP is to help implement Metro's *2020 Long Range Transportation Plan (L RTP)* and the Southern California Association of Governments' (SCAG) *2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*. The L RTP provides a detailed roadmap for how Metro will plan, build, operate, maintain, and partner for improved mobility in Los Angeles County in the next 30 years. The funding plan and policies included in the L RTP help advance the long-range transportation plan for the six-county SCAG region envisioned in the RTP/SCS.

For the 2024 RTIP, Los Angeles County's top priority is a new zero-emission bus (ZEB) acquisition project which will increase the sustainability, resilience, and safety of Metro's bus fleet. The 2024 RTIP also carries over and amends transit, local road, and highway projects that were programmed in previous RTIPs. The table below summarizes the 2024 RTIP for Los Angeles County.



2024 RTIP for Los Angeles County (\$000s)

Proposed Programming	Prior	FY 25	FY 26	FY 27	FY 28	FY 29	Total
No Amendments							
SR 71 (North Segment)	20,000						20,000
SR 138 Segment 13	75,100						75,100
Planning, Programming & Monitoring	2,836	3,425	3,342	3,342			12,945
East San Fernando Valley Transit Corridor Project	202,139						202,139
Buses Project #2		40,749					40,749
Subtotal No Amendments	300,075	44,174	3,342	3,342			350,933
Amendments to Schedule/Funding							
Multimodal Mobility Improvements (SR 138 Segment 4)	38,350		7,000				45,350
LA City Soto St. Complete Streets, Multnomah-Mission			26,330				26,330
LA County USC Medical Center Mobility Improvements			9,432	17,872			27,304
Subtotal Amendments	38,350		42,762	17,872			98,984
Proposed New Projects							
Bus Acquisition #3					200,633		200,633
Planning, Programming & Monitoring					8,630	4,270	12,900
Subtotal New Projects					209,263	4,270	213,533
NET NEW PROGRAMMING			2,267	1,017	209,263	4,270	216,817

Benefits

The RTIP for Los Angeles County contributes to SCAG region-level benefits to travel time savings and reliability; cost savings in vehicle operations, accidents, and emissions; journey quality, safety; health; and emissions reductions. The SCAG region will see benefits outweigh costs at a ratio of 4.9. This analysis does not include the new proposed ZEB project which will acquire 100 ZEBs.

Metro's vehicle fleet accounts for 80 percent of its total energy consumption per year. Reducing criteria air pollutant emissions is critical to protecting public health and reducing air pollution. Metro has already begun transition to a ZEB fleet. As part of this initiative, the proposed project is not only increasing the operating life of

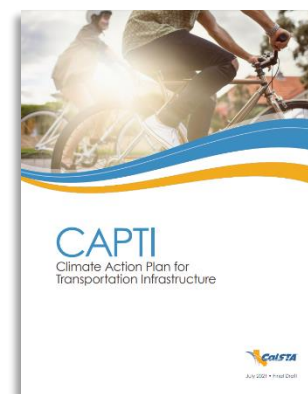
existing buses, but more importantly, will reduce NOx and PM emissions from Metro's bus fleet. Metro estimates saving \$6 million in tail pipe emissions because of the project.

Goals and Objectives

Alignment with regional goals and objectives. The 2024 RTIP is modally balanced to advance the RTP/SCS Core Vision of maintaining and better managing the existing transportation network while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. The four Priority Areas identified in the LRTP: *Better Transit*, *Less Congestion*, *Complete Streets*, and *Access to Opportunity* align with RTP/SCS strategies to advance the Core Vision. Embedded in all Priority Areas are equity and sustainability, which are outlined in Metro's [Equity Plan](#) and [Moving Beyond Sustainability Plan](#). The table below indicates the Priority Areas supported by each project.

	2024 RTIP Status	Better Transit	Less Congestion	Complete Streets	Access to Opportunity
SR 71 (North Segment)	Carryover		●	●	●
SR 138 Segment 13	Carryover		●	●	●
East San Fernando Valley Transit Corridor Project	Carryover	●		●	●
Buses Project #2	Carryover	●		●	●
Multimodal Mobility Improvements (SR 138 Segment 4)	Amend		●	●	●
LA City Soto St. Complete Streets, Multnomah-Mission	Amend		●	●	●
LA County USC Medical Center Mobility Improvements	Amend		●	●	●
Bus Acquisition #3	New	●		●	●
Planning, Programming, & Monitoring	New	●	●	●	●

Alignment with state goals and objectives. Although adopted shortly before the Climate Action Plan for Transportation Infrastructure (CAPTI), the Metro LRTP is closely aligned with CAPTI in the holistic approach to investing in sustainable, equitable, and healthy modes of transportation to meet communities' diverse mobility needs. Metro's priority project for the 2024 RTIP, ZEB acquisition, as well as existing transit and complete streets projects are compliant with many of CAPTI's guiding principles: invest in networks of safe and accessible bicycle and pedestrian infrastructure, invest in ZEV infrastructure, reduce public health and economic harms and maximize community benefits, make safety improvements to reduce fatalities and severe injuries, and promote projects that do not significantly increase passenger vehicle travel. The RTIP includes highway expansion projects which have been in development for decades. The LRTP includes highway investments like these as one of many strategies to achieve less congestion. These projects also align with CAPTI which acknowledges that many highway expansion projects were conceived in the past, not all highway expansion projects serve the same purpose or have the same results, and context such as multimodal-inclusive design and rural vs. urbanized settings matter.



Metro is not providing the following optional sections:

Section 20. Documentation on Coordination with Caltrans District (Optional)

Section 21. Detailed Project Programming Summary Table (Optional)

Section 22. Alternative Delivery Methods (Optional)

Section 23. Additional Appendices (Optional)